

Woolgoolga to Ballina Pacific Highway upgrade

Directional signage consultation report

Roads and Maritime Services | September 2018

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Executive summary

The Australian and NSW governments are jointly funding the Woolgoolga to Ballina Pacific Highway upgrade. Roads and Maritime Services, Pacific Complete and our contractor partners are working together to deliver the upgrade.

This report provides a summary of the community consultation carried out by Roads and Maritime to inform the proposed directional signage plan for the upgrade. The plan does not include the Woolgoolga to Glenugie sections, which are complete and open to traffic.

To develop the draft directional signage plan, we consulted with:

- Local councils
- Focus groups comprising representatives from local business and community groups
- Tourist Attraction Signposting Assessment Committee (TASAC)
- Destination NSW
- The community.

Roads and Maritime consulted with Clarence Valley, Richmond Valley, Ballina and Lismore councils through meetings and correspondence to seek input during the development of the directional signage plan, including the councils' strategies for developing new local road names.

Focus groups were formed in early 2018 to seek feedback on the draft directional signage plan. The focus groups included representatives from business and community chambers near the upgrade as well as local councils.

The draft directional signage plan was displayed for community feedback between 31 May and 15 June 2018. Four information sessions were held at locations near the upgrade and were attended by 53 people.

In total, submissions were received from 33 people and organisations. Key topics raised included:

- Concerns about journey management from the Tyndale and Glenugie interchanges, including requests for Glenugie to be promoted as the main exit for Grafton
- Objections to the proposed renaming of the existing highway between Grafton and Tyndale as the Gwydir Highway
- Request for a new tourist route on the existing highway between Grafton and Tyndale
- Requests for signage to towns which aren't proposed to be signposted from the new highway
- Queries about new local road names
- Request for additional signage to Evans Head.

Roads and Maritime will continue to consult with local councils about the classification and naming of sections of the existing highway.

Following the feedback received from the community, Roads and Maritime is reviewing the proposed renaming of the existing highway between Grafton and Tyndale. Roads and Maritime will consider input from the community and councils before selecting a preferred name.

This process will be carried out independently of the directional signposting plan for the Woolgoolga to Ballina upgrade and does not need to be resolved before the plan is finalised.

Next steps

The directional signage plan will be finalised and submitted to the Department of Planning and Environment in late 2018. Once approved, the signs will be installed as part of construction of the Woolgoolga to Ballina upgrade in line with the scheduled opening of the new highway in 2020.

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1. Introduction

1.1. Background

The Australian and NSW governments are jointly funding the Woolgoolga to Ballina Pacific Highway upgrade. Roads and Maritime Services, Pacific Complete and our contractor partners are working together to deliver the upgrade.

The Woolgoolga to Ballina project team has prepared a draft directional signage plan to show the proposed locations and wording of new signs to be installed as part of the upgrade. The plan includes:

- Guide signs (white writing on green background)
- Tourist signs (white writing on brown background)
- Services signs (white writing on blue background).

The draft directional signage plan has been developed in line with Roads and Maritime guidelines and relevant Australian Standards to ensure effective and appropriate signposting for key locations along the highway, while also reducing distractions for road users.

1.2. Purpose of this document

This report provides a summary of the community consultation carried out by Roads and Maritime to inform the proposed directional signage plan for the upgrade. The plan does not include the Woolgoolga to Glenugie sections, which are already complete and open to traffic.

The draft directional signage plan has been developed in accordance with the conditions of approval for the Woolgoolga to Ballina upgrade:

Condition	Requirement
D17.	<p>The Applicant shall prepare and implement a Signage Policy to addresses the impact of towns (South Grafton, Ulmarra, Tyndale, Woodburn, Broadwater and Wardell) which are bypassed by the SSI, at least six months prior to operation, unless otherwise agreed by the Secretary. The Policy shall be prepared in consultation with the relevant council and to the satisfaction of the Secretary.</p> <p>The Policy shall be consistent with the Guide: Signposting (RTA July 2007), Tourist Signposting guide (RMS and Destination NSW 2012) and provide for signage that:</p> <p>(a) provides information on the range of services available within the bypassed towns of South Grafton, Ulmarra, Tyndale, Woodburn, Broadwater and Wardell; and</p> <p>(b) informs motorists of routes through the bypassed towns that may be taken as an alternative to the highway.</p> <p>The Policy may be submitted in stages to suit the staged construction of the SSI.</p>
D.18.	<p>The Applicant shall prepare and implement a Business Access Strategy to address changes to access to businesses along the highway, at least six months prior to operation. The Strategy shall be prepared in consultation with the relevant council, business owners and the New Italy Museum and to the satisfaction of the Secretary.</p> <p>Note: The Applicant may incorporate the requirements of this condition into the Signage Policy for the SSI under condition D17.</p>

1.3. Signposting guidelines and authority

Roads and Maritime is responsible for authorising, installing, maintaining and removing signs on State Roads, such as the Pacific Highway. The guidelines used to determine signposting on State Roads are based on the Australian Standards which provide the basis for guide signposting nationally.

The guidelines include:

- *Guide Signposting, 2007*, Roads and Maritime internal working document
- *Service Signposting, 2010*, Roads and Maritime internal working document
- *Tourist Signposting, 2012*, Roads and Maritime and Destination NSW.

Local councils are responsible for installing signs on the remainder of the road network, including all local and regional roads. This does not include signs required to be installed as part of or due to the upgrade.

The Tourist Attraction Signposting Assessment Committee (TASAC) is a group formed by the NSW Government to have overall responsibility for the planning and implementation of tourist signposting, and assessing the eligibility for tourist signposting and associated applications. TASAC representatives are Roads and Maritime, Destination NSW, local government and regional tourism organisations.

2. Directional signage plan

In developing the draft directional signage plan for the Woolgoolga to Ballina upgrade, Roads and Maritime has ensured:

- Signage provides information about the available services in bypassed towns
- Signage informs motorists of routes through bypassed towns that may be taken as an alternative to the highway
- Signage has been provided for existing tourist drives, attractions and precincts in consultation with Destination NSW, councils, local business and community groups
- Feedback has been sought from the community, local business and community groups
- The plan meets the requirements of Roads and Maritime's guidelines by adequately signposting destinations while reducing distractions for motorists
- Support has been provided to councils in their strategy to determine new local road names.

This section outlines the factors considered in developing the directional signage plan.

2.1. Guide signs

Guide signs (white writing on green background) provide road users with directions and information to assist in the safe and efficient use of the road network. They may indicate destinations, route names, route markers or distances on the route being travelled or along intersecting roads.

Roads and Maritime's internal working document, *Guide Signposting* (2007), provides the policies and approach used for guide signposting throughout NSW. The proposed directional signage for the Woolgoolga to Ballina upgrade has been developed in accordance with these guidelines.

2.2. Services signs

Roads and Maritime caters for the needs of road users through the use of signs for service and accommodation facilities (white writing on blue background). These signs identify where facilities are available for road users including food, fuel, rest areas, accommodation and significant public services such as hospitals or airports.

Roads and Maritime's guidelines for services signage are provided in the *Service Signposting* (2010) internal working document. To ensure consistent application across NSW, there are requirements and criteria for services that can be signposted, such as opening hours and accessibility.

Service sign elements such as service symbols are often displayed on guide signs or tourist signs (green or brown signs). This is part of Roads and Maritime's approach to ensure adequate signposting for road users through a suite of different signs.

2.3. Tourist signs

A state-wide tourist attraction signposting program has operated in NSW since 1990. Tourist signs (white writing on brown background) are installed to assist road users in locating features or places that are major tourist attractions, identify and guide visitors along tourist drives and welcome visitors.

Applications for tourist signs on State Roads in NSW are assessed by the Tourist Attraction Signposting Assessment Committee (TASAC). To maintain road users' confidence in tourist signage for major tourist

attractions and destinations, any signposted location or precinct must meet a minimum standard and offer a minimum range of tourist services outlined in the *NSW Tourist Signposting Manual (2012)*.

In developing the directional signage plan for the Woolgoolga to Ballina upgrade, Roads and Maritime has provided signage for existing tourist drives, precinct and attractions in accordance with the guidelines.

Tourist drives

There are five tourist drives within the area of the Woolgoolga to Ballina upgrade:

- Tourist Drive 22 – Grafton, Maclean, Yamba
- Tourist Drive 24 – Woodburn, Lismore, Bangalow
- Tourist Drive 26 – Woodburn, Evans Head, Broadwater
- Tourist Drive 28 – Wardell, Alstonville, Teven, Tintenbar
- Tourist Drive 30 – Ballina, Skennars Head, Lennox Head, Byron Bay.

These tourist drives were considered and incorporated into the directional signage plan with appropriate tourist signposting, including advanced directional signs on approach to interchanges, diagrammatic (loop) signs and route markers at interchanges.

Tourist drives are only permitted on local or regional roads and an application must be made to TASAC for proposed new tourist drives.

Historical towns

Historic towns and villages provide visitors the opportunity to access historical places that are significant for social, political or cultural reasons and are highly valued by communities and individuals. To be eligible for tourist signage the historic town or village must apply to TASAC and provide evidence of its suitability.

The directional signage plan for the Woolgoolga to Ballina upgrade includes historic town signs for Ulmarra, which is the only town or village near the upgrade that currently meets the requirements for historic town signposting.

Seaside towns

The proposed directional signage plan provides dedicated tourist precinct signs for the seaside towns near the highway. The purpose of these signs is to show the services and attractions available to encourage visitors and tourists to the seaside towns.

In the draft directional signage plan, seaside town signs are proposed for Woolli / Minnie Water, Brooms Head, Yamba, Iluka and Evans Head.

National parks and conservation areas

National parks within the Woolgoolga to Ballina upgrade area include:

- Yuraygir National Park
- Bundjalung National Park
- Broadwater National Park

The national parks near the Woolgoolga to Ballina upgrade have multiple access points, each leading to a different visitor site with a range of visitor facilities. The locations within each national park may not be interconnected. Tourist signs and service symbols are typically used to inform motorists how to access the national parks.

Roads and Maritime is consulting with NSW National Parks and Wildlife Service to develop guidelines for signposting national parks from motorways. The draft directional signposting plan includes signposting of national parks at key locations.

2.4. Bypassed towns

As part of the Pacific Highway upgrade, many towns become bypassed in the process of delivering a safe and efficient highway for motorists. Roads and Maritime has committed to working with bypassed communities to provide adequate signage to encourage tourists and road users to visit these towns.

Towns that will be bypassed by the new highway include South Grafton, Ulmarra, Tyndale, Woodburn, Broadwater and Wardell.

In developing the proposed directional signage plan for the upgrade, different types of signage have been incorporated to help encourage tourists and visitors into the bypass towns:

- Diagrammatic (loop signs) are used to show routes through bypassed towns without the need to backtrack. Where appropriate, distances are included to inform road users about how far they need to travel to the bypassed town and back onto the new highway
- Bypassed towns are prioritised on advanced directional signs at exits from the new highway
- Service signs are included for larger towns to notify motorists on approach to the towns of the services available, such as food, fuel and accommodation.

Roads and Maritime is finalising a trial of new signs for towns bypassed by the Pacific Highway upgrade. While the format of the signs is to be finalised, the locations for bypassed town signs for the Woolgoolga to Ballina upgrade have been proposed as part of the directional signage plan.

2.5. Signage for businesses

The primary purpose of directional signage is to help guide motorists to their destinations safely and efficiently.

The directional signage plan aims to encourage road users to towns within the vicinity of the Woolgoolga to Ballina upgrade through the use of appropriate signage within Roads and Maritime's signposting guidelines. This includes the use of services signs to inform motorists of the services available in the bypassed towns, including accommodation, food and fuel.

Signage is generally not provided within the road corridor to promote individual towns, locations or businesses.

2.6. Rest areas

For the Woolgoolga to Ballina upgrade, northbound and southbound rest areas are incorporated between Glenugie and Tyndale and between the Iluka interchange and Woodburn. The directional signposting plan includes signposting to provide advice to motorists on the location of these rest areas as well as other rest areas north and south of the upgrade.

Roads and Maritime is in the process of establishing a state wide road side rest area signage strategy that aims to place local Aboriginal community, cultural and tourism information on panels in rest areas across NSW.

Roads and Maritime is responsible for developing, installing and maintaining visitor information signage in rest areas on the Pacific Highway. This includes consulting with Aboriginal groups, Destination NSW and Legendary Pacific Coast to develop the signage.

Signage in rest areas is outside the scope of the directional signage consultation for the Woolgoolga to Ballina upgrade. Roads and Maritime will keep the community informed about any proposals for signage in rest areas.

2.7. Local road names

Several new local roads have been built as part of the upgrade to provide access for residents living alongside the existing Pacific Highway. Some existing local roads have also been divided by the upgrade.

Naming of local roads is the responsibility of local councils. Roads and Maritime is liaising with the individual councils to support the strategy for renaming new local roads.

2.8. Renaming the existing Pacific Highway

When the Woolgoolga to Ballina Pacific Highway upgrade is complete, some sections of the existing highway will continue to be used as local, regional or State Roads. These sections will be renamed to avoid confusion for motorists travelling on the new highway.

The sections of the existing Pacific Highway that will continue to be used include:

- Glenugie to Grafton
- Grafton to Tyndale
- Tyndale to Maclean
- Woodburn to Broadwater
- Broadwater to Coolgardie.

Roads are named by the relevant managing authority. Roads and Maritime is responsible for naming State Roads with input from many sources including councils, community groups and individuals.

Councils are responsible for naming regional and local roads. Both Roads and Maritime and councils must notify the Geographical Names Board before finalising road names.

Roads and Maritime is consulting with local councils about the classification and naming of sections of the existing highway.

Existing Pacific Highway between Glenugie and Tyndale

In South Grafton, three State Roads currently connect and include the Pacific Highway, Gwydir Highway and Summerland Way.

To maintain the connectivity of the State Road network, Roads and Maritime will retain responsibility for the existing section of highway between Glenugie and Tyndale. This section of highway will continue to be an important link in the State Road network when the upgrade is complete.

The following new road names were proposed in the draft directional signage plan for the Woolgoolga to Ballina upgrade:

- Summerland Way between Glenugie and Grafton (linking the existing Summerland Way to the new highway)
- Gwydir Highway between Grafton and Tyndale (linking the existing Gwydir Highway to the new highway).

The new names for these sections of the existing Pacific Highway are not yet confirmed and Roads and Maritime will consider feedback before making a final decision. Consultation will be carried out with the community separately to the directional signage plan.

3. Consultation approach

Consultation on the proposed directional signage began in 2017. Roads and Maritime consulted with the following organisations and groups during the development of the draft directional signage plan:

- Local councils
- Focus groups comprising representatives from local business and community groups
- Tourist Attraction Signposting Assessment Committee (TASAC)
- New Italy Museum
- Destination NSW
- The community.

The steps taken to consult on the proposed directional signage plan are outlined below.

Stage	Timing
Consultation with Councils to develop the draft plan	Mid to late 2017
Focus group meeting 1	February 2018
Focus group meeting 2	March 2018
Display draft plan for community feedback	May/June 2018
Meetings with Councils to provide feedback on submissions	July 2018
Focus group meeting 3	August 2018
Publish this consultation report and respond to submissions	October 2018

3.1. Council engagement

The Woolgoolga to Ballina upgrade is located within the local government areas of Clarence Valley Council, Richmond Valley Council and Ballina Shire Council.

Roads and Maritime consulted the councils through meetings and correspondence to seek input during the development of the directional signage plan, including the councils' strategies for developing new local road names.

While it is not within the immediate area of the upgrade, Roads and Maritime also consulted Lismore City Council to discuss signposting to Lismore from the new highway.

3.2. Focus groups

Roads and Maritime established two focus groups to help ensure feedback from local community groups and businesses was considered during the development of the draft directional signage plan.

Due to the large area of the Woolgoolga to Ballina upgrade, focus groups were established for the northern and southern sections of the project. Roads and Maritime consulted with Councils about participation in the focus groups.

Representatives from business groups in Woolli-Minnie Water, South Grafton, Grafton, Ulmarra, Maclean, Yamba and Iluka as well as representatives from Clarence Valley Council were invited to participate in the southern focus group.

Representatives from business groups in Woodburn, Broadwater, Evans Head and Wardell as well as representatives from the New Italy Museum, Richmond River Cane Growers Association, Richmond Valley Council and Ballina Shire Council were invited to participate in the northern focus group.

Both groups met three times in February, March and August 2018.

Feedback received from the focus groups in February and March was considered in developing the draft directional signage plan before it was displayed for public feedback. The focus groups met in August 2018 to review the outcomes of the consultation.

Minutes from the focus group meetings are included in Appendix B.

3.3. Community consultation

The draft directional signage plan was on public display between 31 May and 15 June 2018.

Roads and Maritime informed the community about the display period by:

- Distributing a project update to 28,000 properties near the upgrade between Glenugie and Ballina on 14 May 2018 via Australia Post
- Displaying information about the directional signage plan in five locations:
 - Pacific Highway Project Office, Grafton
 - Clarence Valley Council offices, Maclean
 - Wardell Post Office, Wardell
 - Richmond Valley Council offices, Evans Head
 - Ballina Shire Council offices, Ballina.
- Advertising in local newspapers:
 - Coastal Views – 25 May 2018
 - Daily Examiner – 28 May 2018
 - Northern Star – 28 May 2018
 - Clarence Valley Independent – 30 May 2018
 - Ballina Shire Advocate – 30 May 2018.
- Providing a dedicated web page on Roads and Maritime's website, with the directional signage plan made available to view and download on 31 May 2018
- Emailing the project distribution list (about 1600 registered stakeholders) with details about the directional signage plan and a link to the website from 31 May 2018
- Issuing a media release to local media outlets
- Advertising on Roads and Maritime 'Have your say' web page.

Drop-in sessions were held during the display period so people could view the plan and ask questions of the project team:

Location	Date	Attendance
Headspace (former Grafton Community Centre)	6 June 2018	7
Maclean Civic Hall	6 June 2018	10
Wardell and District War Memorial Hall	7 June 2018	23
Woodburn Visitor Information Centre	7 June 2018	13

The existing communication channels for the upgrade were available for people to provide feedback:

Phone	24-hour project information line: 1800 778 900
Email	W2B@pacificcomplete.com.au
Post	Woolgoolga to Ballina upgrade, PO Box 546 Grafton NSW 2460
In person	Woolgoolga to Ballina project information centre, 21 Prince Street, Grafton

4. Feedback summary

Roads and Maritime received feedback from 33 people and organisations raising more than 50 different matters. This section provides a summary of the key topics raised and Roads and Maritime's responses.

A record of all comments received during the consultation period and Roads and Maritime's responses is provided in Appendix A.

Matter raised	Roads and Maritime's response
Request for tourist route on the existing Pacific Highway between Grafton and Tyndale	
<p>Request to amend signage for Tourist Drive 22 to include Ulmarra as a destination (4 comments)</p> <p>Request for signage to indicate a tourist drive on the existing Pacific Highway between Grafton and Tyndale via Ulmarra (1 comment)</p>	<p>Tourist Drive 22 is an existing route from Grafton to Yamba via Lawrence and Maclean. Ulmarra is not currently located on this tourist drive.</p> <p>Changes to existing tourist drives are under the authority of the Tourist Attraction Signposting Assessment Committee (TASAC), the NSW State government organisation which manages the planning and implementation of tourist signposting systems. To request a change to an existing tourist drive, an application would need to be made to Clarence Valley Council and TASAC.</p> <p>The directional signage plan includes signposting for existing tourist drives and landmarks as well as tourist drives adjusted following requests from Council and with the agreement of TASAC.</p> <p>The existing highway between Grafton and Tyndale is proposed to remain a State Road when the upgrade is complete. Tourist drives are only permitted on local or regional roads.</p>
Renaming of the existing highway between Glenugie and Grafton	
<p>Objections to the proposed renaming of the existing Pacific Highway as Gwydir Highway between Grafton and Tyndale (7 comments)</p>	<p>In recognition of the link it provides in the State Road network as well as linking regional centres including Grafton, Ulmarra and Tyndale, it is proposed the existing Pacific Highway between Glenugie and Tyndale will maintain its classification as a State Road when the Woolgoolga to Ballina upgrade is complete.</p> <p>The following new names were proposed in the draft directional signage plan:</p> <ul style="list-style-type: none"> • Summerland Way between Glenugie and Grafton • Gwydir Highway between Grafton and Tyndale. <p>The new names are not yet confirmed and are being reviewed by Roads and Maritime following the feedback received as part of the directional signage consultation.</p> <p>Roads and Maritime will seek further community feedback on this matter separately to the directional signposting plan for the Woolgoolga to Ballina upgrade.</p>
Access to Grafton from the Tyndale and Glenugie interchanges	
<p>Southbound traffic to Grafton should be directed to use the Glenugie interchange rather than Tyndale due to safety concerns on the existing Pacific Highway (8 comments)</p> <p>Signage at the Tyndale interchange should highlight the distance to the Glenugie</p>	<p>When the upgrade is complete, the road between Grafton and Tyndale will continue to be a strategic link in the State Road network connecting centres west of Grafton to the Pacific Highway from the north.</p> <p>In response to the feedback received, Roads and Maritime has amended the directional signage plan to include a supplementary sign to inform southbound traffic that Grafton is accessible via both the Tyndale and Glenugie exits. The sign would read "Grafton - next two exits".</p>

Matter raised	Roads and Maritime's response
interchange and promote it as the most direct and safer route to Grafton for heavy freight vehicles (6 comments)	
Signage to Evans Head	
Request for additional signage to Evans Head and clarification requested on why Woodburn and Broadwater are promoted on advanced directional signage above Evans Head (1 comment)	<p>Roads and Maritime is committed to working with communities which are bypassed as part of the Pacific Highway upgrade. In accordance with Roads and Maritime's signposting guidelines, Woodburn and Broadwater are promoted on the advanced directional signs as these towns will be bypassed by the new highway and are directly impacted by the upgrade.</p> <p>Roads and Maritime acknowledges Evans Head is a focal destination off the existing Pacific Highway, as well as the upgraded highway, and has been signposted accordingly. Evans Head is included on the advanced directional signage on the southbound approach to the Broadwater interchange and the northbound approach to the Woodburn interchange, as these are the main exit points to the town. Evans Head is also featured on dedicated tourist signage on approach to these interchanges.</p> <p>This matter was raised by Evans Head representatives during the focus group meetings in February and March 2018. Further information about this discussion is provided in the focus group meeting minutes in Appendix B.</p>
Requests for directional signage to towns from the new highway	
Request for Tucabia to be signposted at the exits for Minnie Water and Woolli (1 comment) Request for signage to Rileys Hill (1 comment)	<p>Due to space limitations on sign faces and the need to avoid confusion for motorists, not all destinations can be signposted from the new highway. Roads and Maritime's signposting guidelines recommend up to two focal destinations be included on advanced directional signage before an exit.</p> <p>As Tucabia and Rileys Hill are not focal destinations from the highway, and they are not on the current Pacific Highway section to be bypassed, they do not qualify for signposting under the guidelines.</p>
Signage for Iluka should also include Woombah as a destination (1 comment)	The directional signage plan has been amended to include Woombah on the advanced directional signage for the Iluka turnoff, as Woombah is a focal destination and there is sufficient room on the sign to include a second destination in addition to Iluka.
Local road names	
Clarification requested on whether members of the public can provide suggestions for new local road names (1 comment) New road at the Maclean interchange northbound exit should be named Cameron Street (Sign ID WB4-021) (1 comment)	<p>Several new local roads have been built as part of the upgrade to provide access for residents living alongside the existing Pacific Highway. Councils are responsible for naming regional and local roads.</p> <p>Roads and Maritime is supporting councils with their strategies for determining new local road names.</p>

5. Outcomes and next steps

In response to the feedback received during the consultation, the following changes have been incorporated into the directional signage plan:

- A supplementary sign will be included on the southbound approach to the Tyndale interchange to inform motorists that Grafton is accessible via both the Tyndale and Glenugie exits
- Woombah has been included on the advanced directional signage at the Iluka turnoff
- Amendments have been made to correct inaccuracies or inconsistencies on sign faces.

Roads and Maritime will continue to consult with local councils about the classification and naming of sections of the existing highway. Feedback will be shortly sought from the community and will be considered before selecting a preferred name.

This process will be carried out independently of the directional signposting plan for the Woolgoolga to Ballina upgrade and does not need to be resolved before the plan is finalised.

Next steps

The directional signage plan will be finalised and submitted to the Department of Planning and Environment in late 2018. Once approved, the signs will be installed as part of construction of the Woolgoolga to Ballina upgrade in line with the scheduled opening of the new highway in 2020.

Appendix A – Feedback and responses

Ref.	Sign location	Comment	Number of comments	Roads and Maritime's response
Directional signage				
1.01	Glenugie interchange	Request for Glen Innes and the Gwydir Highway connection to be signposted more prominently for road users travelling northbound using the Glenugie interchange.	1 comment	Glen Innes is included on a supplementary sign on the northbound approach to the Glenugie interchange. Glen Innes is not included on the advanced directional signage on the northbound approach to the interchange due to space limitations on the sign face. The signage for this interchange is to provide direction for motorists to key focal destinations in the immediate region.
1.02	Glenugie interchange	Once the Clarence Correctional Centre is operational there will be a need for signage directing traffic to the facility off the highway.	1 comment	The new Grafton Correctional Centre would not qualify for directional signage from the new highway under Roads and Maritime's signposting guidelines. Roads and Maritime suggests the proponent liaises with Clarence Valley Council to arrange appropriate signage on the local road network from the Glenugie interchange.
1.03	Glenugie interchange	Request for Tucabia to be signposted at the exits for Minnie Water and Wooli.	1 comment	Tucabia is not a focal destination from the highway and is not on the current Pacific Highway section to be bypassed. In these circumstances, it does not qualify for signposting under the guidelines.
1.04	Iluka Road turnoff	Request for Iluka signage to include reference to Yaegl country.	1 comment	In line with the signposting guidelines, references to Aboriginal countries are not included on directional signage.
1.05	Iluka Road turnoff	Signage for Iluka should also include Woombah as a destination.	1 comment	The directional signage plan has been amended to include Woombah on the advanced directional signage for the Iluka turnoff.

Ref.	Sign location	Comment	Number of comments	Roads and Maritime's response
1.06	Woodburn and Broadwater interchanges	Request for more signage to Evans Head, which is a larger town than Woodburn and Broadwater, but these are featured more prominently in the signage plan. For example, Evans Head should replace Woodburn on Sign ID B170 at the Iluka Road turnoff. Evans Head should also be included on southbound signage before the Woodburn interchange.	1 comment	<p>Roads and Maritime is committed to working with communities which are bypassed as part of the Pacific Highway upgrade. In accordance with Roads and Maritime's signposting guidelines, Woodburn and Broadwater are promoted on the advanced directional signs as these towns will be bypassed by the new highway and are directly impacted by the upgrade.</p> <p>Roads and Maritime acknowledges Evans Head is a focal destination off the existing Pacific Highway, as well as the upgraded highway, and has been signposted accordingly. Evans Head is included on the advanced directional signage on the southbound approach to the Broadwater interchange and the northbound approach to the Woodburn interchange, as these are the main exit points to the town. Evans Head is also featured on dedicated tourist signage on approach to these interchanges.</p> <p>This matter was raised by Evans Head representatives during the focus group meetings in February and March 2018. Further information about this discussion is provided in the focus group meeting minutes in Appendix A.</p>
1.07	Woodburn and Broadwater interchanges	No advanced warning signs are provided to compliment Sign ID C50 (northbound approaching Woodburn interchange) and C117 (Southbound approaching Broadwater interchange).	1 comment	<p>To reduce distractions to motorists, the diagrammatic bypassed towns (loop) sign replaces the 2km advanced directional sign in these locations. The two towns bypassed by the new highway are Woodburn and Broadwater and these appear on these signs.</p> <p>The signposting plan also includes a Tourist Drive sign (TD_26_V2) northbound about 1.25km before the Woodburn interchange as well as a large Tourist Drive 26 (loop) sign southbound about 2.5km before the Broadwater interchange. Evans Head is featured prominently on both of these signs.</p>
1.08	Broadwater interchange	Request for signage to Rileys Hill from the new highway.	1 comment	Rileys Hill is not bypassed as part of the Pacific Highway upgrade and is not a focal destination from the highway, so it does not qualify for signposting on the highway.

Ref.	Sign location	Comment	Number of comments	Roads and Maritime's response
1.09	Broadwater interchange	Query if Sign ID C109 shows that Broadwater Beach Road will be renamed Rifle Range Road. Concern that Broadwater Beach Road is proposed to be renamed without consulting the local community.	1 comment	Roads and Maritime is not proposing to rename Broadwater Beach Road. The connection to Rifle Range Road will be adjusted as part of the upgrade. Sign ID C109 is to provide direction to motorists on the roundabout to Rifle Range Road exit.
Tourist signage				
2.01	Glenugie interchange	Tourist sign TD22-NB (northbound approaching Glenugie interchange) should be amended to include Ulmarra as a destination. Smaller towns should then be added to signage along the route, including Brushgrove and Cowper.	4 comments	Tourist Drive 22 is an existing route from Grafton to Yamba via Lawrence and Maclean. Ulmarra is not currently located on this tourist drive. Changes to existing tourist drives are under the authority of the Tourist Attraction Signposting Assessment Committee (TASAC), the NSW State government organisation which manages the planning and implementation of tourist signposting systems. An application may be made to Clarence Valley Council and TASAC to request a change to an existing tourist drive or apply for a new tourist drive.
2.02	Existing Pacific Highway between Grafton and Tyndale	Request for signage to indicate a tourist drive on the existing Pacific Highway between Grafton and Tyndale via Ulmarra.	1 comment	The existing highway between Grafton and Tyndale is proposed to remain a State Road when the upgrade is complete. New tourist drives are only permitted on local or regional roads. The directional signage plan includes signposting for existing tourist drives and landmarks as well as tourist drives adjusted following requests from Council and with the agreement of TASAC.
2.03	Devils Pulpit	A tourist sign should be included for Evans Head after Iluka in the northbound direction near Devils Pulpit.	1 comment	A tourist sign is provided for Evans Head in the northbound direction approaching the Woodburn interchange (Sign ID TD-26-V2). The location for the sign has been determined in accordance with the signposting guidelines to ensure motorists are notified an appropriate distance in advance of the exit.

Ref.	Sign location	Comment	Number of comments	Roads and Maritime's response
2.04	Woodburn to Broadwater interchanges	The tourist sign northbound approaching Woodburn interchange (Sign ID TD-26-V2) is more detailed than the southbound sign approaching the Broadwater interchange (Sign ID G11-8-WB-SB). The latter has also omitted Woodburn.	1 comment	<p>There are two northbound tourist drives connecting the new highway at the Woodburn interchange. The inclusion of two large diagrammatic (loop) signs prior to an interchange is not permitted under Roads and Maritime guidelines due to the potential to distract and confuse motorists.</p> <p>Following consultation with northern focus group and Richmond Valley Council, a diagrammatic (loop) sign for TD24 was included in the signage plan. The plan also includes the Evans Head tourist sign (Sign ID TD-26-V2), which is a new type of sign to promote Tourist Drive 26 and Evans Head northbound. The plan also includes directional arrows for both TD24 and TD26 at the relevant intersections after exiting the new highway.</p> <p>The diagrammatic (loop) sign for TD24 southbound prior to the Broadwater interchange is consistent with Roads and Maritime guidelines.</p>
2.05	Coolgardie interchange	Roundabout signage at Coolgardie interchange should include shield for Tourist Drive 28 at Wardell exits on Sign ID D11, D25, D22.	1 comment	Tourist Drive 28 is a northbound tourist drive from Coolgardie Road interchange. A shield for Tourist Drive 28 has not been included on the signs as they are for southbound traffic.
2.06	Broadwater to Pimlico	A tourist sign should be included for Evans Head in the southbound direction after Ballina.	1 comment	A diagrammatic (loop) sign is provided for Tourist Drive 26 in the southbound direction approaching the Broadwater interchange, which includes Evans Head (Sign ID G11-8-WB-SB). The location for the sign has been determined in accordance with the signposting guidelines to ensure motorists are notified an appropriate distance in advance of the exit.
2.07	Pimlico	Sign BBA-500 (northbound approach to River Street, Ballina) should have a shield for Tourist Drive 30.	1 comment	The plan has been amended to include the shield for Tourist Drive 30.

Ref.	Sign location	Comment	Number of comments	Roads and Maritime's response
Services signage				
3.01	Broadwater and Woodburn interchanges	Food, fuel and rest area symbols are missing from the northbound and southbound services signage at Broadwater and Woodburn (G11-7-WB-NB and G11-8-WB-SB) and on Woodburn interchange signage.	1 comment	The services sign for Broadwater and Woodburn includes symbols to indicate the services available in these towns. Up to four symbols may be included on the signs. Roads and Maritime is consulting with Council to determine the most appropriate symbols to use on the signs.
New road names				
4.01	Grafton to Tyndale	Objection to the renaming of the existing Pacific Highway to Gwydir Highway between Grafton and Tyndale. This section of road is not appropriate to be called a highway and should instead be promoted as a scenic route or tourist drive.	7 comments	In recognition of the link it provides in the State Road network as well as linking regional centres including Grafton, Ulmarra and Tyndale, it is proposed the existing Pacific Highway between Glenugie and Tyndale will maintain its classification as a State Road when the Woolgoolga to Ballina upgrade is complete. The following new road names for these sections were proposed in the draft directional signage plan: <ul style="list-style-type: none"> • Summerland Way between Glenugie and Grafton • Gwydir Highway between Grafton and Tyndale.
4.02	Ulmarra	The existing Pacific Highway through Ulmarra should be renamed as Small Street.	1 comment	The new names for these sections of the existing Pacific Highway are not yet confirmed and are being reviewed by Roads and Maritime following the feedback received as part of the directional signage consultation. This review will be carried out separately to the directional signposting plan for the Woolgoolga to Ballina upgrade.
4.03	Maclean interchange	New road at the Maclean interchange northbound exit should be named Cameron Street (Sign ID WB4-021).	1 comment	Several new local roads have been built as part of the upgrade to provide access for residents living alongside the existing Pacific Highway. Naming of local roads is the responsibility of local councils.

Ref.	Sign location	Comment	Number of comments	Roads and Maritime's response
4.04	General comment	Clarification requested on whether members of the public can provide suggestions for new local road names.	1 comment	Roads and Maritime is supporting councils with their strategies for determining new local road names.
Local roads				
5.01	Tyndale interchange	Signage should be incorporated in the Tyndale interchange indicating access to Bensons Lane northbound and southbound of the existing Pacific Highway and coming off the northbound exit at the U-turn bay.	1 comment	Signposting has been provided for Bensons Lane on the local road at the Tyndale Interchange. Roads and Maritime is liaising with Clarence Valley Council about the new road name for the local road at the Tyndale Interchange.
5.02	Maclean interchange	Sign WB4-041 mentions Jubilee Street, but it is not mentioned on any other signs.	1 comment	This sign face should read "new road name". The signage plan has been amended to remove reference to Jubilee Street. The new road name will be determined by Clarence Valley Council.
5.03	Chatsworth Road	Signs B213 and B150 should be renamed 'Clarence River North Arm' instead of Clarence River as proposed in the signage plan.	1 comment	This sign has been updated to read 'Clarence River North Arm'.
National parks				
6.01	Iluka Road turnoff	Signage for Iluka, on approach and in the interchange, should include specific reference to Bundjalung National Park at the Iluka turnoff, replacing text 'World Heritage Rainforest'.	2 comments	Roads and Maritime, National Parks and Wildlife Service and Destination NSW are reviewing the signage for national parks along State Roads for all of NSW. The directional signage plan will be updated following this review to ensure that the national parks symbol and identification is included on the appropriate signs in accordance with the agreed outcomes of the review.
6.02	Iluka Road turnoff	Request for Woody Head to be signposted at the exits for Iluka.	1 comment	
6.03	Broadwater interchange	Reference to Broadwater National Park is required.	1 comment	
6.04	General comment	"Additional signage is required for Yuraygir National Park, with reference to specific locations at each highway exit: Yamba - Mara Creek	1 comment	

Ref.	Sign location	Comment	Number of comments	Roads and Maritime's response
Journey management				
7.01	Glenugie to Tyndale interchanges	Southbound traffic to Grafton should be directed through the Glenugie interchange, rather than through the Tyndale interchange due to safety concerns on the existing Pacific Highway.	8 comments	<p>When the Pacific Highway upgrade is complete between Woolgoolga and Ballina, vehicles travelling south will be able to access Grafton via the Tyndale or Glenugie interchanges. Only B-doubles travelling south will be restricted from exiting at the Glenugie interchange as Eight Mile Lane is not currently a designated B-double route.</p> <p>Vehicles travelling south to Grafton are most likely to use the new Tyndale interchange as it is the most direct route, while northbound traffic to Grafton would be expected to use the Glenugie interchange. The interchanges have been signposted accordingly in the proposed directional signage plan.</p>
7.02	Glenugie to Tyndale interchanges	Signage at Tyndale interchange should highlight the distance to Glenugie interchange and promote Glenugie interchange as the most direct and safer route to Grafton for freight vehicles.	6 comments	<p>The alternative of travelling south from Brisbane to Grafton via Eight Mile Lane would involve driving 34.9km past the Tyndale interchange to Glenugie and then an additional 13.8km to South Grafton. Meanwhile, the more direct route from the Tyndale interchange is only 30km and would be about 12 minutes shorter.</p> <p>Currently more than 8500 cars and 3000 trucks use the existing highway route between Glenugie and Tyndale. The opening of the new motorway is expected to reduce this to 5000 cars and 500 freight vehicles.</p> <p>Even with this reduction, the existing Pacific Highway will continue to be a key link between the new highway and the existing State Road network with links to the existing Summerland Way and Gwydir Highway. It will also provide access to key centres of Grafton, Casino and Glen Innes.</p> <p>In response to the feedback received, Roads and Maritime has amended the directional signage plan to include a supplementary sign to inform southbound traffic that Grafton is accessible via both the Tyndale and Glenugie exits. The sign would read "Grafton - next two exits".</p>
7.03	Maclean interchange	Ulmarra and Grafton should be removed as destinations from signage on the Maclean interchange as the main route to these towns should be via the new highway.	1 comment	<p>The main exit for southbound traffic to Grafton and Ulmarra will be via the Tyndale interchange along the existing Pacific Highway, which has been signposted accordingly. The signage for the roundabouts and intersections at the Maclean interchange have been reviewed and adjusted to ensure the sign posting plan is consistent with traffic management plans.</p>

Ref.	Sign location	Comment	Number of comments	Roads and Maritime's response
Clarification of sign faces				
8.01	Glenugie interchange	Sign WB3-008 (northbound approaching the Glenugie interchange) should include a Tourist Drive 22 route marker.	1 comment	This sign has been amended to include a route marker underneath the sign.
8.02	Glenugie interchange	Incorrect spelling of Minnie Water as 'Minnie Waters' (Sign ID TP-WM-SB and WB3-023).	1 comment	The signage plan has been amended to include the correct spelling of Minnie Water.
8.03	Glenugie interchange	Wooli is listed first on the advanced directional signage at Glenugie. Query whether this is accurate as Minnie Water is the closest beach to Grafton.	1 comment	Roads and Maritime's signposting guidelines state that the destination nearest the intersection should be listed first on the sign face. In this instance, Wooli township is closest to the sign so it is listed before Minnie Water.
8.04	Glenugie interchange	Sign WB3-079 (northbound approaching Glenugie interchange) should include a B76 route marker next to Glen Innes.	1 comment	A route marker is not required on this sign as it is a supplementary sign.
8.05	Tyndale interchange	Incorrect spelling of Bensons Lane as 'Benson Lane' (Sign ID WB3-095).	1 comment	The signage plan has been amended to include the correct spelling of Bensons Lane.
8.06	Tyndale interchange	Sign WB3-084 (northbound on the existing Pacific Highway approaching the Tyndale interchange) should include a B76 route marker next to Gwydir Highway.	1 comment	The plan has been amended to include the route marker.
8.07	Tyndale interchange	Sign WB3-103 should read 'To M1 Coffs Hbr', not 'M1 to Coffs Hbr'	1 comment	The plan has been amended so the sign reads 'To M1 Coffs Hbr'.
8.08	Tyndale interchange	Sign WB3-084 (northbound on the existing Pacific Highway approaching the Tyndale interchange) should include a B76 route marker next to Gwydir Highway.	1 comment	The plan has been amended to include the route marker.
8.09	Chatsworth	Sign B237 should read 'To M1 Ballina', not 'To Ballina M1'	1 comment	The plan has been amended so the sign reads 'To M1 Ballina'.

Ref.	Sign location	Comment	Number of comments	Roads and Maritime's response
8.10	New Italy	Incorrect spelling of Swan Bay New Italy Road as 'Swan Bay Road New Italy' (Sign ID C25 and C26).	1 comment	The signage plan correctly labels the sign as Swan Bay New Italy Road.
8.11	New Italy	Both the name sign and advanced warning sign for Swan Bay New Italy Road have been removed from the motorway. Previously these signs were C19 and C20.	1 comment	The signage plan has been amended to include these signs.
8.12	New Italy	Two new roads are being created near Cypress Road (C16 and C17) which will require advanced warning signs.	1 comment	Roads and Maritime has further consulted with Richmond Valley Council to ensure these roads are correctly labelled in the directional signage plan. The plan has been revised in response to the information provided by Council.
8.13	New Italy	Turners Road signage removed at C43, C42, C40 and C31	1 comment	
8.14	New Italy	"New Road name" (sign and advanced warning sign) required at C43, C42, C40 and C31 for the new road being created	1 comment	
8.15	New Italy	Advanced warning signs for Redgate Road and Turners Road are missing.	1 comment	
8.16	Broadwater interchange	Shield symbols for Tourist Drive 26 should be included next to Evans Head on the roundabout signage at the Broadwater interchange (Sign IDs C104, C120 and C122).	1 comment	The signage plan has been amended to include a shield for Tourist Drive 26 for Sign ID C104. However, it has not been included on C120 and C122 as Tourist Drive 26 terminates at the intersection with the highway and these signs are the end of the route.
8.17	Woodburn to Coolgardie interchanges	Ballina is incorrectly labelled on Sign ID TD24-26-NB (northbound approaching Woodburn interchange) and Sign ID TD28-NB (northbound approaching Coolgardie interchange). The signs indicate that Ballina is the next destination after Bangalow on the tourist drives, which is incorrect.	2 comments	In response to feedback, the signs have been amended to remove confusion for motorists.

Ref.	Sign location	Comment	Number of comments	Roads and Maritime's response
8.18	Woodburn to Coolgardie interchanges	Length of tourist drives are missing from diagrammatic (loop) signs for tourist drives 24 and 28 northbound approaching the Woodburn and Coolgardie interchanges respectively (Sign ID TD28-NB and TD24-26-NB).	1 comment	The distances will be included on these signs in the final directional signage plan.
Outside the scope of the signage consultation				
9.01	Halfway Creek to Glenugie	Additional signage required for the southbound off-ramp for Corindi and Red Rock. Northbound signage required at Range Road as an alternate route.	1 comment	The directional signage plan includes proposed signage for the sections of the upgrade between Glenugie and Ballina. The upgrade between Woolgoolga and Glenugie are complete and open to traffic, with the directional signage already in place. Changes to the directional signage for Corindi and Red Rock are outside the scope of this consultation and have been provided to the relevant team in Roads and Maritime for consideration.
9.02	Glenugie interchange	The Glenugie interchange requires sufficient lighting at night to make the exits visible in foggy conditions.	3 comments	Lighting will be provided at interchanges in accordance with the relevant design guidelines for the upgrade.
9.03	Glenugie interchange	Near chainage 34500 (Glenugie interchange), Start B91 and End B91 signs are required.	1 comment	Start and end signs are outside the scope of the directional signage consultation. They will be considered by the project team as part of the overall operational signposting and road furniture plan.
9.04	Tyndale interchange	Near chainage 69500 (Tyndale interchange), Start B76 and End B76 signs required.	1 comment	
9.05	New Italy	No supplementary yellow signage is provided in the signage plan for southbound traffic for New Italy.	1 comment	Yellow supplementary signs are not provided as part of the directional signposting plan. These signs are temporary and will be implemented by the project team on the opening of the upgraded highway and will generally be left in place for about six months. This feedback will be considered by the project team when potential locations for yellow supplementary signs are identified.

Ref.	Sign location	Comment	Number of comments	Roads and Maritime's response
9.06	Coolgardie interchange	Signage for Coolgardie Road interchange should indicate Coolgardie Road is a no through road.	1 comment	Directional signage on the new highway aims to indicate to motorists that Coolgardie Road is the exit. Signage for no through roads will be considered by the project team as part of the overall operational signposting and road furniture plan. While not included on the plan, Roads and Maritime will review the existing signage on adjoining roads to ensure it is appropriate.
9.07	General comment	Signage from major roads that meet the existing Pacific Highway needs to provide direction to new interchanges (for example, Woodburn-Coraki Road from Casino).	1 comment	While not included on the plan, Roads and Maritime will carry out a review of the existing signage on adjoining roads to ensure it is appropriate. Signs will be updated as required to ensure they are consistent with the signposting of the new highway and adjoining roads.
9.08	General comment	The use of green and brown signs makes it difficult for colour-blind people to see the signs.	1 comment	The directional signage plan for the Woolgoolga to Ballina Pacific Highway upgrade has been developed in accordance with Roads and Maritime's signposting guidelines which outline the requirements for road signage across NSW. This includes strict requirements the colour of material used on signage, which conforms to Australian Standard AS / NZS 1901.6 to ensure visibility for motorists.

Appendix B – Focus group meeting minutes



Meeting notes

Subject: Operational signage plan – Southern focus group meeting 1

Date: Thursday 8 February 2018 **Time:** 2pm to 4pm

Location: Maclean Civic Hall, 50 River Street, Maclean

Attendees:

- Corey Bertalli, Grafton Chamber of Commerce
- Marc McIntyre, Ulmarra Coldstream Gallery
- Peter Gordon, Maclean Chamber of Commerce
- Brad Layton, South Grafton Chamber of Commerce
- Bev Mansfield, Yamba Chamber of Commerce

Project team:

<p>Roads and Maritime Services:</p> <ul style="list-style-type: none"> • Wes Stevenson (Facilitator), Manager Program and Delivery Strategy • Shane Green, Director - Major Projects, Northern • Irwin Perring, Project Development Manager • Phil Oliver, Manager Guidance and Delineation • Daniel Boorman, Senior Guidance and Delineation Officer • Brett Woods, Project Support Engineer 	<p>Pacific Complete:</p> <ul style="list-style-type: none"> • Cleo Andrews, Communication and Stakeholder Engagement • Caitlyn Jenkinson, Communication and Stakeholder Engagement • Nick Morton, Section Manager – Glenugie to Maclean • Brock Tupper, Senior Project Engineer – Glenugie to Maclean • Michael Bill, Technical Manager – Maclean to Devils Pulpit
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Apologies: Sonia Deakin, Iluka Chamber of Commerce; Bruce Bird, Woolli Chamber of Commerce; Elizabeth Fairweather, Clarence Valley Council

Item	Notes	Who	Action
1.	Welcome / introduction		
1.1	• Introductions – attendees and project team members	WS	Note
1.2	• Overview of participation guidelines and nomination form	WS	Note
2.	Background / definitions / reasons for the plan and workshop		
2.2	<ul style="list-style-type: none"> • Purpose of the meeting: <ul style="list-style-type: none"> ○ Project team is preparing operational signage plan for the upgraded highway ○ Seeking feedback from Councils, business and tourism groups to help inform the draft plan prior to public consultation ○ Focus groups (northern and southern sections) have been formed to provide feedback on the draft plan ○ Public consultation period will be held in late 2018 	WS / IP	Note
2.3	<ul style="list-style-type: none"> • Timing for future meetings: <ul style="list-style-type: none"> ○ No objections raised by group for 2-4pm timeslot ○ No objections raised to holding second meeting before Easter ○ Project team will contact members after meeting to arrange second meeting. 	WS / CA	Note
3.	Background on RMS signposting policies, TASAC guidelines		
3.1	<ul style="list-style-type: none"> • Directional signposting (white legend on green background): <ul style="list-style-type: none"> ○ Indicate the direction to destinations and the names of roads 	PO	Note

Item	Notes	Who	Action
	<ul style="list-style-type: none"> o Need to comply with relevant Australian Standards, guidelines and criteria to ensure motorists are able to find locations and make journey decisions 		
3.2	<ul style="list-style-type: none"> • Service signposting (white legend on blue background): <ul style="list-style-type: none"> o Identifies rest areas, services and facilities such as food, fuel, hospitals and airports 	PO	Note
3.3	<ul style="list-style-type: none"> • Tourist signage (white legend on brown background): <ul style="list-style-type: none"> o Used to locate tourist attractions and drives o Tourist signs determined by TASAC (Tourist Attraction Signposting Assessment Committee) which includes Destination NSW, RMS and regional tourism organisations 	PO	Note
3.4	<ul style="list-style-type: none"> • Bypassed towns: <ul style="list-style-type: none"> o Location markers may be provided for bypassed towns on approaches to help direct motorists to town centres o RMS is establishing a location marker guidelines which identifies eligibility criteria o Trial signage in place at Macksville o An update will be provided on the outcome of Macksville trial when it becomes available – to be discussed further at next meeting 	PO	Note
3.5	<ul style="list-style-type: none"> • Councils have provided initial feedback on the signage plan which is being incorporated into the plans 	IP	Note
3.6	<ul style="list-style-type: none"> • This meeting will focus on directional signage, with any comments/views on other signposting types also appreciated. 	WS	Note
3.7	<ul style="list-style-type: none"> • Overview of contents of USB provided to members containing signage plans and signposting guidelines 	IP	Note
4.	Draft signposting strategy – roll maps	IP	
4.1	<ul style="list-style-type: none"> • Signage plan rolls maps presented to the members 		Note
5.	Discussion and questions		
5.1	<ul style="list-style-type: none"> • PG asked why more locations can't be signposted? • <u>Response</u>: Limitations about places that are signposted to ensure readability/visibility for drivers. Guidelines and criteria in place that govern the signposting plan with the aim of finding a balance between enough signs to provide direction and maintaining driver safety through fewer distractions 	WS	Note
5.2	<ul style="list-style-type: none"> • PG asked about timing for signposting. • <u>Response</u>: Signposting plan will be finalised by the end of 2018 pending approval by Department of Planning and Environment. Some design features need to be finalised earlier, including sign locations, so the footings can be designed and installed to meet construction program. 	IP	Note
5.3	<ul style="list-style-type: none"> • CB noted Grafton is a long way from the new highway in respect to being a bypassed town / eligibility for location markers • <u>Response</u>: Directional signposting proposed for the interchanges will note the distance to Grafton. Grafton will be assessed on its eligibility for a bypassed town sign / location marker based on RMS policies and strategy. There would also be other options examined during the development of the plan. 	PO / DB	Note
5.4	<ul style="list-style-type: none"> • Question about the locations of any VMS signs to be installed in the area. • <u>Response</u>: Project team to provide next meeting with proposed VMS 	BW	19/02/18

Item	Notes	Who	Action
	locations		
6.	Meeting close		
6.1	<ul style="list-style-type: none"> Confirming next steps in consultation process following focus group meetings will be public display in late 2018, then the signage policy will be submitted to Department of Planning and Environment for approval 	CA	Note
6.2	<ul style="list-style-type: none"> Advised members that project team would be in touch to confirm the date for providing feedback and timing for next meeting 	CA	Note
6.3	<ul style="list-style-type: none"> Members provided with a USB containing electronic copies of the signposting plan and RMS signage guidelines 	CA	Note

Next meeting: Monday 19 March 2018, 2pm to 4pm



Meeting notes

Subject: Operational signage plan – Northern focus group meeting 1

Date: Tuesday 6 February 2018 **Time:** 2pm to 4pm

Location: Broadwater Community Hall, Little Pitt Street, Broadwater

Attendees:

- Pat Carney, Wardell Progress Association
- Daniel Ainsworth, Broadwater community
- Brian O'Farrell, Evans Head Business and Community Chamber
- Ryan Gaiter, Richmond Valley Council
- Cr David Wright, Ballina Shire Council
- John Barnes, New Italy Rest Area and Museum
- Tracey Doherty, Richmond River Cane Growers Association
- Leah Beavis, Woodburn Chamber of Commerce

Project team:

<p>Roads and Maritime Services:</p> <ul style="list-style-type: none"> • Wes Stevenson (Facilitator), Manager Program and Delivery Strategy • Irwin Perring, Project Development Manager • Phil Oliver, Manager Guidance and Delineation • Daniel Boorman, Senior Guidance and Delineation Officer • Brett Woods, Project Support Engineer 	<p>Pacific Complete:</p> <ul style="list-style-type: none"> • Cleo Andrews, Communication and Stakeholder Engagement • Caitlyn Jenkinson, Communication and Stakeholder Engagement • Matthew Wilkinson, Portion Lead – Broadwater to Pimlico • Christopher Davis, Portion Lead – Devils Pulpit to Broadwater
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Apologies: Leanne Cawley, Ballina Business Chamber; Vaughan Macdonald, Richmond Valley Council

Item	Notes	Who	Action
1.	Welcome / introduction		
1.1	<ul style="list-style-type: none"> • Introductions – attendees and project team members 	WS	Note
1.2	<ul style="list-style-type: none"> • Overview of participation guidelines and nomination form 	WS	Note
1.3	<ul style="list-style-type: none"> • Timing for future meetings: <ul style="list-style-type: none"> ○ No objections raised by group for 2-4pm timeslot ○ No objections raised to holding second meeting before Easter ○ Project team will contact members after meeting to arrange second meeting. 	WS / CA	Note
2.	Background / definitions / reasons for the plan and workshop		
2.2	<ul style="list-style-type: none"> • Purpose of the meeting: <ul style="list-style-type: none"> ○ Project team is preparing operational signage plan for the upgraded highway ○ Seeking feedback from Councils, business and tourism groups to help inform the draft plan prior to public consultation ○ Focus groups (northern and southern sections) have been formed to provide feedback on the draft plan ○ Public consultation period will be held in late 2018. 	WS / IP	Note
3.	Background on RMS signposting policies, TASAC guidelines		
3.1	<ul style="list-style-type: none"> • Directional signposting (white legend on green background): <ul style="list-style-type: none"> ○ Indicate the direction to destinations and the names of roads 	PO	Note

Item	Notes	Who	Action
	<ul style="list-style-type: none"> ○ Need to comply with guidelines and criteria to ensure motorists are able to find locations and make journey decisions 		
3.2	<ul style="list-style-type: none"> ● Service signposting (white legend on blue background): <ul style="list-style-type: none"> ○ Identifies rest areas, services and facilities such as food, fuel, hospitals and airports 	PO	Note
3.3	<ul style="list-style-type: none"> ● Tourist signage (white legend on brown background): <ul style="list-style-type: none"> ○ Used to locate tourist attractions and drives ○ Tourist signs determined by TASAC (Tourist Attraction Signposting Assessment Committee) which includes Destination NSW, RMS and regional tourism organisations 	PO	Note
3.4	<ul style="list-style-type: none"> ● Bypassed towns: <ul style="list-style-type: none"> ○ Location markers may be provided for bypassed towns on approaches to help direct motorists to town centres ○ RMS is establishing a location marker guidelines which identifies eligibility criteria ○ Trial signage in place at Macksville ○ An update will be provided on the outcome of Macksville trial when it becomes available – to be discussed further at next meeting 	PO	Note
3.5	<ul style="list-style-type: none"> ● Councils have provided initial feedback on the signage plan which is being incorporated into the plans 	IP	Note
3.6	<ul style="list-style-type: none"> ● This meeting will focus on directional signage, but comments/views on other signposting types would be appreciated. 	WS	Note
4.	Draft signposting strategy – roll maps		
4.1	<ul style="list-style-type: none"> ● Signage plan rolls maps presented to the members 	IP	Note
5.	Discussion and questions		
5.1	<ul style="list-style-type: none"> ● TD requested some sort of signage to notify motorists of cane burning activities which take place 6 months of the year. ● TD asked about the proposed locations for permanent variable message signs (VMS) ● Response: Project team have noted the request for signage and will provide proposed VMS location (pending approval for information to be provided to the public as locations might not yet be confirmed) 	BW	19/03/18
5.2	<ul style="list-style-type: none"> ● Question about posted speed limit for the road between Woodburn and Broadwater after the project is complete ● Response: This road includes the existing Pacific Highway and a new section of service road. The sign posted speed is yet to be confirmed and would be developed in consultation between RMS and the relevant Council. 		Note
5.3	<ul style="list-style-type: none"> ● BO asked if the road from Woodburn through Evans Head to Broadwater could have a themed name such as 'Ocean Way', 'Water Way' or similar ● Response: The names of newly constructed local roads or adjusted existing roads will be managed by the relevant Council. A process of consultation and approval would be undertaken by Council with the Geographical Names Board before the name of these roads can be finalised. 		Note

Item	Notes	Who	Action
5.4	<ul style="list-style-type: none"> • DA suggested a tourist drive from the Woodburn interchange through Woodburn, Broadwater and Wardell, terminating at the Coolgardie Road interchange • Response: This option was noted by the project team and the group was advised Tourist Drives are approved through TASSAC and would normally be nominated by the relevant Councils 		Note
5.5	<ul style="list-style-type: none"> • PO advised the group about some of the options and opportunities being looked at by RMS for signposting destinations off the highway. PO committed to providing additional information on those options for the next group meeting. 	PO	19/03/18
6.	Meeting close		
6.1	<ul style="list-style-type: none"> • Advised members that project team would be in touch to confirm the date for providing feedback and timing for next meeting 	CA	Note
6.2	<ul style="list-style-type: none"> • Members provided with a USB containing electronic copies of the signposting plan and RMS signage guidelines 		Note

Next meeting: Tuesday 20 March 2018, 2pm to 4pm



Meeting notes

Subject:	Operational signage plan – Southern focus group meeting 2		
Date:	Monday 19 March 2018	Time:	2pm to 4pm
Location:	Macleans Civic Hall, 50 River Street, Macleans		
Attendees:	<ul style="list-style-type: none"> Corey Bertalli, Grafton Chamber of Commerce Graham Nicholson, Macleans Chamber of Commerce Bev Mansfield, Yamba Chamber of Commerce Steve Pickering, Ulmarra Coldstream Gallery 	<ul style="list-style-type: none"> Brad Layton, South Grafton Chamber of Commerce Bruce Bird, Woolli-Minnie Water Chamber of Commerce 	
Project team:	Roads and Maritime Services: <ul style="list-style-type: none"> Wes Stevenson (Facilitator), Manager Program and Delivery Strategy Daniel Boorman, Senior Guidance and Delineation Officer Brett Woods, Project Support Engineer 	Pacific Complete: <ul style="list-style-type: none"> Cleo Andrews, Communication and Stakeholder Engagement Caitlyn Jenkinson, Communication and Stakeholder Engagement 	
Apologies:	Sonia Deakin, Iluka Chamber of Commerce; Irwin Perring, Roads and Maritime Services		

Item	Notes	Who	Action
1.	Welcome / introduction		
1.1	Introductions for attendees who weren't present at the first meeting	WS	Note
1.2	Purpose of this meeting: <ul style="list-style-type: none"> Review feedback received from the group View updated draft signage plan Update members on tourist and service signposting. 	WS	Note
2.	Actions from last meeting		
2.1	Project team to provide locations of permanent VMS signs. VMS locations are as follows: <ul style="list-style-type: none"> Northbound at Glenugie Northbound and southbound at Byrons Lane (Tyndale) Northbound at New Italy Northbound and southbound at McAndrews Lane (Pimlico) 	BW	Note
3.	Review feedback		
3.1	<i>Refer to attached feedback register for comments and responses</i>	BW / DB	Note
4.	Draft signposting strategy – roll maps		
4.1	Signage plan rolls maps presented to the group	BW / DB	Note
4.2	Note – While bypassed town signage is shown on the plan, the signs are still	WS	Note

Item	Notes	Who	Action
	being trialled by Roads and Maritime. The inclusion of these signs will be determined following the conclusion of the current trial and confirmation of the criteria for the selection of locations.		
5.	Discussion and questions		
5.1	<p><u>SP</u>: Can the Ulmarra loop sign include distances?</p> <p><u>Response</u>: Distances are usually only included on loop (diagrammatic) signs with single destinations. However, in response to the feedback, the project team can include a loop length attached underneath the loop sign.</p>	DB	Note
5.2	<p><u>GN</u>: A service centre should be built at Iluka Road instead of near the Maclean interchange</p> <p><u>Response</u>: This is outside the scope of the signage consultation however Roads and Maritime has a process of engaging with industry to determine locations for service centres.</p> <p>More information about the development of new services centres on the Pacific Highway is available on Roads and Maritime's website: http://www.rms.nsw.gov.au/projects/pacific-highway/service-centres.html</p>	WS	Note
5.3	<p>RMS is committed to including the Historic Ulmarra sign northbound at the Glenugie interchange. However Council will need to provide TASAC with the relevant information regarding the historic status of the town to confirm Ulmarra's eligibility for this signage.</p> <p>Note – Subject to TASAC approval, the Ulmarra brown tourist symbol will be provided on the green loop sign (WB4-011) however it is not shown on the roll plots.</p> <p><u>SP</u>: Can the Tourist Drive 22 sign be changed so that Lawrence is replaced by Ulmarra?</p> <p><u>DB</u>: Ulmarra is not currently on Tourist Drive 22 and the inclusion of Ulmarra on this route would require a significant change to Tourist Drive 22. Changes to tourist drives are not part of the scope of the directional signage plan.</p> <p>Stakeholders may apply to Council and TASAC with proposed changes to tourist drives. However, RMS considers the proposed change to the Tourist Drive 22 route would not be feasible due to the river crossing via the Ulmarra ferry:</p> <ul style="list-style-type: none"> • The ferry operates on a limited schedule (ie. does not run 24 hours a day) • The ferry may not be suitable for all vehicles due to load limits. 	DB	Note
5.4	<p><u>CB</u>: Have the new road names for the existing Pacific Highway been confirmed? (ie. Summerland Way and Gwydir Highway extensions)</p> <p><u>WS</u>: New road names are yet to be confirmed pending ongoing consultation with Councils, but at this stage Roads and Maritime have been advised that this is the preferred option. The community will be kept informed about new road names as they are finalised.</p>	WS	Note
6.	Meeting close		
6.1	<p>Next steps:</p> <ul style="list-style-type: none"> • Feedback/discussion from this meeting will be captured in the meeting notes which will be distributed in April. Members requested to provide 	CA	Note

Item	Notes	Who	Action
	<p>any further comments at their earliest convenience so they can be included in the notes</p> <ul style="list-style-type: none"> • No further focus group meetings will be held prior to the public display. A third meeting will be held after the public display period • Public display period is expected to be held in May/June 2018. We will keep the group informed about timing • Community feedback will be documented in a submissions report which will be made publicly available • Following the consultation, the signage plan will be submitted to Department of Planning for approval (late 2018). 		
6.2	Members provided with a USB containing electronic copies of the updated signposting plan.	CA	Note

Next meeting: Mid-2018 following public consultation period (timing to be confirmed)

Signage feedback register – Southern focus group

Group	Date raised	Location / sign ID	Comment	Response
Wooli Chamber	9/3/2018		No areas for concern.	Noted.
South Grafton Progress Association	13/3/2018	Grafton off-ramps	<ul style="list-style-type: none"> Request for lighting at Grafton off ramps to highlight as a major city off the highway. Request for location marker signage such as Kew and Moorland with lighting. Picture should include the bridge and Jacarandas and be higher off the ground to be seen at a distance and in well-cleared area to avoid vegetation obscuring the sign. Request for rest stop at Grafton with tourist info and facilities. Request for signage - "Grafton gateway to the Clarence". 	<p>The lighting provided at the Glenugie interchange would meet the design specifications for the Pacific Highway Upgrade to ensure the safety of road users.</p> <p>Indicative sign locations for bypassed towns, including Grafton, are provided on the updated plan. Note that the bypassed town signs are still being trialled by Roads and Maritime and may change pending the outcome of the trial.</p> <p>If the signs proceed then consultation would be undertaken to determine the image. The signs would not have lighting, but are retro-reflective so they will be easily visible at night</p> <p>Signage to promote Grafton as the gateway to the Clarence Valley is not within the scope of the signage plan, which aims to guide motorists and is not for promotional purposes.</p>
Grafton Chamber	6/3/2018	Chainage 35500 / sign ID W83-011	Why is Tyndale signposted and not Maclean?	Tyndale is signposted as it's the next interchange on the alignment for northbound traffic. Ballina is also signposted as it's the focal destination for northbound traffic.
Grafton Chamber	6/3/2018	Chainage 68000	Propose new sign Ballina - Pacific Motorway	Roads and Maritime notes there is no signage showing Ballina as the focal destination on the existing highway approaching Tyndale. Roads and Maritime will provide a sign.

Group	Date raised	Location / sign ID	Comment	Response
Maclean Business Chamber	2/3/2018	Maclean	Could the town of Maclean be depicted in a loop running beside the Highway as how it really works now?	Loop signs are typically used to show location of services. In response to the feedback a loop sign will be considered in this location for northbound traffic only as there is insufficient room to accommodate an additional sign for southbound traffic.
Maclean Business Chamber	2/3/2018	Chainage 85500	Just before chainage 85500, could Maclean be included on the Yamba Road exit sign. That sign would then read Maclean, Harwood, Yamba as traffic for the Northern side of Maclean will always use that exit instead of driving through the town.	In line with Roads and Maritime signage guidelines, generally only two destinations are signposted to minimise text and avoid confusion for motorists. In lieu of adding a third destination to the sign, a supplementary sign is proposed about 1.5 kilometres before the Yamba Road northbound exit which would read "Maclean use next exit" or similar.
Maclean Business Chamber	2/3/2018	Townsend	At the Maclean Interchanges, request for signage to the industrial estate (Townsend)	The Townsend industrial area would not qualify for service signposting. Signage for industrial areas or business parks is generally not permitted on a motorway. More information is available on page 50 of the Roads and Maritime service signposting guideline.
Maclean Business Chamber	2/3/2018		Where will information be displayed for National Parks?	National Parks will be signposted. Consultation is being carried out with NSW National Parks to determine the most appropriate signage.
Yamba Chamber	6/3/2018		No changes needed to the proposed signage.	Noted.



Meeting notes

Subject: Operational signage plan – Northern focus group meeting 2

Date: Tuesday 20 March 2018 **Time:** 2pm to 4pm

Location: Broadwater Community Hall, Little Pitt Street, Broadwater

Attendees:

- Daniel Ainsworth, Broadwater community
- Tracey Doherty, Richmond River Cane Growers Association
- Ryan Gaiter, Richmond Valley Council
- Rod Kinnish, Evans Head Business and Community Chamber
- Pamela McGeary, Woodburn Chamber of Commerce
- Tony McGeary, Woodburn Chamber of Commerce
- Cr David Wright, Ballina Shire Council

Project team:

<p>Roads and Maritime Services:</p> <ul style="list-style-type: none"> • Wes Stevenson (Facilitator), Manager Program and Delivery Strategy • Daniel Boorman, Senior Guidance and Delineation Officer • Brett Woods, Project Support Engineer 	<p>Pacific Complete:</p> <ul style="list-style-type: none"> • Cleo Andrews, Communication and Stakeholder Engagement • Caitlyn Jenkinson, Communication and Stakeholder Engagement • Matthew Wilkinson, Portion Lead – Broadwater to Pimlico • Steve Hemming, Engineer – Devils Pulpit to Broadwater
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Apologies: Pat Carney, Wardell Progress Association; John Barnes, New Italy Rest Area and Museum; Irwin Perring, Roads and Maritime Services

Item	Notes	Who	Action
1.	Welcome / introduction		
1.1	Introductions for attendees who weren't present at the first meeting	WS	Note
1.2	Purpose of this meeting: <ul style="list-style-type: none"> • Review feedback received from the group • View updated draft signage plan • Update members on tourist and service signposting. 	WS	Note
2.	Actions from last meeting		
2.1	Project team to provide locations of permanent VMS signs. VMS locations are as follows: <ul style="list-style-type: none"> • Northbound at Glenugie • Northbound and southbound at Byrons Lane (Tyndale) • Northbound at New Italy • Northbound and southbound at McAndrews Lane (Pimlico) 	BW	Note
3.	Review feedback		
3.1	<i>Refer to attached feedback register for comments and responses</i>	BW / DB	Note

Item	Notes	Who	Action
4.	Draft signposting strategy – roll maps		
4.1	Signage plan rolls maps presented to the group	BW / DB	Note
4.2	Note – While bypassed town signage is shown on the plan, the signs are still being trialled by Roads and Maritime. The inclusion of these signs will be determined following the conclusion of the current trial and confirmation of the criteria for the selection of locations	WS	Note
5.	Discussion and questions		
5.1	A tourist precinct sign is proposed for Evans Head subject to approval by Destination NSW. The sign would be used instead of a loop sign for Tourist Drive 26.	DB	Note
5.2	<u>RK</u> : The Evans Head Aviation Museum is not shown on the tourist precinct sign. <u>Response</u> : The Aviation Museum can be included on the tourist precinct sign, subject to it meeting the relevant requirements (eg: opening hours). The Aviation Museum needs to make contact with TASAC / Destination NSW to arrange for application for approval.	DB	Note
5.3	<u>DA</u> : Richmond Valley Council, Broadwater, Woodburn and Evans Head representatives have discussed a proposed extension of Tourist Drive 26 to include Woodburn, Evans Head, Broadwater and Wardell. If the tourist drive is extended, can a loop sign be provided in addition to the Tourist Drive 24 loop sign? <u>Response</u> : Changes to Tourist Drive 26 would need to be approved by TASAC following an application by Richmond Valley Council. Roads and Maritime would encourage stakeholders to make representations to Council for this application as soon as possible as Roads and Maritime would not be able to include signage in the plan for revised Tourist Drive prior to TASAC approval. A loop sign is already proposed for Tourist Drive 24 northbound at Woodburn interchange. The signposting guidelines do not permit two diagrammatic (loop) signs due to confusion for motorists. Should Tourist Drive 26 be extended as discussed, Roads and Maritime suggests an alternative may be to have both tourist drive numbers shown on one sign without the destinations listed. It is noted that the focus group does not indicate support for this option.	DB	Note
5.4	<u>DA</u> : Request a yellow sign southbound similar to what's currently provided at the Bangalow/Lismore exit. <u>Response</u> : Black and yellow signs are temporary signs generally only provided for destinations that aren't featured on the main signs. Woodburn and Broadwater will be signposted so black and yellow signs would not be required. The yellow sign at Bangalow/Lismore is due to be removed this financial year.	DB	Note
5.5	<u>RD</u> : Request for guide sign C116 (chainage 144500) to be a loop sign. <u>Response</u> : The 2 kilometre sign can be replaced with a loop sign showing the bypassed towns of Broadwater and Woodburn. However, it is noted that this would result in Evans Head being removed from the 2 kilometre advanced direction sign.	DB / BW	Note

Item	Notes	Who	Action
5.6	<p><u>RK</u>: Suggest diagrammatic sign southbound at Coolgardie interchange.</p> <p><u>Response</u>: A diagrammatic loop sign for TD 26 can be included if the extension of the Tourist Drive 26 is submitted and approved by TASAC.</p> <p>As noted in item 5.3 above, Roads and Maritime encourages stakeholders to make an application for Council and TASAC as soon as possible. Roads and Maritime cannot include a loop sign on the draft sign posting plans until this application has been received and approved by TASAC.</p>	DB	Note
5.7	Tourist Drive 30 not shown on the signage plan however the project team is investigating the most appropriate location.	DB	Note
5.8	<p>Discussion about use of Wyrallah Road as a route to Lismore and whether it is appropriate to encourage its use with major signposting.</p> <p>Roads and Maritime does not support Wyrallah Road as a major northbound route to Lismore as it is not a state road and is in poor condition. It may be considered in the future subject to upgrade and agreement with Lismore and Richmond Valley Councils.</p> <p>Signposting Lismore at Wyrallah Road is not considered an effective way to encourage traffic through Woodburn.</p>	WS	Note
6.	Meeting close		
6.1	<p>Next steps:</p> <ul style="list-style-type: none"> Feedback/discussion from this meeting will be captured in the meeting notes which will be distributed in April. Members requested to provide any further comments at their earliest convenience so they can be included in the notes No further focus group meetings will be held prior to the public display. A third meeting will be held after the public display period Public display period is expected to be held in May/June 2018. We will keep the group informed about timing Community feedback will be documented in a submissions report which will be made publicly available Following the consultation, the signage plan will be submitted to Department of Planning for approval (late 2018). 	CA	Note
6.2	Members provided with a USB containing electronic copies of the updated signposting plan.	CA	Note

Next meeting: Mid-2018 following public consultation period (timing to be confirmed)

Signage feedback register – Northern focus group

Group	Date raised	Location / sign ID	Comment	Response
Woodburn Chamber of Commerce	9/3/2018	Woodburn	Concerned that there are no highway signs to Lismore via Wyrallah Road, which would direct traffic through Woodburn. This limits the option for Woodburn to adopt an identity as the gateway to the region.	Roads and Maritime does not support Wyrallah Road as a major northbound route to Lismore as it is not a state road and is in poor condition. It may be considered in the future subject to upgrade and agreement with Lismore and Richmond Valley Councils.
Woodburn Chamber of Commerce	9/3/2018		Concerned that there is no signage within the towns (eg Woodburn, Broadwater) indicating how to get back onto the motorway or through to other towns.	Signage will be provided to direct motorists onto the motorway however these are not shown on the signage plan. Existing highway signage will be subject to a separate review by Roads and Maritime.
Woodburn Chamber of Commerce	9/3/2018		Agree with Richmond Valley Council's proposals as far as could be ascertained from a desktop review and without a site visit.	Noted.
Evans Head Business and Community Chamber	9/3/2018		In general Evans Head Business and Community Chamber (EHBCC) agrees with the submission provided by Richmond Valley Council with the additional items listed in specific comments below.	Noted.
Evans Head Business and Community Chamber	9/3/2018		EHBCC suggests a number of local signs on feeder roads to ensure motorists arrive at their intended destination; ie. coming from Evans Head into Broadwater once you leave the last M1 roundabout there are no further directions to Broadwater township.	Sign C102 on the last M1 roundabout provides direction to Broadwater and will also include Woodburn. Once leaving this roundabout towards Broadwater, there are no other directions required to Broadwater township, and therefore no further signage required.

Group	Date raised	Location / sign ID	Comment	Response
Evans Head Business and Community Chamber	9/3/2018		EHBCC agrees with amendments provided by RVC with the following suggestions.	Noted.
Evans Head Business and Community Chamber	9/3/2018	Chainage 128000	Add Evans Head	<p>It is not possible to signpost all destinations at the interchanges along the highway.</p> <p>Roads and Maritime's signposting guidelines identify the need to find a balance between providing appropriate direction for drivers to destinations and reducing the distractions for drivers on the motorway. As a result the guidelines recommend only two destinations be included on the advanced directional signage prior to interchanges.</p> <p>In special circumstances a third destination may be included. However should a third destination be included it would need to be a key "focal point". On the northbound exit at Woodburn, Roads and Maritime suggests this would be Casino as it is a more prominent focal point.</p> <p>Woodburn and Broadwater are featured on the advanced directional exit signs at the Woodburn and Broadwater interchanges as these towns have been bypassed by the highway upgrade and are directly impacted by the upgrade.</p> <p>There is not enough space on the roundabout signs to allow all the inclusion of all destinations. Also the information on these signs needs to find the balance between providing direction and not distracting road users. To help direct road users, a sign with the words "Evans Head, Coraki, Casino, USE New Road Name" has been placed prior to the interchange to provide motorists with advanced advice on which roundabout exits to use.</p> <p>Additionally, Roads and Maritime has considered the inclusion of "Evans Head tourist precinct" advanced direction signs</p>
		Chainage 128450	Add Evans Head	
		Chainage 128500	Reverse the listing order to Evans Head then Casino or if necessary due space, drop Casino	
		Chainage 128500	Reverse the listing order to Evans Head then Casino or if necessary due space, drop Casino	
		Chainage 128500	Reverse the listing order to Evans Head then Casino or if necessary due space, drop Casino	
		Chainage 128500	Reverse the listing order to Evans Head then Casino or if necessary due space, drop Casino	
		Chainage 128500	Add Evans Head	
		Chainage 128600	Add Evans Head or if space is an issue, remove Casino and Replace with Evans Head	

Group	Date raised	Location / sign ID	Comment	Response
		Chainage 129100	Add Evans Head	<p>northbound prior to the Woodburn interchange and southbound prior to the Broadwater interchange. However this will depend on the outcome of discussions regarding the extension of Tourist Drive 26.</p> <p>As discussed at the focus group meeting on Tuesday 20 March 2018, Roads and Maritime advises that changes to Tourist Drive 26 would need to be approved by TASAC following an application by Richmond Valley Council. Roads and Maritime would encourage stakeholders to make representations to Council for this application as soon as possible as the signage for revised Tourist Drive cannot be included in the plan prior to TASAC approval.</p> <p>Also as advised at the meeting, a loop sign is already proposed for Tourist Drive 24 northbound at Woodburn interchange. The signposting guidelines do not permit two diagrammatic (loop) signs due to confusion for motorists. Should Tourist Drive 26 be extended as discussed, RMS suggests an alternative may be to have both tourist drive numbers shown on one sign without the destinations listed.</p>
		Chainage 130000	Reverse the listing order to Evans Head then Casino	
		Chainage 131250	Reverse the listing order to Evans Head then Casino	
Evans Head Business and Community Chamber	9/3/2018	Chainage 144500	EHBCC recommends an additional white line heading north passing on the left side of the M1 joining Broadwater and Woodburn through Evans Head.	Loop signs are generally only used when showing locations of bypassed towns. A loop sign could be included for Broadwater and Woodburn at the 2 kilometre advanced direction sign, but this would result in Evans Head being removed.
Broadwater	12/3/2018	Broadwater	The business and residents that I have spoken to in Broadwater are happy with the green signage. They would like to see a larger blue sign that includes a fuel, food and accommodation symbol. Also support the extra signage that includes directions to Evans Head and including Broadwater (blue signs) both north and south Woodburn along with the large picture sign.	Bypassed town signage is proposed for Woodburn and Broadwater as shown on the draft signage plan. This would include service signage to alert motorists to the services available in these towns. Note that these signs are still being trialled and will be confirmed pending the outcome of the trial.



Meeting notes

Subject: Directional signage – Southern focus group meeting 3

Date: Wednesday 29 August 2018 **Time:** 2pm

Location: Maclean Civic Hall, River Street, Maclean

Attendees: Peter Gordon, Maclean Chamber of Commerce
 Bev Mansfield, Yamba Chamber of Commerce
 Steve Pickering, Ulmarra Coldstream Gallery

Project team: Roads and Maritime Services: Pacific Complete:
 • Wes Stevenson (Facilitator) • Cleo Andrews
 • Irwin Perring • Laura Baker
 • Daniel Boorman

Apologies: Sonia Deakin, Iluka Chamber of Commerce; Bruce Bird, Wooli Chamber of Commerce; Elizabeth Fairweather, Clarence Valley Council, Brad Layton, South Grafton Chamber of Commerce, Corey Bertalli, Grafton Chamber of Commerce

Item	Notes	Who	Action
1.	Overview of community feedback		
1.1	Public display period held from 31 May to 15 June 2018: <ul style="list-style-type: none"> • Comments raised from 33 people and organisations • 22 submissions from private individuals 		Note
1.2	Key matters raised: <ul style="list-style-type: none"> • Requests for tourist drive through Ulmarra • Objection to the proposed renaming of the existing highway as Gwydir Highway between Grafton and Tyndale • Access to Grafton via Tyndale and Glenugie interchanges • Request for additional signage for Evans Head • Request for signs to additional towns from the motorway • Queries about local road names • Minor adjustments to sign faces. 		Note
2.	Changes to the signage plan following consultation		
2.1	<ul style="list-style-type: none"> • Woombah added to advanced directional signage at Iluka • Supplementary sign added to southbound approach to the Tyndale interchange to inform motorists that Grafton is available via both the Tyndale and Grafton exits • Minor amendments to correct inaccuracies or inconsistencies on sign faces. 		Note
3.	Renaming the existing highway		
3.1	<ul style="list-style-type: none"> • Community objection to proposed Gwydir Highway extension between 		

Item	Notes	Who	Action
	<p>Grafton and Tyndale</p> <ul style="list-style-type: none"> • Meeting held with Tyndale Progress Association and Ulmarra community members – 30 July • Next steps: <ul style="list-style-type: none"> ○ Roads and Maritime to consult communities about preferred option separately to the directional signage process (timing still to be confirmed) ○ Process does not need to be completed for directional signage plan to be finalised. 		
4.	Bypassed towns signage update		
4.1	<ul style="list-style-type: none"> • Roads and Maritime is finalising the strategy for bypassed town signs • Eligibility criteria and final design to be confirmed as part of the strategy • Locations for bypassed town signs identified as part of the development of the directional signage plan for the Woolgoolga to Ballina upgrade • Consultation would be carried out with Councils to determine the image for the signs. 		Note
5.	Next steps		
5.1	<ul style="list-style-type: none"> • Consultation report to be released in September outlining all submissions received and Roads and Maritime's responses • Submit directional signage plan to NSW Department of Planning and Environment in Q4 2018 		Note
6.	Discussion and questions		
6.1	SP noted community preference for Clarence River Way as the new name for the existing highway between Glenugie and Tyndale.		Note
6.2	<p>SP requested Eight Mile Lane be upgraded to allow unrestricted access for B-double trucks so they have the choice of using both the Glenugie and Tyndale exits when travelling to and from Grafton.</p> <p>IP noted Roads and Maritime is considering this matter separately to the directional signage process and will keep the community informed.</p>		Note
6.3	<p>PG requested that the existing highway between Tyndale and Maclean be retained as a state road when the upgrade is complete.</p> <p>WS noted that Roads and Maritime is consulting with Council on this matter but generally it would be expected to revert to Council and any necessary improvements would be made by Roads and Maritime prior to handover to ensure it is fit for purpose.</p>		Note

Item	Notes	Who	Action
6.4	<p>PG requested update on service centre locations.</p> <p>WS advised that locations are as per a Direction made by the Minister for Planning. Generally they would be spaced 40 to 60 minutes apart and are preferred near town centres. Under the current Direction, the southern Maclean interchange is the identified location in this section of highway. Roads and Maritime is investigating whether that area would support a highway service centre. If not, there would need to be review of the Direction with Department of Planning and Environment.</p>		Note



Meeting notes

Subject: Directional signage – Northern focus group meeting 3

Date: Wednesday 29 August 2018 **Time:** 10am

Location: Broadwater Community Hall, Little Pitt Street, Broadwater

Attendees:

- Tracey Doherty, Richmond River Cane Growers Association
- Pat Carney, Wardell Progress Association
- John Barnes, New Italy Rest Area and Museum
- Pamela McGeary, Woodburn Chamber of Commerce
- Cr David Wright, Ballina Shire Council
- Latoya Cooper, Richmond Valley Council

Project team: Roads and Maritime Services: Pacific Complete:

- Wes Stevenson (Facilitator)
- Irwin Perring
- Daniel Boorman
- Cleo Andrews
- Laura Baker

Apologies: Daniel Ainsworth; Ryan Gaiter; Rod Kinnish

Item	Notes	Who	Action
1.	Overview of community feedback		
1.1	Public display period held from 31 May to 15 June 2018: <ul style="list-style-type: none"> • Comments raised from 33 people and organisations • 22 submissions from private individuals 		Note
1.2	Key matters raised: <ul style="list-style-type: none"> • Requests for tourist drive through Ulmarra • Objection to the proposed renaming of the existing highway as Gwydir Highway between Grafton and Tyndale • Access to Grafton via Tyndale and Glenugie interchanges • Request for additional signage for Evans Head • Request for signs to additional towns from the motorway • Queries about local road names • Minor adjustments to sign faces. 		Note
2.	Changes to the signage plan following consultation		
2.1	<ul style="list-style-type: none"> • Woombah added to advanced directional signage at Iluka • Supplementary sign added to southbound approach to the Tyndale interchange to inform motorists that Grafton is available via both the Tyndale and Grafton exits • Minor amendments to correct inaccuracies or inconsistencies on sign faces. 		Note
3.	Bypassed towns signage update		
3.1	<ul style="list-style-type: none"> • Roads and Maritime is finalising the strategy for bypassed town signs 		Note

Item	Notes	Who	Action
	<ul style="list-style-type: none"> Eligibility criteria and final design to be confirmed as part of the strategy Locations for bypassed town signs identified as part of the development of the directional signage plan for the Woolgoolga to Ballina upgrade. 		
4.	Next steps		
4.1	<ul style="list-style-type: none"> Consultation report to be released in September outlining all submissions received and Roads and Maritime's responses Submit directional signage plan to NSW Department of Planning and Environment in Q4 2018 		Note
5.	Discussion and questions		
5.1	<p>Clarification requested on whether signage for Swan-Bay New Italy Road would be amended on the existing highway.</p> <p>DB confirmed the signs would be updated on the existing highway. IP noted the road is labelled correctly in the directional signage plan.</p>		Note
5.2	<p>Request for tourist sign for Wardell.</p> <p>DB advised there may be sufficient space to provide signage southbound for Tourist Drive 26 if it were extended. Roads and Maritime advised the extension request must be supported and made by council to TASAC for assessment.</p>		Note
5.3	<p>Update requested on local road naming.</p> <p>IP advised that some local road names are outstanding from the Councils. Roads and Maritime is continuing to support Councils with their strategy for new local road names.</p> <p>LC noted that some names proposed by RVC have not been approved by the Geographical Names Board.</p>		Note
5.4	<p>JB requested tourist symbol for New Italy Rest Area and Museum.</p> <p>DB advised that request should be made to TASAC who are the authority for signposting tourist attractions. Applications should be made as soon as possible so changes can be incorporated into the directional signage plan.</p>		Note
5.5	<p>DW noted that northbound advanced directional lists River Street as the exit to Ballina, but local residents know it as the Bruxner Highway.</p> <p>IP noted that River Street is the correct reference and the signage would confuse motorists by referring to the Bruxner Highway twice (Sign ID D-43).</p>		Note
5.6	<p>Request for update on timing for bypassed towns signs.</p> <p>WS advised that timing for the strategy to be finalised is not yet known. Further consultation would be carried out with Councils when eligible towns are determined to identify suitable images for the signs.</p>		Note
5.7	<p>JB requested information about process for advertising on private property for the New Italy Rest Area and Museum from the motorway.</p> <p>DB advised that a SEPP64 development applications should be made via Council to advertise within the road corridor.</p>		Note



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1800 778 900



Woolgoolga to Ballina upgrade
Att: Communications
PO Box 546 Grafton NSW 2460

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