

# Shining A Light



On the High Accident Severity, Multiple Accident Source  
and Community Request for  
dedicated right turning lanes into Castlerock and Ridglands Roads.


Wybong Action Group

3/2010

In the absence of ANY detailed information, and despite repeated requests without success for detailed information as to Muswellbrook Shire Council and Xstrata Mangoola P/L's planned treatment of the Castlerock Road – Ridgeland Road Intersections, Wybong Action Group makes the following submission to Muswellbrook Shire Council, Xstrata Mangoola P/L, NSW RTA and NSW DOP.

The Wybong Community have already seen how a lack of Community Consultation can contribute to the death of a Wybong Road user and do not want a lack of communication from the responsible authorities to contribute to further deaths on Wybong Road.

The design of the intersections in question is an important detail that will affect the daily lives of every user of these High Accident Severity Risk and Multiple Accident Source intersections.

A photograph taken from a driver's perspective on a road. The sun is low on the horizon to the left, creating a bright glare and lens flare. The road is paved and has a double white line down the center. Trees and vegetation line both sides of the road. The sky is a pale blue with some light clouds. A large white number '100' is overlaid on the left side of the image.

Wybong Road

Visibility reduced markedly, suddenly 50%+

100

For near 4 months in each year:  
Setting sun from Limvardy Rd intersection

2010/03/10 06:48

Sun behind the trees

Wybong Road

Ridgelands Road

Castlerock Road &  
School bus stop  
are not yet visible  
(at 150m)

100

2010/03/10 06:48

50m on

Sun behind the trees

Wybong Road

Ridgeland Road

Vehicles in dip are invisible

Castlerock Road

School bus stop

100

2010/03/10 06:48

50m on



Sun behind the trees

Wybong Road

Ridgeland Road

Castlerock Road

Vehicles in dip are invisible

School bus stop

Inadequate deceleration distance for a single lane with stationary right turning.

100

2010/03/10 06:48



Wybong Road



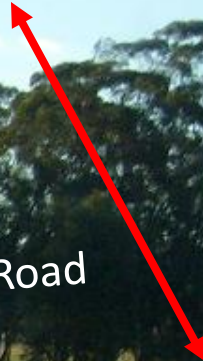
Ridgeland Road ??



Castlerock Road



Vehicles in dip are invisible



School bus stop

Visibility reduces

100

2010/03/10 06:49



Wybong Road

Ridgелands Road ??

Vehicles in dip are invisible

Castlerock Road

School bus stop

Visibility reduces markedly in < 0.5 sec

100

2010/03/10 06:49

Oncoming vehicles  
and right turn into  
Ridgelands Road  
are fully obscured

Where is Wybong  
Road ???

Where is Ridgelands Road ?

Visibility reduces markedly  
in < 0.5 sec almost fully  
obscured

100

Can you see the **Explosives** truck coming at 100 km/hr?

Castlerock Road

2010/03/10 06:49

School bus  
stop

Oncoming traffic and  
Ridgeland's Road Intersection  
fully obscured

Where is Wybong  
Road ???

Where is Ridgeland's Road ?

100

Can you see the **Explosives** truck coming at 100 km/hr?

2010/03/10 06:49

Oncoming traffic and  
Ridglands Road Intersection  
fully obscured

Where is anything ??

100

Can you see the **Explosives** truck coming at 100 km/hr?

2010/03/10 06:49

Oncoming traffic and  
Ridgelands Road Intersection  
fully obscured

100

Can you see the **Explosives** truck coming at 100 km/hr?

2010/03/10 06:49

Oncoming traffic and  
Ridgelands Road Intersection  
remain obscured

100

Can you see the **Explosives** truck coming at 100 km/hr?

2010/03/10 06:49

Sun behind the trees



100

Instant clarity, <40m to intersection

2010/03/10 06:49

Q Do the RTA, Muswellbrook Shire Council and Xstrata Mangoola really consider Wybong Residents and Road Users Safety a lesser priority than Xstrata Mangoola employee safety?

A. Despite there being no AUSROAD requirement the Xstrata Mangoola Access intersection, 200m west, is provided separated right and left turning facilities – (justifiable only) for “improved safety” (Appendix 16, EA)

### An Equitable and Safer Solution

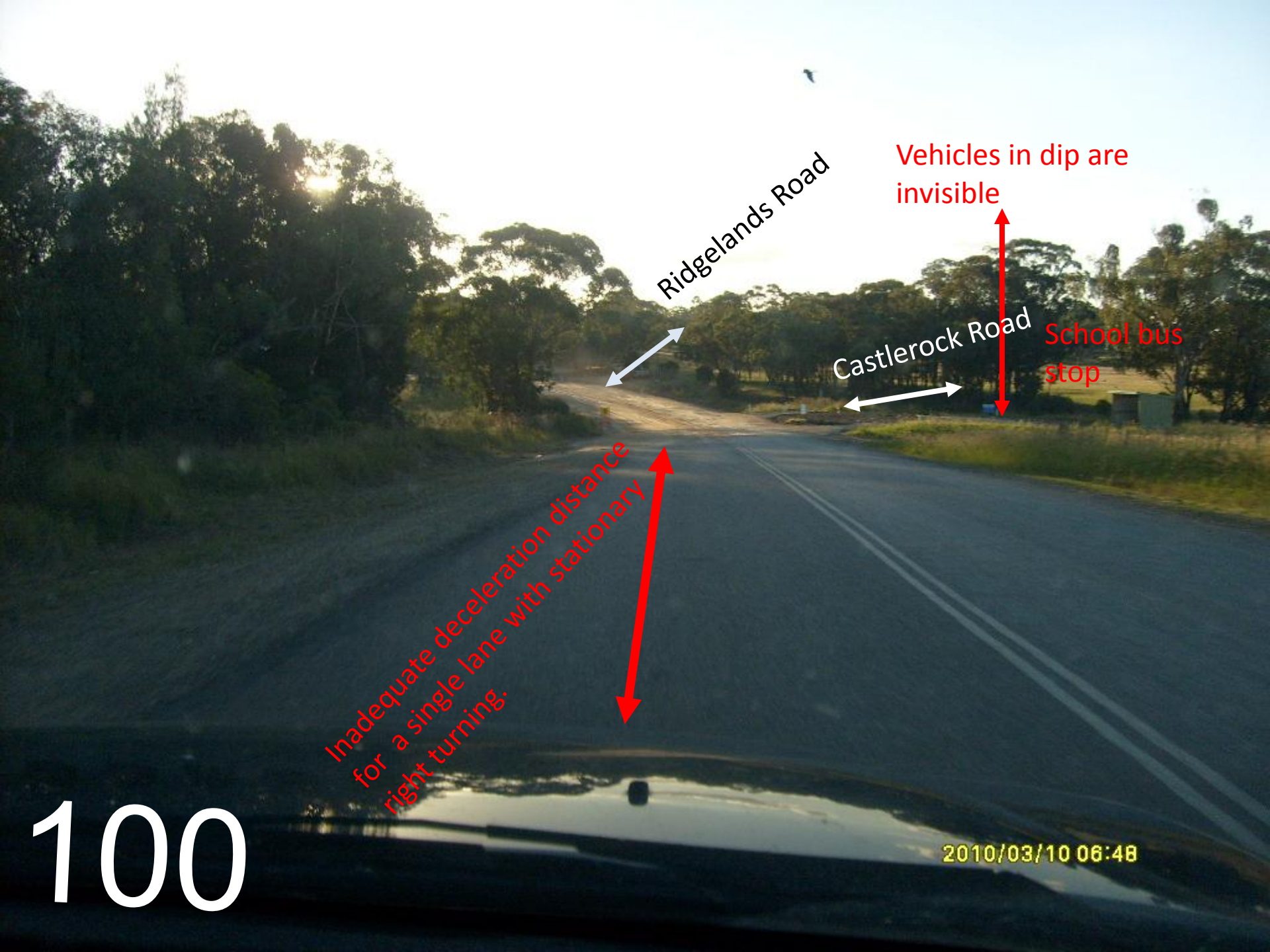
Given that the 100 km/hr Castlerock Road - Ridglands Road intersections present,

- 1 a Multiple Risk Source (a sudden agglomeration of residential traffic, pedestrians, school buses, stationery vehicles etc) and
- 2 a much higher Accident Severity Potential, (head-on, side-on, front, rear collisions)

a much safer result is derived from a design that incorporates a dedicated westerly deceleration and right turning lane to Castlerock Rock and Ridglands Road.

The additional cost at this stage of construction is minimal, consistency of intersection treatments on Wybong Road /Bengalla Link Rd [that coincidentally have markedly lesser Accident Severity Potentials and Single Risk Sources] is maintained and a much safer thoroughfare for all road users is the result.

Else, RTA, Muswellbrook Shire Council and Xstrata Mangoola DO consider Residents Safety a lesser priority than Xstrata Mangoola Employee safety.



Ridgeland Road

Castlerock Road

Vehicles in dip are invisible

School bus stop

Inadequate deceleration distance for a single lane with stationary right turning.

100

2010/03/10 06:48

Oncoming traffic and  
Ridgelands Road Intersection  
fully obscured

100

Can you see the **Explosives** truck coming at 100 km/hr?

2010/03/10 06:49

Sun behind the trees

100

2010/03/10 06:49

## MANGOOLA MINE NORTHERN ACCESS ROAD

Xstrata Mangoola Mine  
Northern Mine Access Rd



“Austroads Figure 5.23a could provide argument for provision of only a simple Type A Rural T Intersection [at the Mangoola Northern Access – Wybong Road Intersection].”

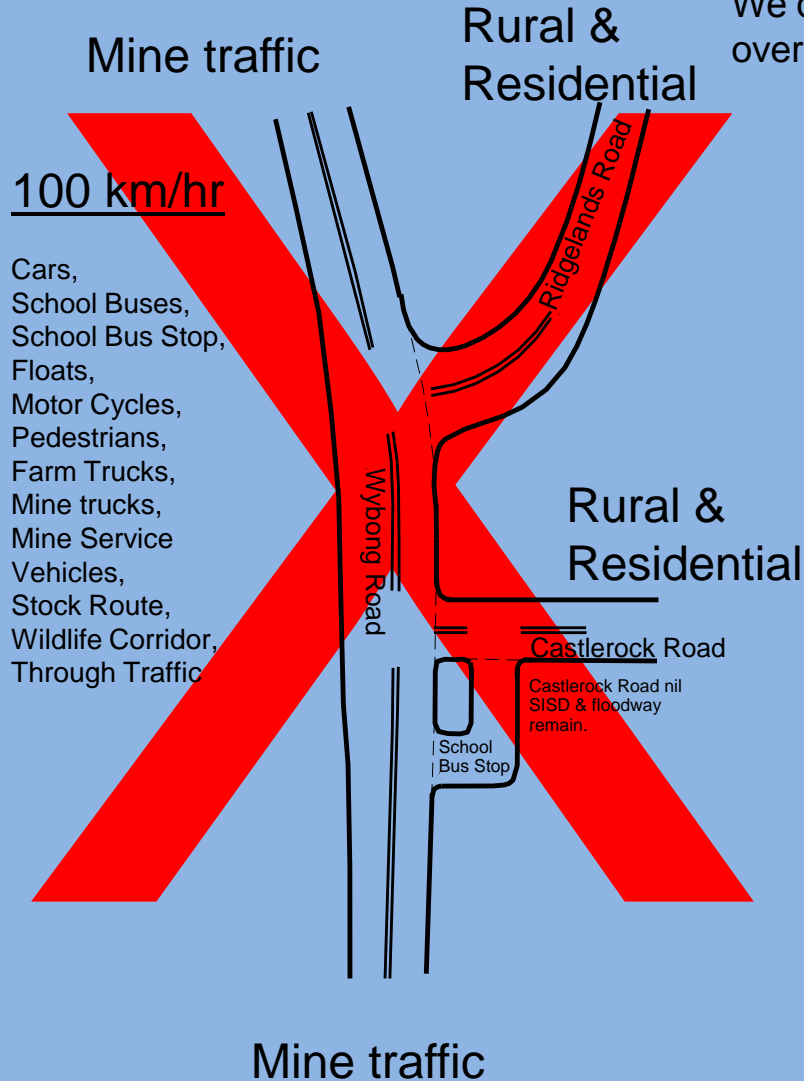
“TPK submit that in view of the potential for some heavy vehicle mine traffic flow that the provision of a Type B rural layout, with a left turn auxiliary lane would be preferable in the interests of road safety. The Type B layout provides preferable overtaking on the near side width for traffic passing traffic turning right into the site and the left turn into the site will be the main inward movement.”

Appendix 16 EA

The intersection constructed by Xstrata Mangoola at the Mangoola Northern Access – Wybong Road Intersection is the Type B Intersection with dedicated passing and turning lanes.



# THE PLANNED DESIGN?



We don't know because its a *state secret*, Xstrata have refused for over 4 years to disclose it, but from what we've heard, it sure is...

10% cheaper section construction  
No Accident Severity reduction  
No Accident source reduction  
Increased Resident Accident Risk

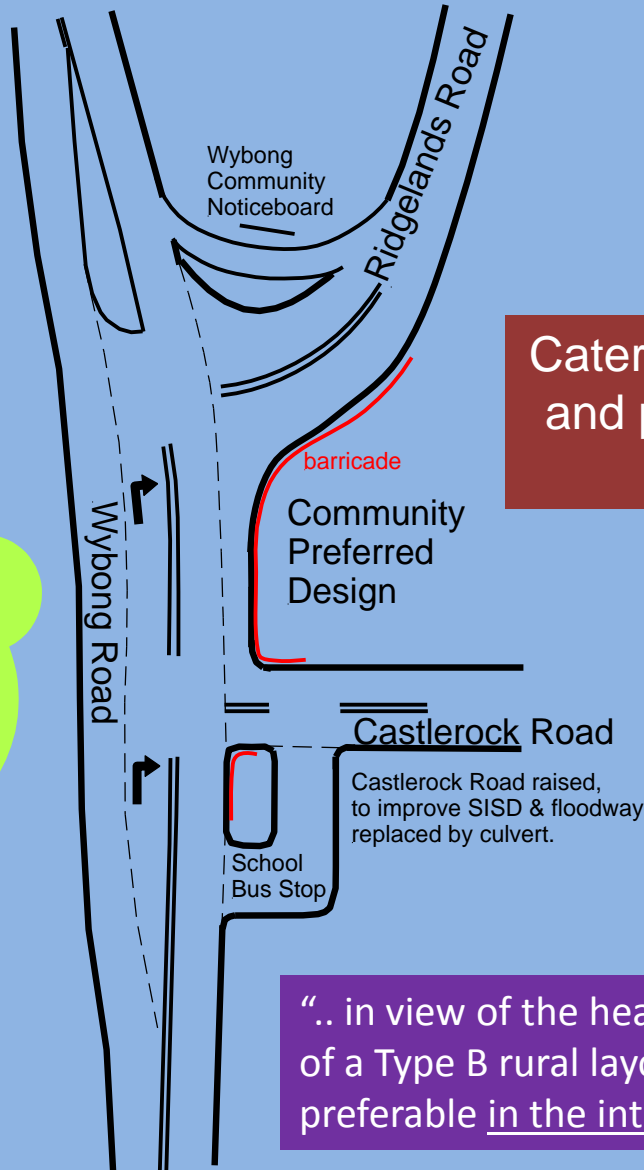
No consideration that ETL & New Mine will further increase and intensify heavy and peak traffic volumes and movement conflicts.  
Does not cater for imminent future growth.

... a Type A rural layout, with NO auxiliary lanes.

A Lesser Safety Standard than the Mine Access Road

Inconsistent with higher standard intersection treatments at Bengalla Link Road, Roxburgh Road, Bengalla Road & Mangoola Mine Northern Access Road (ALL Type B auxiliary lane)

# WYBONG COMMUNITY PREFERRED DESIGN



10% higher section construction cost  
Marked Accident Severity reduction  
Marked Accident Source reduction  
Marked Accident Risk reduction

Caters for increase and intensity of heavy and peak traffic volumes and movement conflicts from ETL & New Mine

... a Type B rural layout, with auxiliary lanes.	Same Safety Standard as the Mine Access Road
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Consistent with higher standard intersection treatments at Bengalla Link Road, Roxburgh Road, Bengalla Road & Mangoola Mine Northern Access Road

“.. in view of the heavy vehicle mine traffic flow .. the provision of a Type B rural layout, with a right turn auxiliary lane would be preferable in the interests of road safety.”





The preparatory roadworks at the Castlerock Road –Ridgeland Road intersections do NOT appear to be of sufficient width or length to permit safe deceleration or dedicated passing and turning lanes but appears to offer the 1-2m lesser width alternative of a skirting lane for through traffic increasing the accident potential for stationary right turning & oncoming traffic.

A skirting lane intersection design is wholly unacceptable to the Wybong Community in terms of Resident Road User Safety, intersection consistency and equity of road user treatment.

It must be noted that even though the lesser traffic numbers using the Mangoola Mine Northern Access Road Intersection do not justify a Type B Rural layout, precisely that layout was recommended for and has been constructed by Xstrata Mangoola P/L “in the interests of Safety” at their intersection, as at Wybong Rd, Roxburgh Rd & Bengalla Rd.

**It is the Wybong Community position that the presence of a school bus stop, westerly setting sun obscuring the intersections, the greater confluence of traffic, including heavy vehicles and consistency of intersection treatments , more than warrants dedicated turning and passing lanes being constructed at the intersection of Wybong Road and Castlerock Road - Ridgeland Road, as at lesser Risk intersections at Mangoola Mine Northern Access Road , Roxburgh Rd, Bengalla Rd & Wybong Rd.**

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