

17 APRIL 2012

## **Foxground and Berry bypass – Kangaroo Valley Road interchange and the Victoria Street precinct**

The Kangaroo Valley Road interchange and the Victoria Street precinct working group held its third meeting on Tuesday 17 April 2012 at the Berry Agricultural Pavilion (showground).

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### **Attendees:**

Bruce Andrew, resident	Paul Eyland, resident
David Ball, resident	Rick Gainford, resident
Nancy Bevan, resident	Cassandra Harris, resident
Tom Bevan, resident	Jelle Hilkemeijer, resident
Peter Bice, resident	Robert Hill, resident
David Blunn, resident	Alan Johnson, resident
Therese Blunn, resident	Jan Johnson, resident
James Bonner, resident	Denis Lovelock, resident
Col Bowley, resident	Bruce Martin, resident
David Brawn, resident	Doug Martin, resident
Pamela Choulesworth, resident	Ian Monteith, resident
Jenny Clapham, resident	David Munn, resident
Lawrie Cowell, resident	Trish Nicholson, resident
John, Cullity, resident	Gwen Roberts, resident
Jeff Evans, resident	James Robinson, resident
MaryEvans, resident	Lucie Stanford, resident
Phillip Thorniley, resident	
Scott Wells, Shoalhaven City Council representative	
David Woolbank, Straight Talk Facilitator	
Adam Berry, RMS Project Development Manager	
Ron de Rooy, RMS Project Manager	
Graham Birch, RMS Road Safety & Road Design Review	
John Poposki, RMS Road Safety & Road Design Review	
Carla Brookes, RMS Project Communications	
David Bohm, AECOM Transport Planning	
Angela Malpass, AECOM Community Consultant	
Riley Dehew, AECOM Graduate Engineer	

## Summary – Purpose of the meeting

Roads and Maritime Services (RMS) convened a working group of registered community members to review various community and design issues for the Kangaroo Valley Road interchange and the Victoria Street precinct.

The session was opened and facilitated by David Woolbank of Straight Talk.

Adam Berry, RMS Project Development Manager detailed the two issues which were outstanding from the previous working group meeting and would be discussed as part of this meeting:

- Cul de sac Victoria Street.
- Relocating Kangaroo Valley Road interchange further south of Berry.

Adam Berry advised the group that the work done to date was conceptual only and RMS still needs to undertake further work before it can confirm the feasibility of each suggestion. All designs reviewed and discussed during the working group are therefore subject to change.

David Munn, member of Berry Public School P&C and resident of Victoria Street, presented to the working group. A copy of the presentation has been uploaded onto the project website at [www.rta.nsw.gov.au/fbb](http://www.rta.nsw.gov.au/fbb).

*The following is a summary of the discussions held at the working group, responses and actions agreed to by RMS.*

<b>Discussion</b>	<b>Response / action</b>
<p><b>Cul de sac Victoria Street</b></p> <p>Adam Berry advised the working group that RMS is impartial and has no preference over whether Victoria Street is closed or remains open. RMS design can provide either option. Mr. Berry stated that RMS was charged with delivering the highway and was seeking guidance from both council and the community on local road closures.</p> <p>A working group member asked for a clarification of the Shoalhaven City Council motion supporting the closure of Victoria Street. Is the motion counter to the technical advice council were given?</p> <p>Scott Wells, Shoalhaven Council representative advised that council's resolution is to support the community which appears to support the closure. Mr. Wells advised that council has however received</p>	<p>A copy of the RMS presentation has been uploaded onto the project website at <a href="http://www.rta.nsw.gov.au/fbb">www.rta.nsw.gov.au/fbb</a>.</p> <p>Any issues the community has over the closure of Victoria Street may also be addressed with Shoalhaven City Council.</p> <p><b>Action:</b> RMS to develop process for way forward with council and community to make a decision on the closure of Victoria Street.</p>

# Meeting Notes



some objections in the last week.

Mr. Wells advised that council has a legal procedure which needs to be followed for local road closures. Procedure requires a traffic study to be undertaken to determine noise and traffic impacts. Study would be made public. The Shoalhaven Traffic Committee would consider the technical issues / impacts and make a recommendation to council.

Mr. Wells advised that council are still waiting for RMS to provide data in relation to traffic impacts on local roads resulting from the bypass

Adam Berry advised that RMS is currently liaising with council to agree methodology for collecting the required traffic data.

A working group member queried whether the closure of Victoria Street needed to be resolved by the working group tonight.

Adam Berry advised that RMS needed to know what the intersection arrangement was going to be for the environmental assessment. The current environmental assessment is based on Victoria Street remaining open.

Scott Wells emphasised that even if the working group passed a motion for Victoria Street to be closed there is still the legal procedure which council would need to adopt before the road closure could be finalised.

A working group member advised that he had attended the Safety Around School forum with council and RMS. RMS Safety Around Schools Officer supported the closure of Victoria Street from a 'safety around schools' point of view.

A working group member asked RMS to clarify traffic flows – current level 190 vehicles in both directions per hour for the 100 design hour along Victoria Street. Following the bypass this figure would fall to 95 vehicles. Would the traffic half from its present level even if Victoria Street was not closed?

David Bohm advised that traffic volumes would reduce based on the current design. This is predominately due to the removal of the right hand turn for north bound traffic from the highway onto Victoria Street. All traffic would have to travel to the interchange at Kangaroo Valley Road at which a driver has several road options of travel available.

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A working group member queried how traffic would access the school if Victoria Street is closed and expressed concern over the impact on other local roads. Also queried whether the wider community is being consulted about the closure.

Adam Berry advised that RMS has advertised the working group in the Town Crier, on its website, in the project office and through an e-mail alert to registered stakeholders.

A working group member stated that Victoria Street is a valued secondary access to Berry and an important amenity. Believes the introduction of calming measures along Victoria Street may be a better solution.

A working group member suggested that the speed limits imposed along Victoria Street suggests that council recognises there is an issue with traffic flow along Victoria Street.

Adam Berry asked the group to also consider the reduced impact on Mark Radium Park if Victoria Street was closed or the on load ramp was reduced to one lane. Mr. Berry advised that following the upgrade Mark Radium Park would not be accessible from the highway and there is an opportunity for it to be reinvented as a town park.

A working group member suggested the group should consider the Berry Alliance 'fairness' approach. Victoria Street current has a traffic flow of 190 vehicles per hour. Following the upgrade this would reduce to 95 vehicles per hour which is a benefit. The by-product of closing Victoria Street is additional traffic on other local roads which will cause distress to these residents. This however needs to be balanced against the safety around the school.

A working group member emphasised that this distress could be increased as local roads such as George Street and Edward Street are not suited to extra traffic.

A working group member suggested the community had an opportunity to address school safety issues and to utilise the space at Mark Radium Park for a family park linking to other green space areas in Berry. Expressed concern over the speed which could be adopted by drivers along Victoria Street as they access the highway. Queried whether origin destination data was available to fully understand

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local traffic changes.

A working group member expressed concern over the timeframe of the project and what was being done to address potential traffic conflicts along Victoria Street now.

## Moving interchange further south

Adam Berry advised that even if the interchange was moved further south the bridge over the highway at Kangaroo Valley Road would need to remain. It is the access ramps which would be moved. Mr. Berry advised the location of the options on the plans was due to topography, but in theory the interchange could be moved either further north or south.

Mr. Berry advised that an issue with moving the interchange is that RMS still needs to get traffic into town. The configuration would therefore consist of a four way highway with a two way access road. The suggestions presented by RMS to the group are variations on how the access road could be configured. The arrangement would have an additional impact as RMS is required to provide 13 to 15 metres separation between the highway and access roads for safety (headlight glare). This requirement means the alignment would be outside the footprint of the current concept design which has an additional impact on several properties.

Mr. Berry advised that the footprint around Huntingdale Park Road is already tightly constrained and there is not the room to provide the 13 to 15 metres separation. A wall would need to be built as an alternative.

Mr. Berry advised that there would be significant additional costs to the project resulting from around 1.2km of additional road, additional infrastructure, property acquisition and the additional time needed for RMS to investigate. A change of this nature would need to be incorporated into the southern Berry bypass review process.

A working group member queried the safety of pedestrians and cyclists originating from Kangaroo Valley Road / Huntingdale Park Road in the options being presented by RMS. The volume of pedestrians is likely to increase due to the closure of North Street.

Adam Berry advised that RMS would introduce safe staged crossings at Kangaroo Valley Road.

A copy of the RMS presentation including options for moving the interchange further south has been uploaded onto the project website at [www.rta.nsw.gov.au/fbb](http://www.rta.nsw.gov.au/fbb).

RMS advised the group that additional work would be required if it was to progress with the option of moving the Kangaroo Valley interchange further south. It is estimated this work would take approximately three months to complete.

RMS's initial appraisal is that the benefits of moving the interchange do not justify the financial cost. RMS will need to escalate the investigation to the Regional Manager and RMS Executive for advice on further action.

**Action:** RMS requested that working group members provide information on potential impacts of the options presented tonight which RMS needs to consider as part of its investigation. Information to be provided by email by 9am Monday 23 April 2012.

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Graham Birch emphasised that it is important to get pedestrian amenity correct, however we have every opportunity to do this with the current arrangement. Mr. Birch advised that RMS has experienced issues with pedestrian crossing at roundabouts but this is typically at small ones with little space. This situation is different as there will be staged crossings with ample visibility. RMS is confident it can design a safe crossing with pedestrians.

A working group member challenged RMS and suggested safety comparisons should be made with what pedestrians have to cross now. RMS is creating extra crossings and a reduction in safety.

A working group member queried whether RMS has considered a pedestrian bridge over the highway from Huntingdale Park Road.

Adam Berry advised that RMS has considered an underpass rather than a bridge in this area due to highway being on embankment. Mr. Berry advised that a bridge would need ramps, which are at a six per cent grade. This would require a large footprint with a visual impact.

A working group member queried how serious RMS are about this proposal considering the additional cost.

Adam Berry advised that at this stage RMS believes the impacts and cost of moving the interchange further south do not justify the move.

A working group member advised moving the interchange south of Berry would be a large social benefit to the town.

Mr. Berry advised the working group that RMS estimates the net cost difference would be an increase in the vicinity of \$10 to 20 million.

A working group member suggested that a cost difference of \$10 to 20 million (or 10% differential) could be justified by the social benefit to the town. Also queried the importance of RMS timescale constraints against getting the project right.

A working group member asked RMS to confirm whether the options presented had adequate room to provide the two extra lanes.

Adam Berry advised that all the options presented by RMS did have provision for additional lanes to provide a future configuration of three lanes in each

# Meeting Notes



**Transport**  
Roads & Maritime  
Services

direction.

**Working group process**

The next working group meeting is scheduled for Wednesday 16 May 2012.