



BERRY BYPASS

Kangaroo Valley Working Group - meeting five

Prepared 22 July 2012

working group presentation 25 July 2012

Agenda



Transport
Roads & Maritime
Services

6.30pm Welcome, introductions, housekeeping.

6.35pm Recap – issues raised at first meeting 8 March 2012.

6.45pm Kangaroo Valley Road Interchange.

Where we left off.

What has happened since. And why?

Next steps and environmental assessment process.

7pm Victoria Street

Where we left off.

What has happened since. And why?

Next steps and environmental assessment process.

7.45pm Other business or issues.

8.15pm Meeting close.

Issues raised at meeting one



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RMS to review alternatives for taking the north bound off ramp under Kangaroo Valley Road and connecting to Kangaroo Valley on the other side. ✓

RMS to include pedestrian access on both sides of the Kangaroo Valley Road bridge. ✓

RMS to review ways of reducing the footprint of the interchange (T-junctions rather than roundabouts). ✓

Issues raised at meeting one



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RMS to demonstrate traffic movements for the Kangaroo Valley Road interchange and Victoria Street for a typical morning commuter peak.



RMS to provide traffic figures to the working group. Figures to highlight any increased traffic impacts on local streets.



RMS to provide visuals to the working group to demonstrate pedestrian / cyclist connectivity across the bridge.



RMS to review moving the interchange further south.



Issues raised at meeting one



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RMS to consider how the design can be modified to limit the impact on the eucalypts alongside the existing highway at Mark Radium Park – work in progress. ✓

RMS to consider need for northside ramps on Kangaroo Valley Road interchange. ✓

RMS to consider cul-de-sac'ing of Victoria Street/elimination of two-way arrangement adjacent to Mark Radium Park. ✓

RMS to consider underpass from Mark Radium Park below Queen Street to new greenspace. ✓

Issues raised at meeting one



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RMS to consider cul-de-sac'ing of Victoria Street/elimination of two-way arrangement adjacent to Mark Radium Park. ✓

RMS to review relocating the Kangaroo Valley Road interchange further south of Berry. ✓

These were the two unresolved issues the last time we met.

Kangaroo Valley Road Interchange

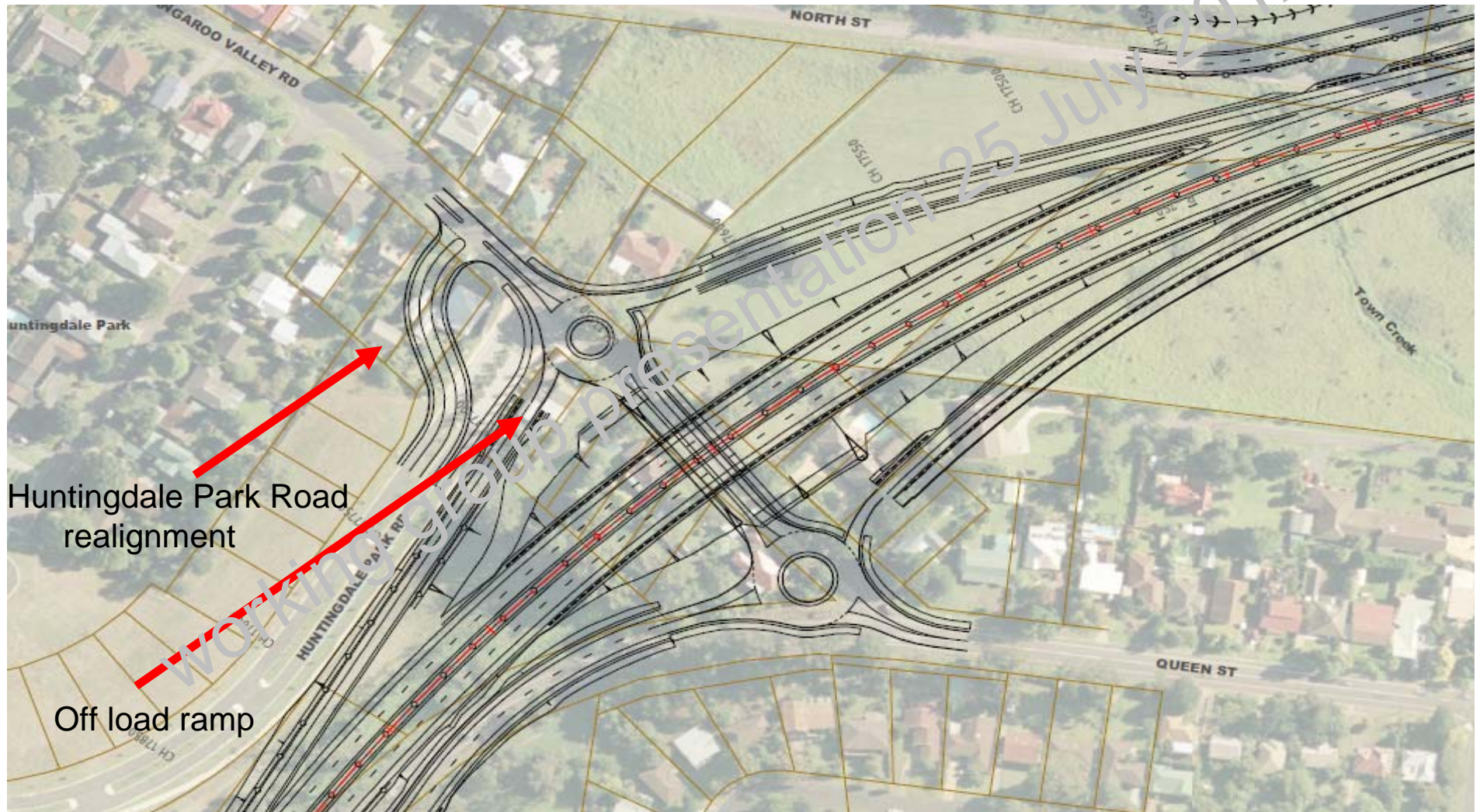
“The decision to either further investigate the relocation or to refine the RMS proposal will be made by the Minister for Roads as part of his decision on the north & south costing review.”

RMS Presentation Working Group Meeting 16 May 2012

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What has happened since... (Kangaroo Valley Road Interchange)

The NSW Government endorsed moving away from this arrangement



What has happened since... (Kangaroo Valley Road Interchange)

In favour of this arrangement (which was developed from a working group member suggestion to take the ramp under the bridge and onto Kangaroo Valley Road).



Figure 10: Aerial view, looking northeast.

Kangaroo Valley Road Interchange/Mark Radium Park Improvements made through working group...



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- Huntingdale Park Road remains as is, meaning two residences on Kangaroo Valley Road remain intact.
- The off-ramp, noise wall and traffic will not rise up above the existing retaining wall.
- The noise wall that would have effectively been built on top of the retaining wall facing the houses on Huntingdale Park Road, is now much lower, down at the highway level (see cross section C, p.13 Urban Design report.
- The Kangaroo Valley Road bridge deck is wider than originally planned.
- The bridge deck has pedestrian walkways on both sides.
- The two Kangaroo Valley Road roundabouts have pedestrian facilities on 7 of 8 legs.
- Minimised impact on Mark Radium Park.
- Connected green arc from Mark Radium Park to Berry sports fields.

What has happened since... (Kangaroo Valley Road Interchange)



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Pedestrian arrangements have been incorporated into concept design



Pedestrian facilities at roundabouts



What has happened since... (Kangaroo Valley Road Interchange)



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Why? (Kangaroo Valley Road Interchange)



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**(Refer to handout - extract from Report on Route
Feasibility Comparative Cost estimates June 2012)**

The adopted arrangement achieves positive benefits which were considered to outweigh the associated impacts and additional cost of \$5.2 million (\$3.2 million net).

The benefits of moving half or all of the interchange south of Berry were not considered to outweigh the associated impacts and additional cost of \$15.8 million (\$13.8 million net).

Next steps?



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- The revised interchange arrangement has been incorporated into the concept design.
- A draft urban design report is available for your review and input by Friday 3 August.
- **Environmental assessment flowchart**
- The target for RMS to submit the environmental assessment to the Department of Planning and Infrastructure is September/October.
- The environmental assessment should then be displayed for community review and feedback in November/December
- Further refinements and improvements can then be made in response to submissions, before approval is sought from the Minister for Planning and Infrastructure in mid 2013.

Where we left off... (Victoria Street open or closed)



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Victoria Street

“RMS needs to choose one or the other for the purposes of the environmental assessment – to assess the impacts.”

“HOWEVER, whichever one is assessed for the environmental assessment, we will make sure that either outcome could still be achieved based on community feedback in response to the display of the environmental assessment.”

Where we left off... (Victoria Street open or closed)



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Some of the many Victoria Street issues discussed through the working group include:

- Changes in the distribution of local traffic (positive and negative).
- Mark Radium Park – impacts on/future use of/opportunities to improve.
- Pedestrian safety, cyclist safety, safety around school.
- Urban design opportunities where the highway and town interface.
- Noise impacts.

There are strong arguments in favour of both opening and closing.

What has happened since..? (Victoria Street open or closed)



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- RMS wanted a consistent and rigorous assessment to guide the choice for the environmental assessment.
- Three possible options were examined (noting there are variations to each possible) through a structured workshop process.
 - » Closing Victoria Street.
 - » Keeping two-way access between Queen and Victoria Streets.
 - » Providing one-way southbound access between Queen and Victoria Streets.
- The three options were each rated against seventeen criteria taken from the Foxground and Berry bypass project objectives and relevant NSW Department of Planning and Infrastructure Director General's Requirements for the project.

Opportunity for AECOM traffic presentation
from Berry Alliance Forum to be given again if required?

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Why? (Victoria Street)



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Refer to handout – RMS Victoria Street workshop May 2012



Figure 20: Victoria Street - landscape design concept.

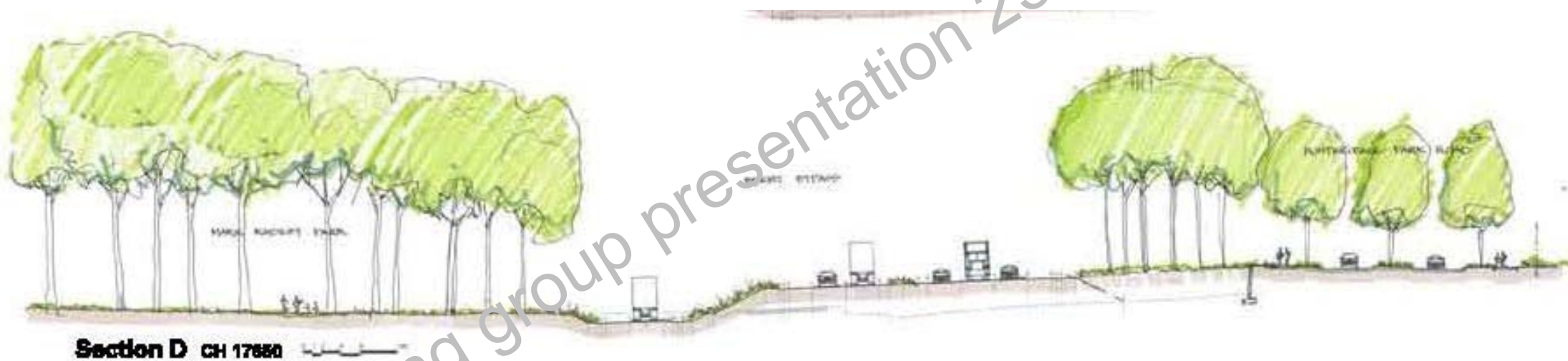
Why? (Victoria Street)



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Refer to handout – RMS Victoria Street workshop May 2012

Mark Radium Park



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Next steps... (Victoria Street)



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- Taking into account all the factors it continues to be difficult for RMS, the community and Shoalhaven City Council to quantify which option is 'best'.
- Either option can still be delivered pending submissions following the display of the environmental assessment.
- The community forum that took place and the previous workshops of this group are helping people to understand the inter-related issues and differing views.
- The concept design has been adjusted and the closure incorporated into the environmental assessment.

Next steps... (Victoria Street)



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- **Environmental assessment flowchart.**
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Other business?



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Thank you



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