

MAY 2012

## Berry to Bomaderry upgrade

Three community focus group meetings for the Berry to Bomaderry upgrade were held in May 2012. The third meeting was held on 10 May 2012 at the Berry School of Arts.

### Summary – Purpose of the meeting

Roads and Maritime Services convened a series of focus group meetings for the Berry to Bomaderry upgrade inviting residents potentially impacted by the proposed design. This meeting was the third of three held in May 2012, covering an overview of the upgrade and features of each section of the proposed upgrade. The aim of the meetings was to capture specific feedback from potentially impacted residents. The meetings also provided the community with an opportunity to ask questions and raise issues for further consideration in the design process.

The meeting was opened and facilitated by Wendy Carlson of the AECOM project team. Nick Boyd, RMS Project Manager, provided a slide presentation showing an overview of the proposed concept design. This included amendments to access arrangements to properties accessing the Princes Highway, the inclusion of a proposed truck stop facility near Meroo Meadow, changes to bus collection and drop-off arrangements, as well as a discussion of environmental issues and impacts on other road users. The presentation was supported by technical staff from RMS. The meeting was then open to questions from the community.

Approximately 20 local residents attended the meeting. The following is a summary of the issues raised at the meeting and of the RMS response.

<i>Questions &amp; Comments</i>	<i>Response/Action</i>
<b>Why is the truck enforcement bay locked? Why can't there be a part time rest area?</b>	The heavy vehicle enforcement bay is locked to ensure the space is reserved for RMS inspection officers and is not used as a rest area. Designated rest areas need to be available at all times and do not operate part time. Rest areas are not locked as they are required for road users to access at any time of the day or night.
<b>What are the requirements of a combined heavy vehicle enforcement / rest area facility, as opposed to separated facilities?</b>	<p>The concept design currently incorporates the enforcement bay and truck rest stop combined at the one location.</p> <p>The proposed location of this combined facility is limited by a number of environmental, operational and design constraints, as well as the potential impact on nearby residents.</p> <p>RMS has made a commitment to the residents of Meroo Meadow that there will be another session dedicated to discussion of this facility; the date will be advised.</p>
<b>What are you going to do about the bus</b>	Generally all the bus stops will be relocated onto side streets and use u-turn facilities to get across

<p><b>stop at the end of Croziers Road?</b></p> <p><b>How and where will the buses turn around and/or turn across the highway to get to the bus stops on alternate sides of the highway?</b></p>	<p>the highway.</p> <p>RMS recognises that there may some issues with this approach, and will raise this in further talks with bus operators and council, as well as accepting feedback from the community.</p>
<p><b>Concerns for pedestrians and school students who are trying to get from one side of the highway to the other to meet buses.</b></p>	<p>The proposed highway upgrade will be a high speed environment where pedestrian movements would not be desirable. RMS has requested information from the community concerning pedestrian movements around the highway, including pedestrian movements to bus stops.</p>
<p><b>Will the turning bays on the highway be big enough to take b-doubles and buses?</b></p>	<p>The turning bays will take smaller heavy vehicles up to the size of a semi-trailer and buses. Larger vehicles will have to use the grade separated turning facilities.</p>
<p><b>Concerns about turning right onto the highway from Croziers Road during periods of high traffic volume.</b></p> <p><b>How will people be able to access the highway when there are two lanes of traffic travelling at high speeds?</b></p>	<p>RMS has modelled the increased traffic volumes on the highway as a result of the upgrade, and the upgraded highway is expected to deliver a much higher level of service than that currently being experienced. It is not anticipated that there will be major problems with accessing the highway once the upgrade is complete.</p>
<p><b>Why is there an overpass at Strongs Road and not at Boxsells Road?</b></p>	<p>The intersections have been placed at locations that attempt to reduce the inconvenience for the majority of property owners along the route. Also, a number of turning facilities have been spread across the length of the project to reduce the amount of inconvenience to the whole community rather than specific groups of people.</p> <p>Strongs Road was chosen because of its location and distance from other facilities, and the project team perceives it would have less impact on properties than if placed at Croziers Road.</p> <p>RMS is planning to meet with residents in Strongs Road shortly to get their feedback.</p>
<p><b>Concerns about the elevation of the road, particularly at Meroo Meadow.</b></p> <p><b>Will RMS be putting markers on the highway to help the public visualise the</b></p>	<p>There are many locations where the centre line will be higher than it is at the moment. Creek crossings in particular will be quite high for flooding immunity. The height of the proposed highway is being designed for a 1 in 100 year flooding event.</p>

<p><b>proposal?</b></p>	<p>Particular design features can also dictate how high the highway needs to be over long lengths of the project.</p> <p>In terms of visualising the highway elevations, the environmental assessment will include a visual assessment and there will be a computer visualisation 'drive through' as part of the public display of the Review of Environmental Factors (REF).</p>
<p><b>Concerns that there will be no designated bicycle lane on the highway.</b></p> <p><b>Why can't bicycle stencils be painted onto the road shoulder as in other areas?</b></p>	<p>Dedicated stencilled bicycle lanes are not currently part of the proposal, and the widened shoulder currently proposed would provide a better facility for cyclists than currently exists.</p> <p>RMS will consider feedback from the community on this issue.</p>