

8 MARCH 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 first meeting on Wednesday 8 March 2012 at the Berry Agricultural Pavilion (showground).

Attendees:

Col Bowley, resident
Yolande Buchan, resident
Bob Croker, resident
John Cullity, resident
Rick Gainford, resident
Carol Hampson, resident
Alan Johnson, resident
Mike Lans, resident
Denis Lovelock, resident
Guy Mainsbridge, resident
Ian Monteith, resident
David Munn, resident
Geoff Murray, resident
Bill Seelis, resident
Mary Seelis, resident
Lucie Stanford, resident
Pat Stone, resident
Philip Thorniley, resident
Beryl Ward, resident
Jenny Warden, resident
Scott Wells, Shoalhaven City Council representative
Ian Winlaw, resident
Leonie Winlaw, resident
Lucy Cole-Edelstein, Straight Talk Facilitator
Adam Berry, RMS Project Development Manager
Ron de Rooy, RMS Project Manager
Julian Watson, RMS Environmental Manager
Graham Birch, RMS Road Safety & Road Design Review
John Popuski, RMS Road Safety & Road Design Review
Carla Brookes, RMS Project Communications
Annette Beedles, RMS Graduate Engineer

Jon Williamson, AECOM Project Manager
Stuart Dalziel, AECOM Deputy Project Manager / Transport Planning
David Bohm, AECOM Transport Planning
Angela Malpass, AECOM Community Consultant
Sheena Garg, AECOM Graduate Engineer
David Appleby, Conybearne Morrison Urban Designer
Ken O'Neil, Aurecon Bridge Designer

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 Lucy Cole-Edelstein of Straight Talk.

Adam Berry, RMS Project Development Manager presented the revised north Berry alignment and discussed changes implemented through the community review group process to RMS's previous design. Mr. Berry told the working group that RMS current design is not finalised and RMS is open to design improvement suggestions from the group.

Mr. Berry presented the issues relating to the north Kangaroo Valley Road interchange and Victoria Street precinct which are outlined in the *Berry Bypass Issues Report, January 2012*. He told the working group that RMS had received a large number of issues for this area, but has identified the following three as key to the discussions of this group:

- Pedestrian / cyclist connectivity from east to west.
- Impacts on Mark Radium Park and consideration of future use.
- Impact of through traffic on Victoria Street residents and pedestrians.

Mr Berry asked the group to identify issues to be addressed by this working group.

David Appleby from Conybearne Morrison presented a range of urban design opportunities and constraints relating to the Kangaroo Valley Road interchange and Victoria Street as well as potential pedestrian and cycle way options to connect the east and west sides of the town.

Mr Berry advised that the highway alignment and the need to provide a bridge crossing the proposed highway alignment at Kangaroo Valley Road were aspects of the design which RMS considers non-negotiable.

Following the presentations the working group split into four separate groups to discuss issues relating to the current design for the Kangaroo Valley Road interchange. Each group then reported back to the wider meeting on its discussions.

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

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<i>Discussion</i>	<i>Response / action</i>
<p>Predicted traffic volumes</p> <p>A working group member asked RMS to clarify the predicted traffic volumes on Kangaroo Valley Road.</p> <p>Adam Berry asked the group if they would like to view a traffic model which demonstrates traffic movements around the Kangaroo Valley Road interchange.</p> <p>Mr Berry advised that the model shows northbound traffic for a public holiday afternoon peak (Queens Birthday bank holiday Monday afternoon).</p> <p>Ron de Rooy clarified that the model represents predicted traffic for the 2037 peak rather than current traffic volumes. The level is calculated using both current and future projected traffic figures.</p> <p>Stuart Dalziel advised that the model shows a predicted total (in 2037) of 400 cars per hour using the north bound on ramp during the public holiday afternoon peak.</p> <p>Lucy Cole-Edelstein clarified that the model is based on likely scenarios of how the road would cope in the future.</p> <p>Stuart Dalziel advised that the model was calibrated and includes a number of variables and technical calculations. Population growth data and tourist numbers were obtained from Government statistical data.</p> <p>A working group member asked RMS to confirm whether the peak shown in the model was greater than the typical morning commuter peak.</p> <p>Scott Wells the representative of Shoalhaven City Council advised that he would like RMS to demonstrate predicted traffic volumes on all local streets.</p> <p>A working group member asked if the traffic figures justified a requirement for a northbound on ramp and a southbound off ramp at Kangaroo Valley Road.</p> <p>Scott Wells the representative of Shoalhaven City Council advised that both ramps have been included for flood immunity.</p> <p>Adam Berry confirmed that the ramps at the northern interchange were both flood prone. The north side</p>	<p>Action: RMS to demonstrate traffic movements for the Kangaroo Valley Road interchange and Victoria Street for a typical morning commuter peak.</p> <p>Action: RMS to provide traffic figures to the working group. Figures to highlight any increased traffic impacts on local streets.</p>

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<p>ramps at the Kangaroo Valley Road interchange will provide Berry with flood immune access for both north and south bound traffic.</p> <p>A working group queried whether the irregular flooding occurrences justified the cost of the two flood immune accesses to Berry.</p> <p>A working group member queried whether an elevated North Street over the highway would have the same effect.</p> <p>RMS advised it was difficult to justify the cost of a second bridge structure across North Street so close to the Kangaroo Valley Road bridge. RMS also advised that such a bridge would not provide any flood immune access.</p> <p>RMS advised that the presence of the Kangaroo Valley Road bridge and southern facing ramps provided a good opportunity to provide the northern facing, flood-immune ramps, at relatively low additional cost.</p>	
<p>Kangaroo Valley Road interchange</p> <p>A working group member asked RMS to confirm that the roundabouts on Kangaroo Valley Road would be to highway standard.</p> <p>Ron de Rooy advised that roundabouts have been included as part of the concept design because of their ability to manage the predicted traffic movements efficiently. Mr de Rooy further advised that RMS was not wedded to roundabouts, and that RMS was in fact open to alternative suggestions. He advised that although effective at moving traffic there may be a better solution to improve pedestrian and cyclist connectivity across the proposed highway alignment.</p> <p>A working group member commented that nine lanes of traffic (Huntingdale Park Road, northbound off ramp, highway lanes and southbound on ramp) was unacceptable for a small town like Berry.</p> <p>A working group member stated that the growth centre of Berry was to the north around the Huntingdale Park Road estate and therefore it is important to establish good connectivity for pedestrians and cyclists.</p> <p>A working group member asked if RMS had</p>	<p>Action: RMS to review and consider alternatives for taking the north bound off-ramp under Kangaroo Valley Road and connecting it to Kangaroo Valley Road on the other side.</p> <p>Action: RMS to review and consider ways of reducing the footprint of the interchange. (It was suggested that RMS consider the use of T-junctions rather than roundabouts to achieve this).</p> <p>Action: RMS to include pedestrian access on both sides of the Kangaroo Valley Road bridge. RMS to provide visuals to the working group to demonstrate possible pedestrian / cyclist connectivity across the bridge.</p> <p>Action: RMS to consider relocating the entire interchange further south of Berry away from Huntingdale Park Road.</p>

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<p>information on pedestrian flows.</p> <p>The following issues / suggestions were raised by the working group breakout groups:</p> <ul style="list-style-type: none"> • Concern was raised over the impact of the realigned Huntingdale Park Road on two properties. Suggestion for RMS to review taking the north bound off-ramp under the Kangaroo Valley Road bridge and connecting to Kangaroo Valley Road on the opposite side. The entrance to Huntingdale Park Road could then remain where it is. • Concern over how highway traffic using the north bound off ramp will integrate with local traffic from Huntingdale Park Road and Kangaroo Valley Road. • RMS to review minimising the infrastructure but maintaining the same level of functionality. One group suggested that the interchange footprint could be reduced by removing the roundabouts and replacing them with junctions and stop signs. • RMS to provide pedestrian access on both sides of Kangaroo Valley Road bridge. RMS to review pedestrian connectivity from Kangaroo Valley Road bridge to North Street. Consideration to be also given to extending footpaths and cycle ways along Kangaroo Valley Road. Suggestion for RMS to consider traffic signals at those junctions rather than roundabouts. • Concern that roundabouts are not the safest arrangement for pedestrians and cyclists trying to cross Kangaroo Valley Road bridge. • Suggestion that the connection to the southbound off ramp and Victoria Street be removed and the off ramp to join the highway earlier directly from Queen Street. • Suggestion that the interchange should be moved further south away from Kangaroo Valley Road and the town. 	
<p>Mark Radium Park</p> <p>David Appleby asked the group to consider whether they would like to review the restoration of the eucalypts at the exit / entrance to Berry alongside</p>	<p>Action: RMS to consider how the design can be modified to limit the impact on the eucalypts alongside the existing highway at Mark Radium Park.</p> <p>Action: RMS to examine how closing Victoria Street</p>

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<p>Mark Radium Park as part of the working group.</p> <p>RMS advised the group that Mark Radium Park is currently a commuter stop and that this is likely to change after the proposed upgrade of the highway. RMS suggested there may be an opportunity for the park to enjoy a new future use as a town park, rather than a commuter park. RMS asked the working group to consider how the community would like to see the park functioning following the upgrade.</p> <p>The following issue / suggestion was raised by the working group breakout groups:</p> <ul style="list-style-type: none"> A group suggested that by closing Victoria Street and making the south bound on ramp one way would significantly reduce the impact on Mark Radium Park. 	<p>and/or making the southbound on-load ramp one way could reduce the impact of the proposed upgrade on Mark Radium Park.</p>
<p>Victoria Street</p> <p>Scott Wells representing Shoalhaven City Council raised concern over the suggestion that Victoria Street should be either closed or limited to through traffic. He advised that council is concerned that local traffic currently using Victoria Street will be diverted onto local roads which currently have limited traffic (Edward, George and Albany Streets).</p> <p>A working group member queried whether the current traffic on Victoria Street was through traffic rather than local traffic.</p> <p>Closing off Victoria Street will push traffic onto Queen Street which will benefit retailers.</p>	<p>Action: RMS to provide traffic figures to the working group. Figures to highlight any increased traffic impacts on local streets resulting from the closure of Victoria Street.</p>
<p>Second north bound off ramp</p> <p>The following issues / suggestions were raised by the working group breakout groups:</p> <ul style="list-style-type: none"> RMS should make provision for a second north bound off ramp at Woodhill Mountain Road. 	<p>Lucy Cole-Edelstein advised the working group that this issue had been also been raised as part of the Berry north interchange and Berry bridge working group and RMS was looking at a number of actions to resolve this issue as part of that working group.</p>
<p>Noise mitigation</p> <p>A working group member asked if any noise mitigation would be included along the on / off ramps running parallel to Huntingdale Park Road.</p> <p>Adam Berry presented the noise mitigation strategy to the working group. He advised that the noise model shows that a four metre noise wall would be required along the entire length of the north bound off</p>	

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<p>ramp. He confirmed that the noise model shows no requirement for noise treatment on the opposite side (southbound on ramp).</p> <p>A working group member raised concern over reflected noise impacts on properties located near Mark Radium Park.</p> <p>Julian Watson advised that as part of the environmental assessment and Director General requirements RMS has been asked to look at reflected noise impacts.</p>	
<p>Other issues</p> <p>A working group member asked if consideration has been given to providing pedestrian crossings on Queen Street once the bypass has been constructed.</p> <p>A statement was made that residents are concerned about pedestrian movements and connectivity throughout Berry.</p> <p>RMS advised that this is an issue the community needs to raise with Shoalhaven City Council.</p>	<p>Action: Additional consultation needed between Shoalhaven City Council and the community.</p>
<p>Working group process</p> <p>Adam Berry asked the working group how they would like to discuss issues, in groups or collectively.</p> <p>The working group advised that they would like to break into discussion groups and then present the issues raised to the whole group.</p> <p>Adam Berry guaranteed that RMS will consider all the issues raised by the working group and report back on feasibility at the next meeting.</p> <p>The next working group meeting will be held on 29 March and will include in depth discussion on Mark Radium Park and Victoria Street.</p>	