

23 MAY 2012

Foxground and Berry bypass – Victoria Street workshop

The Foxground and Berry bypass project team held a meeting to discuss design options for Victoria Street on Wednesday 23 May 2012 at the RMS Southern Regional office.

Attendees:

Julian Watson, RMS Environmental Manager
Jayd Houguet, RMS Road Safety and Traffic Engineering Officer
Annette Beedles, RMS Graduate Engineer
John Puposki, RMS Road Safety & Road Design Review
Leah Henderson, RMS Environmental Officer
Laura Scott, RMS Business & Administration Officer
Stuart Dalziel, AECOM Transport Planning
Jon Williamson, AECOM Project Manager

Summary – Purpose of the meeting

Roads and Maritime Services (RMS) convened a project team meeting to discuss three major design options, each with slight variations, for Victoria Street.

The options considered were:

1. Close Victoria Street at the Princes Highway – cul-de-sac
2. Two-way access between Queen and Victoria Streets, with southbound on-ramp from Victoria Street. Roundabout at Victoria Street
3. One way southbound access between Queen and Victoria Streets, with southbound on-ramp from Victoria Street. Roundabout at Victoria Street.

Note:

- All options considered are subject to no right turn into Victoria Street for northbound highway traffic under the concept design and associated central median safety barrier.
- All options require the same property acquisition and footprint to accommodate private access / driveway to Vanini property.

Julian Watson, RMS Environmental Manager, opened the meeting and briefly discussed the current traffic situation on Victoria Street and provided an overview of the meeting objectives. He then presented the design options and advised that the design option chosen would be included in the Environmental Assessment (EA).

Stuart Dalziel, AECOM Transport Planning, advised a survey of through traffic was undertaken and approximately 20 per cent of through traffic use Victoria Street, which equates to around 30-40 vehicles per hour. As the local traffic survey company that completed origin-destination (OD) surveys used a manual method to match number plates, AECOM has asked to receive the data in order to validate the findings using computer software, to confirm that the data is accurate and reflects traffic patterns on Victoria Street.

In addition, Stuart Dalziel commented that findings in the Foxground and Berry bypass traffic and transport assessment shows that the northbound off-load ramp and Kangaroo Valley Road intersection is predicted to operate at LOS A in 2037. This intersection is one of the main conflict points where highway traffic will meet the local traffic and suggests that if this location operates at LOS A, then the rest of the local road network should also perform at acceptable levels. This is because highway traffic would dissipate throughout the rest of the local road network after this intersection and up to 85 per cent (varies for AM peak, PM peak, 100th hour and daily) of through traffic (external to the town) would be on the bypass.

Ranking of the options were reviewed. All meeting attendees voiced issues on the individual criteria for the three options.

Rankings:

1. Does not meet criteria at all
2. Meets criteria – low level
3. Meets criteria – basic performance
4. Best meets criteria – to an acceptable level
5. Best meets criteria to a very high level

See below for notes and scores of the considered options.

Meeting Notes



	<i>Close Victoria Street at the Princes Highway – cul-de-sac. Southbound on-ramp from Queen Street</i>		<i>Two-way access between Queen and Victoria Streets, with southbound on-ramp from Victoria Street</i>		<i>One way access between Queen and Victoria Streets, with southbound on-ramp from Victoria Street</i>	
	Score	Notes	Score	Notes	Score	Notes
Improve road safety	3	Removes conflict points for the majority of movements at Victoria Street & Queen Street on-loads. Acceptable changes to local network – increase traffic to George and Edward Streets. Traffic conflicts are diverted to a slower 50km/h zone.	3	Conflicts at Victoria Street on load & Queen Street on load. Deflection at roundabouts would need to be considered. Speed issues down Victoria Street onto ramp - need to consider roundabout approach.	4	Left in left out Victoria Street. Still have speeding issues related to on-ramp style behaviour.
Improve efficiency of the Princes Highway between Toolijooa Road and Schofields Lane	5	All options allow for improved highway efficiency.	5	All options allow for improved highway efficiency.	5	All options allow for improved highway efficiency.
Support regional and local economic development	5	Queen Street used more frequently.	4	Allows access for through traffic. People who travel northbound to Mark Radium Park still can under this	3	Doesn't keep people on Queen Street or provide access for northbound. People who travel northbound to

Meeting Notes



	<i>Close Victoria Street at the Princes Highway – cul-de-sac. Southbound on-ramp from Queen Street</i>		<i>Two-way access between Queen and Victoria Streets, with southbound on-ramp from Victoria Street</i>		<i>One way access between Queen and Victoria Streets, with southbound on-ramp from Victoria Street</i>	
	Score	Notes	Score	Notes	Score	Notes
				option (via the Kangaroo Valley Road interchange).		Mark Radium Park still can under this option (via the Kangaroo Valley Road interchange).
Provide value for money	4	Less infrastructure and maintenance costs. Less park loss. Low level of differential between all options – note item is based on value for money, not direct costs.	3	Greatest impacts on amount of parkland required. Low level of differential between all options – note item is based on value for money, not direct costs.	3	Impact remains to park. Low level of differential between all options – note item is based on value for money, not direct costs.
Enhance potential beneficial environmental effects and manage potential adverse environmental impacts	4	Smallest footprint. Allows for greatest options for future use of park. Changes to local traffic network. Minimises impacts to trees south of Victoria	3	Largest footprint. Maintains closest to existing access arrangements. On-ramp has impacts to trees south of Victoria Street.	4	Mid-range footprint. Changes access arrangements On-ramp has impacts to trees south of Victoria Street.

Meeting Notes



	<i>Close Victoria Street at the Princes Highway – cul-de-sac. Southbound on-ramp from Queen Street</i>		<i>Two-way access between Queen and Victoria Streets, with southbound on-ramp from Victoria Street</i>		<i>One way access between Queen and Victoria Streets, with southbound on-ramp from Victoria Street</i>	
	Score	Notes	Score	Notes	Score	Notes
		Street.				
Optimise the benefits and minimise adverse impacts on the local social environment.	3	Optimises potential future use and opportunities for expansion of Mark Radium Park, which is currently believed to be used by local residents of the Arbour and BUPA who are active in its upkeep as well as other users. Might attract an uninviting crowd due to reduced visibility/ accessibility.	3	Greatest impact to park. May impact duck pond. Keeps access to park.	4	Better for pedestrians to cross- one traffic leg only for the southbound on-ramp at the Queen St intersection. Moderate impact to park.
Manage the upgrading of the route in accordance with ecologically sustainable development (ESD) principles.	4	Least amount of pavement. Maintains park area.	3	Largest amount of pavement. Greatest impact on park.	4	Less pavement. Moderate impact on park area.
Strategic Justification	3	No substantial	3	No substantial	3	No substantial

Meeting Notes



	<i>Close Victoria Street at the Princes Highway – cul-de-sac. Southbound on-ramp from Queen Street</i>		<i>Two-way access between Queen and Victoria Streets, with southbound on-ramp from Victoria Street</i>		<i>One way access between Queen and Victoria Streets, with southbound on-ramp from Victoria Street</i>	
	Score	Notes	Score	Notes	Score	Notes
(against state plans, etc.).		difference.		difference.		difference.
<p>Project Justification</p> <p>The environmental, social and economic impacts of the project.</p> <p>The suitability of the site.</p> <p>Whether or not the project is in the public interest.</p>	3	No substantial difference.	3	No substantial difference.	3	No substantial difference.
<p>Traffic and Transport</p> <p>Changes to local road connectivity and access and impacts on local traffic arrangements and local road capacity/safety from traffic rerouting and modified access to the upgraded highway, including direct impacts from the replacement of the existing highway that currently passes through</p>	2	<p>80% of turn movements to and from the western end of Victoria Street eliminated.</p> <p>Does not retain 40% movement, which is left out of Victoria Street.</p> <p>No exceptions for emergency vehicles.</p> <p>Largest impact on local traffic movements.</p> <p>Would enable</p>	4	<p>Maintains current local traffic movements.</p> <p>Best maintains existing turning movements, left in and out, plus right out at Victoria Street.</p> <p>Emergency vehicles have no special conditions.</p> <p>Provides roundabout (therefore turn</p>	3	<p>Maintains the majority of existing turning movements, left in and out at Victoria Street.</p> <p>Roundabout caters for garbage trucks and buses etc.</p>

Meeting Notes



	<i>Close Victoria Street at the Princes Highway – cul-de-sac. Southbound on-ramp from Queen Street</i>		<i>Two-way access between Queen and Victoria Streets, with southbound on-ramp from Victoria Street</i>		<i>One way access between Queen and Victoria Streets, with southbound on-ramp from Victoria Street</i>	
	Score	Notes	Score	Notes	Score	Notes
<p>Berry. The assessment must take into account potential interactions with local traffic associated with the residential sub-division at Huntingdale Park, Berry (including future growth) and any severance impacts on local connectivity within Berry as a result of the proposed route. Consideration must be given to potential impacts of changed traffic arrangements on local and/or school bus services, access for emergency services and garbage trucks routes.</p> <p>Opportunity for the provision of cycle way connections along the highway and to adjoining communities</p>		access for school bus & garbage truck at cul-de-sac.		facilities) for buses, garbage trucks etc.		

Meeting Notes



	<i>Close Victoria Street at the Princes Highway – cul-de-sac. Southbound on-ramp from Queen Street</i>		<i>Two-way access between Queen and Victoria Streets, with southbound on-ramp from Victoria Street</i>		<i>One way access between Queen and Victoria Streets, with southbound on-ramp from Victoria Street</i>	
	Score	Notes	Score	Notes	Score	Notes
Noise and Vibration	2	Distributes more traffic through local network. Moves moderate amount of noise impacts to surrounding local road network.	4	Minimises but does not eliminate changes to current noise profile.	3	Moves moderate amount of noise impacts to surrounding local road network.
Flora and Fauna	4	Least impact on park and vegetation removal. Minimises impacts to trees south of Victoria Street.	2	Most impact to Mark Radium Park. Most vegetation removal. On-ramp has impacts to trees south of Victoria Street.	3	Some impact to Mark Radium Park, duck pond not impacted, few trees impacted. On-ramp has impacts to trees south of Victoria Street.
Surface and Groundwater	4	No impact on duck pond. Least amount of pavement and drainage infrastructure needed.	2	Some impact on the duck pond. Greatest amount of pavement and drainage infrastructure required.	3	No impact on duck pond. Roundabout drainage needed.
Landscape and Visual Amenity	4	Reduces footprint and creates potential to improve visual	2	Largest footprint and greatest visual impact.	3	Moderate footprint and visual impact.

Meeting Notes



	<i>Close Victoria Street at the Princes Highway – cul-de-sac. Southbound on-ramp from Queen Street</i>		<i>Two-way access between Queen and Victoria Streets, with southbound on-ramp from Victoria Street</i>		<i>One way access between Queen and Victoria Streets, with southbound on-ramp from Victoria Street</i>	
	Score	Notes	Score	Notes	Score	Notes
		impact. Retains most of the park.				
Aboriginal and Historic heritage	3	No substantial difference.	3	No substantial difference.	3	No substantial difference.
Land Use/Property	4	Lesser footprint and acquisition/ land take.	2	Largest footprint and most acquisition/ land take.	3	Moderate footprint and acquisition/ land take.
Social Economic	3	Benefits for the retirement village residents by reducing conflict points on Victoria Street. Allows easier pedestrian movements - one traffic leg only for the southbound on-ramp at the Queen St intersection plus no conflict between pedestrians and traffic at the western end of Victoria Street. Greatest opportunity to	3	Maintains existing traffic flows and access/turning movements but greatest impact on Mark Radium Park.	4	Allows good compromise of both.

Meeting Notes



Transport
Roads & Maritime
Services

		<i>Close Victoria Street at the Princes Highway – cul-de-sac. Southbound on-ramp from Queen Street</i>	<i>Two-way access between Queen and Victoria Streets, with southbound on-ramp from Victoria Street</i>		<i>One way access between Queen and Victoria Streets, with southbound on-ramp from Victoria Street</i>	
	Score	Notes	Score	Notes	Score	Notes
		maintain and possibly enhance Mark Radium Park.				
TOTAL SCORE						
	60		52		58	