

## Regional Manager's weekly update

Since the Q and A session on 30 April, RMS has continued to receive important feedback and we are factoring this in to our thinking. Specifically;

- Following the meeting further revised southern suggestion was submitted. Just as we have done with all our community submissions and input, we have logged this in the [Critical issues register](#) (Issues, actions and outcomes).
- This latest design proposal has sparked a great deal of interest and is being published in the project's website update this week.
- The TIG discussed this submission on 2 May, at which point the Independent Reviewer requested the TIG check compliance of the design before taking any further action. The Independent Reviewer indicated further consideration of the suggestion is warranted, if the design is compliant.
- We have received requests from some community members to speak with the Independent Review team but for me, this is a slightly problematic. I have repeatedly stated that the Independent Review team to be just that, independent – from me and this office. To that end if you wish to speak with the Independent Review team, please [contact us](#) and we will pass on their details, but please be clear, the decision to meet with individuals remains one for their discretion.
- To be clear, the Independent Review team report to the General Manager Development Program. For further information surrounding the role of this team please see the [Draft Terms of Reference document](#)

Apart from the issues arising from the Q and A session, there has been a great deal of discussion around the consultation process for both northern and southern alternatives. Much of this discussion has been about understanding issues, both small and large, and I would like to thank people for making themselves available and seeking to engage in this discussion.

One thing that has become clear in these meetings is that no single solution is likely to satisfy everyone. In this way we are trying to identify what the key risks or 'tradeoffs' might be so that we can address them openly. For example, the consultation process since December 2011 has been constrained by the project timeline and there are 'tradeoffs' around time which include cost and feasibility.

As always, I urge people to review the [Critical issues register](#). This is where the technical issues are dealt with and we answer the issues you have identified. We are conscious of the fact that this is not always easy to keep on top of and we were told this (quite clearly) on 30 April. To that end, we started a process last week of highlighting the 'new' information in blue each week.

We are in the difficult phase of the project where decisions need to be made and not everyone will be happy. I assure you the technical investigations and analyses have been rigorous and include consideration of all issues raised (as can be seen by the Critical issues register).

This thorough approach to community engagement will continue once a route alignment decision is made by the Minister, with access provided to information and documentation that led to the decision.

Thank you for your continuing interest in this important project for the South Coast.

Brad Turner  
RMS Southern Region Regional Manager

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