

Regional Manager's weekly update

The Report on route feasibility comparative cost estimates (the RMS technical investigation group's analysis) and the External review of the technical investigation group findings (the independent review team's report) have been received and a decision is expected soon.

Following the decision the Berry project office will have extended opening hours. Meetings between the various experts and community members can be arranged by calling the project information line. RMS will also host a community Q&A session where the report findings can be explained and the subject matter experts as well as the independent reviewer will be available to answer questions.

As I have noted previously, work continued on the environmental assessment investigations for the northern route at the same time as the cost comparison was underway. Last week RMS issued a Kangaroo Valley Road and Victoria Street precinct update to working group members. This precinct update explained that RMS will use a concept design with a cul-de-sac in Victoria Street at Mark Radium Park. This design will include an on-ramp (single lane) commencing from the Kangaroo Valley Road junction with Queen Street.

***The following paragraph was published with factual errors and has been republished to accurately reflect process.** This approach is being taken following further assessment of options for Victoria Street which included among other things the consideration of safety, property impacts, noise and the traffic study published in today's update.

RMS presented this same traffic study at the Berry Alliance community forum last week.

Please note the cul-de-sac option is only being used so the team can proceed to complete the environmental assessment. It does not represent any 'final' decision which would only be made following community feedback during the environmental assessment display period.

In this same context, I want to assure members of the Berry community that we have tried to be as fair and transparent as possible throughout all the deliberations this year. We have checked the various community suggestions for compliance against AustRoads (international best-practice) guidelines and the relevant RMS design policies. The independent reviewer has cross checked our work and any assumptions we might have had to make.

Some suggestions did lead to design possibilities which may be compliant with further design developments. These were included in the Issues, Actions and Outcomes Register and addressed as provisional items in the final report.

I recommend taking a look at some of the information we published last week, including:

- An abbreviated version of the Issues, Actions and Outcomes Register that summarises some major issues commonly identified by the community; please note that the abbreviated version is not exhaustive. Further, the fuller version of the Issues, Actions and Outcomes Register is now colour-coded by issue/theme for ease of use and is still the central reference point.
- A list of design changes.

As soon as the route decision is announced, we will be publishing the reports of both the technical investigation group and the independent reviewer team on this web page.

Please remember that whichever route is chosen, it will go through an environmental assessment process under the NSW Department of Planning and Infrastructure. There will be opportunity for further community comment and consideration in this process.

.

Brad Turner

RMS Southern Region Regional Manager

19 June 2012