WELCOME

Kangaroo Valley Road, Mark Radium Park, Victoria Street.
• 6.30 – Introductions.
• 6.35 – Overview of previous commitments
• 6.40 - ? Presentation of work done in response to previous commitments & discussion in real time.
• 8.15 – Group discussion – way forward
• 8.30 – Close
RMS to review alternatives for taking the north bound off ramp under Kangaroo Valley Road and connecting to Kangaroo Valley on the other side.

RMS to include pedestrian access on both sides of the Kangaroo Valley Road bridge.

RMS to review ways of reducing the footprint of the interchange (T-junctions rather than roundabouts).
RMS to demonstrate traffic movements for the Kangaroo Valley Road interchange and Victoria Street for a typical morning commuter peak.

RMS to provide traffic figures to the working group. Figures to highlight any increased traffic impacts on local streets.

RMS to provide visuals to the working group to demonstrate pedestrian / cyclist connectivity across the bridge.

RMS to review moving the interchange further south.
RMS to consider how the design can be modified to limit the impact on the eucalypts alongside the existing highway at Mark Radium Park – work in progress.

RMS to consider need for northside ramps on Kangaroo Valley Road interchange.

RMS to consider cul-de-sac’ing of Victoria Street/elimination of two-way arrangement adjacent to Mark Radium Park.

RMS to consider underpass from Mark Radium Park below Queen Street to new greenspace.
• There is a lot of work that has been done in response to the last workshop.
• The work is ongoing – we don’t have final, consolidated drawings.
• We have a lot of indicative drawings to show what we’ve looked at.
Key Points:
Appears functional in terms of traffic.
Appears to work in terms of road geometry.
Takes many of the traffic movements on the west away from residences.
Would remove the need to realign Huntingdale Park Road.
Would improve options available for managing pedestrian access.
May remove need for noise wall along off load ramp.
Plan view follows:
Looks like this...
Taking the north bound off ramp under Kangaroo Valley Road (continued)

- How to connect the northbound offload ramp with the local streets and northbound on load ramp?
- Options examined - roundabout, priority controlled intersection or traffic control signals. Roundabout appears simplest and best solution.
- Roundabout allows for all movement and copes with 19m semi trailers on a relatively small footprint.
- Priority controlled intersections require a “staggered” approach to separate the movements between offload ramp movements and movements connected with Rawlings Lane. This spreads the total facility out and introduces driver perception and conflict management issues.
- Traffic signals would reduce the spread effect - but would be out of context; they’d be in the middle of a paddock.
RMS to review ways of reducing the footprint of the interchange (T-junctions?).

• There were a number of options explored to try and achieve this.
One - variation to current proposal using priority control intersections at the ramp terminals

Preliminary draft for community consultation purposes - subject to change.
• Design vehicle for all options is a 19m semi trailer – our default standard.
• Priority controlled junctions use stop and give way signs.
• Some adjustment to ramp locations would be necessary.
• Ramp terminals would be slightly offset to improve driver perception and to lessen potential for wrong way manoeuvres.
• This approach introduces a number of closely spaced driver decision and vehicle conflict points. These types of arrangements elsewhere have an accident history. Hume Highway/Picton Road Interchange.
• Ramp deceleration length vs storage capacity would need to be determined for exit ramps.
• Sight distances are crucial here and are affected by ramp geometry and bridge railings etc.
• Unresolved safety issues for pedestrians and cyclists crossing the left slip lanes.
• Possible need to provide dual lanes on offload ramps over last 30m before intersection – ie, a four lane bridge instead of a two lane bridge.
• This approach is not normally considered for “closed diamond” interchanges. A “closed diamond interchange” is one where the ramps are located close to the bridges.
• Huntingdale Park Road junction would be an unresolved issue.
Two - variation to current proposal using traffic lights at the ramp terminals

Preliminary draft for community consultation purposes - subject to change.
• Some adjustments to ramp location necessary.
• Would provide enhanced safety for motorists and pedestrians. Cyclist safety can be problematic at traffic signals and would require further consideration.
• Ramp deceleration length vs storage capacity would need to be determined for exit ramps.
• Possible need to provide dual lanes on entry ramps over last 30m before intersection.
• Multiple traffic signal phases may be required. Operates as two sets of co-ordinated signals.
• Are traffic lights appropriate within route and precinct context?
• Huntingdale Park Road junction would be an unresolved issue.
Three - variation to existing using traffic lights at the ramp terminals with vertical walling on the highway below

Preliminary draft for community consultation purposes - subject to change.
• Closes interchange and reduces the footprint.
• Is vertical wall design desirable in terms of urban design?
• Ramp design is crucial here in slowing offloading vehicles.
• Would provide enhanced safety for motorists and pedestrians. Cyclist safety can be problematic at traffic signals and would require further consideration.
• Right turn storage requirements on bridge need to be adequate.
• Ramp deceleration length vs storage capacity needs to be determined for off load ramps
• Possible need to provide dual lanes on offload ramps over last 30m before intersection.
• Design vehicle is a 19m semi trailer.
• Simplified traffic signal phases. Interchange is considered as one set of signals.
• Are traffic lights appropriate within route and precinct context?
• Huntingdale Park Road junction would be an unresolved issue.
Pedestrian access on both sides of the Kangaroo Valley Road bridge.

- Glen Smith developing
Visuals to the working group to demonstrate pedestrian / cyclist connectivity across bridge.

- CM+ Presentation
RMS to provide traffic figures highlighting any increased traffic impacts on local streets.

- Copies available tonight.
- Copies will be published on the website.
RMS to consider underpass from Mark Radium Park below Queen Street to new greenspace.

Preliminary draft for community consultation purposes - subject to change.
Appears physically possible in terms of getting below the natural ground level.
There would be challenges around amenity due to its length.
Managing flooding and drainage may be difficult
There may be some strong impacts of entry portals and pathways at each end – impacting on Mark Radium Park at one end and private residences at the other, depending on exit point.
Also looked at an underpass from Mark Radium Park to Huntingdale Park.

Appears physically possible in terms of getting below the natural ground level. There would be challenges around amenity due to its length. Managing flooding and drainage may be difficult. Impacts of entry portal and pathways at Mark Radium Park end.
RMS to consider need for northside ramps on Kangaroo Valley Road interchange.

- **In favour of ramps:**
  - Stops Berry being cut off to and from the North during 1 in 100 year flood.
  - Located close to the future growth of town to west – traffic that would otherwise travel through main street.
  - Gives a “Second chance” southbound off load for tourists from the north – the dominant tourist travel direction.

- **Benefits of removing ramps:**
  - Additional traffic through Queen Street.
  - Property impacts, direct and indirect.
  - Would simplify east west pedestrian access.
• Given the important benefits and relatively low costs involved RMS does not intend to remove these ramps from the project.
Cul-de-sac’ing of Victoria Street/elimination of two-way arrangement near Mark Radium Park.

Preliminary draft for community consultation purposes - subject to change.
Review moving the interchange further south

- Preliminary assessment:
  - Locates ramps away from the growth area of town.
  - Interchange – increased footprint and property impacts = additional/different social impacts and extra costs.
  - Need to connect interchange back to town – increased footprint and property impacts of connecting roads = additional/different social impacts and costs.
  - Best way to make these connections? Huntingdale Park Road? Mark Radium Park?
  - Elevation – depending on the location chosen.
Moving interchange further south
Limit the impact on the eucalypts alongside the existing highway at Mark Radium Park.
Way forward?

• Focus efforts on incorporating a number of these refinements.
• Complete the work needed to confirm viability of various aspects.
• Come back to the working group with a consolidated presentation of proposed changes to incorporate into the concept design.
• RMS can then adjust the environmental assessment of the project in light of these changes.
• The community would then have another opportunity, during the display of the environmental assessment in late 2012, to make comment and engage with RMS.
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