

**RE: PRINCES HIGHWAY UPGRADE, Foxground and Berry Bypass – CLOSURE OF VICTORIA ROAD**  
**OPTION 1**

As a resident of Berry, I oppose the RMS decision to recommend the closure of Victoria Street. The preferred option in my opinion would be a two way local road that links Queen Street to the western end of Victoria Street (option 3).

My reasons are based on the points below:

**Only One Exit Point South**

Closure of Victoria Street, the only other alternate southbound exit from Berry, will force all traffic to one southbound exit onto the bypass. This is dangerous. If there was a serious accident on the roundabout or ramp, regardless of the size of the road, this will completely block traffic south. This is particularly unacceptable for emergency vehicles. The nearest Accident and Emergency department is Shoalhaven Memorial District Hospital in Nowra, south of Berry.

Although traffic will be substantially less on the former highway, Queen Street, option 1 still forces local traffic to converge to the southern Berry interchange overpass to drive North, South and West. This will compromise the safety of residents and cause congestion at the western end of Queen Street and nearby adjacent streets. This is not in line with the project objectives.

Berry needs Victoria Street as a second exit to the South.

**Impact to George & Edward Streets**

All parties involved with the project have acknowledged the negative impact of option 1 to North-South directional streets in Berry, particularly George and Edward Streets. I believe the traffic flows projected by the RMS on these streets are grossly understated.

The RMS figures for traffic increases on George, Edward, Albany and Alexandra Streets (shown in appendix F Victoria Street AADT flow diagrams 2-4 in Appendix D Traffic and Transport) are incorrect for these reasons;

- They do not take into account traffic flow from the streets south of Victoria Street - Clarence, King, Albany Street and lane, Gwenda Avenue and Coolangatta Road. At the information session held on 22<sup>nd</sup> November, RMS conceded that this traffic was not factored into their predictions.
- RMS did not include any of the traffic generated from the western end of Victoria Street into their traffic predictions. They merely allocated traffic coming in and out of Victoria Street at the cul de sac (option 1) on a percentage basis across George, Edward, Albany and Alexandra Streets. The western end of Victoria street is the most densely populated area of Berry with 48 dwellings, 2 over 55s villages and a nursing home.
- The reality is that if Victoria Street is closed, all traffic from this area will have to travel east up Victoria Street to head north, south or west of Berry. THEY WILL ALL TURN ONTO GEORGE STREET as the quickest route onto the highway or Kangaroo Valley Road. This huge

increase in traffic is not acceptable and goes against all considerations of amenity, safety, noise and social connectivity.

### **Mark Radium Park**

Impact on Mark Radium Park is no longer an issue and should not be considered in the final decision of the 3 options.

The RMS advised me by email (30/11/12) that further refinements to the design and boundaries have been completed. The percentage impacts to Mark Radium now are:

- Option 1 (Closing Victoria St) 25% (previously 13%)
- Option 2 (Left turn only from Victoria St) 24% (previously 17%)
- Option 3 (two way access from Victoria St to Queen St) 29% (previously 26%)

The park serves as an important rest and revive point for travellers. Only option 3 will allow it to continue this function.

Option 3 will maintain, not increase, current traffic flow on the north-south streets; will retain the true role of Mark Radium Park; and will provide easy and logical access to the highway for all residents in western Victoria Street. All options reduce traffic on Victoria Street by almost half. The impact of the bypass at this point is best managed and minimised with option 3.



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