Gerringong to Bomaderry

Princes Highway upgrade

COMMUNITY UPDATE
MARCH 2006

So what do we need to talk about now?

- How do you and your community want to be informed and how do you want to participate? The RTA doesn’t want to determine the style of forum and then expect people to join in. We want your advice now so we can design forums you can participate in.
- What information does the community need to participate effectively in this study?
- What is the process to select the route options and then the preferred option? How do we compare options? What happens if there are differing views in the community?
- How do we value and compare different types of land eg. urban, rural, semi-rural, agricultural or special uses such as hospitals? What are the local community values that are important for this study?
- What does this community see as the objectives for an upgrade of the highway?

How to tell us your views

Workshops
Come to a community workshop on:
- Wednesday 3 May 2006, 6pm to 8.30pm
  School of Arts Hall, Alexandra Street, Berry
- Thursday 4 May 2006, 6pm to 8.30pm
  Gerringong Town Hall, Gerringong
- Tuesday 9 May 2006, 6pm to 8.30pm
  Bomaderry RSL, Bunberra Street, Bomaderry

Please RSVP to the number in the blue box to ensure catering and room arrangements for the workshops.

Information stands
The RTA will also be present at information stands:
- Saturday 6 May 2006, 10am to 1pm
  at Queen Street, Berry
- Saturday 13 May 2006, 10am to 1pm
  at Fenn Street, Gerringong
- Saturday 20 May 2006, 10am to 1pm
  outside 63 Merri Street, Bomaderry
to discuss this study. We look forward to seeing you.

For more information contact the RTA project manager
Ron de Rooy.

T 02 4221 2409
F 02 4221 2590

www.rta.nsw.gov.au
Gerringong_to_Bomaderry@rta.nsw.gov.au

Contact
Ron de Rooy
RTA Southern Region
P.O. Box 477
Wollongong NSW 2520

If you would like to attend a workshop please ring Grant Sharkey on 02 4221 2409 by 3 May 2006.

What are the steps in planning the Princes Highway upgrade?

PRELIMINARY INVESTIGATIONS - INCLUDING BUILDING ON PREVIOUS PLANNING STUDIES
- 1991 GERRINGONG TO BERRY ROUTE EVALUATION STUDY
- 1997 NORTH STREET BERRY BYPASS CORRIDOR
- 2005 KIAMA TO NOWRA QUANTM STUDY

CONSULTANTS APPOINTED TO INVESTIGATE OPTIONS AND PREFERRED UPGRADE

DEVELOPMENT OF PRELIMINARY ROUTE OPTIONS

SHORTLISTING OF OPTIONS

SELECTION OF PREFERRED ROUTE INCLUDING IDENTIFICATION OF STAGING OPPORTUNITIES

FURTHER INVESTIGATIONS AND REFINEMENT OF PREFERRED ROUTE

APPROVAL OF THE PROJECT

A New South Wales Government Initiative

WE ARE HERE

EACH OF THESE STEPS HAS OPPORTUNITIES FOR COMMUNITY DISCUSSION.

HOW WE DO THAT CAN BE RESOLVED NOW. THIS COULD INCLUDE WORKSHOPS, INFORMATION SESSIONS, FOCUS GROUPS ETC.

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Between Gerringong and Nowra, light traffic is shared between the highway and a road further to the east known as the ‘sandtrack’. The ‘sandtrack’ travels through Gerringong, Genn and Shoalhaven Heads along the coastline and Seven Mile Beach National Park. Heavy vehicles are not permitted on the ‘sandtrack’. Currently more than 8,000 vehicles each day travel on the rural sections of the ‘sandtrack’.

The NSW government is committed to the investigation of a link to services in Nowra for residents of the surrounding smaller towns.

The Princes Highway – future use

It is expected that the current uses of the Princes Highway between Kiama and Nowra will continue with traffic increasing by approximately 3% each year. Traffic on the rural sections of the Princes Highway between Gerringong and Berry is likely to increase to more than 18,000 vehicles each day by the year 2020.

A highway upgrade would
- significantly improve road safety
- reduce the travel time between Kiama and Nowra.
- draw a major proportion of the traffic away from the ‘sandtrack’, improving the urban amenity of Gerringong and Genn and reducing congestion along this route in peak holiday periods.
- significantly improve the urban environment of Berry with a bypass.

Ultimately the NSW Roads and Traffic Authority will design a road with two lanes in each direction. The will cater for the projected increase in traffic and match the highway capacity provided to the north and south of the study area.