

17 November 2020



Ms. M. Kraft
Fraser Coast Branch President
Urban Development Institute of Australia Queensland
GPO Box 2279
BRISBANE QLD 4001

PO Box 1943
Hervey Bay Qld 4655

T 1300 79 49 29
F (07) 4197 4455
E enquiry@frasercoast.qld.gov.au
www.frasercoast.qld.gov.au

Email:- rtily@udiaqld.com.au

Dear Ms. Kraft

Re: Boundary Road Extension

Thank you for your correspondence of 15 September 2020 in relation to the above project. Council appreciates the time you have taken to bring your concerns to Council's attention.

The Boundary Road Extension project will provide for the completion of the missing link between Denman Camp and Kawungan Way which will complete a vital second east-west corridor for Hervey Bay. This will improve access to the CBD, major shopping centres, tourist attractions and the medical precinct as well as take pressure off Boat Harbour Drive. A connection has been identified since the early 1980s, with the majority of the road reserve dedicated in conjunction with adjacent land development.

The designers of the project have utilised the relevant Australian Standards for compliance to all road users and the final design will be certified by a Registered Professional Engineer (RPEQ). In addition the design has been peer reviewed by an independent Department of Transport and Main Roads (DTMR) Principal Cycle Network Assessor who has provided their feedback for incorporating into the final design.

In response to the matters raised, Council advises the following:

1. Council has considered Safe System principles and active transport in many aspects of the Boundary Road Extension project. These include:
 - Separation of vehicles with a centre median;
 - Signalisation at two of the three intersections including pedestrian movements;
 - Provision of a priority crossing on the northern leg of the existing roundabout;
 - Provision of a 3m shared footpath on the northern side and 2.5m shared footpath on the southern side (generally used by recreational users);
 - Provision of on-road cycle lanes (for more proficient riders);
 - No on-street parking and limiting property access.
2. In Council's opinion there is ample provision in the design that demonstrates safe systems for vulnerable road users and to encourage an active lifestyle in the following ways:

- a) A 3m shared path on the northern side and 2.5m shared footpath on the southern side has been provided for both pedestrian and cyclist use. The shared paths provide for a high standard of active travel infrastructure and meets the design criteria for the DTMR Principal Cycle Network (PCN). There are vehicle crossings over this path at several locations, but these will be used intermittently. The mix of pedestrians and cyclists is well below the threshold to segregate the footpaths and bike paths.
 - b) The proposed on-road cycle lanes are considered supplementary to the shared path and intended for more proficient cyclists travelling at higher speeds who are unlikely to want to use the shared paths or even a segregated path. These cyclists often ride early in the day in groups when traffic volumes are significantly lower than peak hours. The bike lanes are typically wider than the minimum standard width. The alternative is that the bike lanes are not marked and experienced cyclists use the shoulder provided to ride on.
3. With regards to on-road cycle lanes, these have been an acceptable practice across Australia over many years with the Department Transport and Main Road (DTMR) installing two similar intersections in Hervey Bay in recent times. These intersections are the Maryborough Hervey Bay Road and Urraween Road intersection and Pialba Burrum Heads Road and Scrub Hill Road intersection. Both intersections had clear design parameters to improve school safety and improved pedestrian/cycle access.
 4. There is however always a balance of needs and wants with all road projects. Some functions have more importance than others in movement corridors. The design of infrastructure must satisfy key functions of the road including:
 - Efficient use of land
 - Minimising future operation and maintenance costs
 - Minimising construction costs

Achievement of these goals may have conflicting detailed design objectives for various infrastructure demands including some user groups.

5. As part of the design process, Council engaged an external consultant to review the traffic safety of this project and are satisfied that the design is fit for purpose. A number of recommendations have been presented and are currently being considered and integrated into the final design including:
 - Cycle on/off ramps on either side of the major intersections;
 - Consideration of signalised pedestrian crossings on the slip lanes at Denmans Camp Road;
 - Pedestrian refuges at the Kawungan Way roundabout; these will provide for slower speeds than the mid-block alternative;
 - Priority crossing on the Richard Charles Drive leg of the roundabout;
6. Council through its Active Travel Strategy has identified Urraween Road and Boundary Road as a key pedestrian and cycle link and, as such, the missing sections on Urraween have been identified as high priority for delivery in future budgets. It must also be noted that delivery of footpaths are often subject to the development of adjacent land. A key missing section is currently under development and is likely to be provided concurrently with the Boundary Road Extension project.

It is hoped that the above information is of assistance.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Rob Hazzard', written in a cursive style.

Rob Hazzard
Executive Manager Capital Delivery

Contact Officer: **Rob Hazzard**
Phone: **4125 9731**
Docs: **4186661**