11.18 CAPRICORN COAST OUTRIGGERS CANOE CLUB AND SURROUNDING AREA

File No:	**qA24221**
Attachments:	**1. Community Engagement Results⇩**
Responsible Officer:	**Chris Ireland - General Manager Communities**
Author:	**Michael Kriedemann - General Manager Infrastructure**
Previous Items:	**10.2 - Notice of Motion - Councillor Belot - Capricorn Coast Outriggers Sausage Sizzle - Ordinary Council - 18 Apr 2023 9.00am** **10.5 - Notice of Motion - Councillor Belot - Land Tenure Capricorn Coast Outriggers Canoe Club - Ordinary Council - 18 Jul 2023 9.00am** **7.1 - Community Consultation Capricorn Coast Outriggers Canoe Club and Surrounding Area - Briefing Session - 03 Oct 2023 9.00am**

SUMMARY

The community engagement event held on Sunday 23 July 2023 was well attended by a cross section of the local community. Topics discussed included the Outrigger Canoe Club requirements for storage and a covered area, park improvements, pedestrian and cycleway connectivity along the foreshore, safe pedestrian crossing locations on the Scenic Highway and traffic volumes & speeds and future trunk road planning.

OFFICER'S RECOMMENDATION

THAT Council resolves to:

1. Note the feedback from the community;
2. Inform the community of the results of the feedback;
3. Note the estimate to undertake a master plan and consider allocating $50,000 in the 2024/2025 operational budget to undertake a master planning exercise at the southern end of Lammermoor Beach.

BACKGROUND

In April 2023, Council resolved to support and partner with the Capricorn Coast Outrigger Canoe Club (CCOCC) to undertake community consultation, in conjunction with the CCOCC, to assess community support for minor works to be carried out by Council and CCOCC on the site that they currently operate from at the Southern end of Lammermoor beach. The aim was to assist CCOCC to improve the club's functionality and community wellbeing.

Minor works to be considered could include native vegetation management (including maintenance and planting) and associated fencing, irrigation system, weed control consistent with leading practice in maintaining frontal dune vegetation and dune stability, signage, fencing or bollards for pedestrian control, seating, showers, rubbish bins, signs and picnic shelters.

A community engagement event was held on Sunday 23 July 2023 near the intersection of Scenic Highway & Clayton Road. The event was well attended by a cross section of the local community. Topics discussed included the Outrigger Canoe Club requirements for storage and a covered area, park improvements, pedestrian and cycleway connectivity along the foreshore, safe pedestrian crossing locations on the Scenic Highway and traffic volumes & speeds and future trunk road planning.

COMMENTARY

There was little doubt that the number 1 issue at this section of Scenic Highway is road safety. Below is a list of the issues discussed:

1. Speeding vehicles along Scenic Highway

Officers explained to the residents that Scenic Highway is a 60km/hr major collector road in the road hierarchy and it is extremely unlikely that speed zones will be reduced as it would not meet traffic guidelines. In order to assess the merits of reducing the speed limit along this section of road, Council needs to complete an assessment of the function & hierarchy of the road, review the current speed limit and determine if a review has merit. Council would need to undertake a traffic survey to understand the speed, volume and other metric, then a traffic engineer needs to make an assessment and recommend a change or no change and finally the engineer's recommendation is reviewed by the 3E traffic committee made up of local government Traffic Engineers, Police & Queensland Department of Transport & Main Roads officers.

Speed platforms and other Local Area Traffic Management devices would need to follow a similar assessment and would not be appropriate on the Scenic Highway.

Officers from Engineering Services are currently reviewing legislation to determine if Council can implement a temporary speed limit of 50km/hr along this section of Scenic Highway in order to monitor vehicle driver behaviour and compliance to see if a permanent solution can be advanced.

2. Road noise

Hooning vehicles in the evenings is an issue and Officers indicated that the Police have powers to charge motorists for hooning behaviour.

One observation was that the bitumen spray seal surface contributes to the excessive road / tyre noise. Officers indicated that when the road is due for a re-seal, it is Council's preference to use asphalt in urban areas as it is smoother and generates less noise that spray sealed roads. A re-seal wouldn't be considered until the existing surface reaches the end of its useful life, which could be 10 years away.

3. Traffic volume

There is no doubt that with population growth along this corridor there is increasing traffic. Officer spoke about the Local Government Infrastructure Plan (LGIP) and the Council's proposal to construct 2 east-west trunk roads that will connect to Tanby Road. This will provide relief to the Scenic Highway. Timing on the construction is being reviewed and is dependent on the speed of development in the Sea Haven development corridor. Development Assessment is currently re-negotiating the Infrastructure Agreement with the Seahaven Estate and is hopeful to be able to secure the road corridor in the short term.

The Chandler Road corridor is listed in the LGIP at $7.3M (2018 dollars) and is likely to cost $15M by the time construction begins.

Similarly, the Mulambin corridor to the south is listed in the LGIP at $8.2M (2018 dollars) and is likely to cost $18M by the time construction begins.



Figure 1: Proposed trunk road upgrades (Local Government Infrastructure Plan)

4. Pedestrian safety when crossing the roads

Officers have previously reviewed the pedestrian access / crossing point near the Clayton Road roundabout. A business case has been developed to upgrade a concrete splitter island on the southern approach to the roundabout and construct a concrete footpath along Clayton Road. Stage 1-3 is estimated at $600,000 (refuge crossing and some path) and Stage 4 is $500,000 (footpath along Clayton Road).

There was some discussion at the community event around a pedestrian overpass or underpass and cost was a major factor when compared to concrete island improvements.

5. Road & path lighting

In recent months, Council has resolved to allocate funds in the forward works program to install pathway lighting along this and other popular pathway. The estimate to light the pathway from Lioness Park to Statue Bay is approximately $600,000 (1 light every 30m at $10,000 per light).

6. Property access

Residents are concerned about crossing traffic lanes when entering or exiting private property. Not much can be done about this issue. It's a busy road at certain times of the day and residents have to wait for a gap. This will be alleviated when the east-west trunk roads are constructed but may be some time away.

7. Clayton Road roundabout

Residents concerned about the vehicle speeds through the roundabout, particularly heading south. There is a project in the forward works program (about 2032) to reconstruct the roundabout and create a larger centre island which will allow for larger deflections and slow traffic. This is estimated to cost about $1.2M. Traffic signals have been considered but are not feasible due to the proximity to the bridge on the northern approach. If signals where installed, the bridge would need to be widened at a large cost.

8. Carparking

Residents were concerned about the lack of maneuvering area adjacent to the carriageway on Scenic Highway for vehicles to park safely. There are some informal unsealed carparking areas that require upgrading to a sealed standard and an assessment of the safety of some of the carparking areas due to roadway linemarking and sight distance.

Parks

The Outrigger Club indicated that they are happy to continue to store their club canoes on the beach, as per current practice. They store their high value race canoes off site. They also indicated that they would like to have a covered shelter (i.e. 6m x 3m) to be able to congregate before and after training. This could be a public shelter for use by general public. The estimated cost of this shelter is approximately $70,000 and would require environmental approvals if it was located in the Coastal Management Zone.

Residents didn't seem to have strong opinions either way regarding the Outrigger Club suggestions.

It was acknowledged that the foreshore park is narrow along this section of the beach front and poses challenges in planning for upgrades to carparking and upgraded facilities.

PREVIOUS DECISIONS

At the Ordinary Meeting of Council held on 18 April 2023, Council resolved as follows:

THAT as part of Council's efforts to 'Support our clubs that strengthen our community' Council commits to partnering with the Capricorn Coast Outrigger Canoe Club (CCOCC) to advance the following actions.

1. Undertake meaningful community consultation by holding a 'Saturday morning sausage sizzle' (or similar) in conjunction with the CCOCC, to assess community support for 'minor works to be carried out by Council and CCOCC on the site that they currently operate from at the Southern end of Lammermoor beach. The aim is to assist CCOCC to improve the club's functionality and community wellbeing.

   Minor works to be considered would be inline with Department of Environment and Science - Excluded Work Guideline for coastal development document. (page 5 of 8; see below);

   - Native vegetation management (including maintenance and planting) and associated fencing, irrigation system or weed control consistent with leading practice in maintaining frontal dune vegetation and dune stability
   - Signage, fencing or bollards for pedestrian control
   - Reversible works or expendable structures with a footprint less than 10m2 (eg. Benches/seats, showers rubbish bins, signs, picnic shelters) and are consistent with the dedication or purpose of the land. 2)

2. If community support is evident from the consultation, then Council will consider providing in-kind support to the CCOCC in order to advance a Master Plan that can be presented to the Council and Community for consideration. All costs outside of in-kind Council support will be negotiated with the CCOCC.

At the Ordinary Meeting of Council held on 18 July 2023, Council resolved as follows:

THAT in order to expand on the upcoming community consultation sausage sizzle to be held at the Southern end of Lammermoor Beach July 23, with Cap Coast Outriggers and surrounding community, Council agree to:

1. Have relevant staff attend (e.g. Planning, Engineering, Environmental, Cultural) to assist with broader issues that are concerning to the local community i.e. traffic movement, formalised parking, slow speed traffic options.
2. Subject to budget considerations, develop a Master Plan for the southern end of Lammermoor beach, incorporating the Capricorn Coast Outriggers elements and much needed safer traffic conditions.

ACCESS AND INCLUSION

The existing facilities are accessible to all abilities i.e. amenities and concrete footpath. Any new or upgraded infrastructure will be designed in accordance with contemporary design and access standards thus enhancing access and inclusion in this area.

ENGAGEMENT AND CONSULTATION

Further to the Community Engagement event held on-site, Council conducted an on-line survey between 23 July and 13 August 2023. Key highlights of the survey included:

- 17 responses were regarding infrastructure for Outriggers Canoe Club;
- 8 responses cited environmental concerns for the area;
- 19 responses related to road and speeding issues; and
- 22 responses cited concerns for pedestrians in the local area.

HUMAN RIGHTS IMPLICATIONS

This is a public space available for the enjoyment of all. If Council resolved to complete a master Plan or to implement infrastructure upgrades within the foreshore area, public access will be maintained and enhanced for the enjoyment of all.

BUDGET IMPLICATIONS

Master planning to incorporate the feedback from residents and the Outrigger Club is not currently included in the 2023/2024 budget. If this was to be completed, an operational budget allocation of $50,000 would be required to engage a suitably qualified consultant to develop concept plans for the foreshore and roadway area incorporating the community's suggestions. This work would include high level cost estimates of the various components, specifications for fixtures & finishes and an implementation strategy for the staged delivery of proposed works.

If Council wish to proceed with the master plan, Officers recommend $50,000 be considered as part of the 2024/2025 budget deliberations.

LEGISLATIVE CONTEXT

Council has control of the road and foreshore park areas within the local government area. Any works within the Coastal Zone will require careful consideration to ensure compliance with State Government Planning and Environmental Protection Law.

LEGAL IMPLICATIONS

Any work completed by Council needs to comply with relevant legislation and address safety for the road and park users.

STAFFING IMPLICATIONS

If Council agreed to undertake the master planning exercise, a Project Manager from the Infrastructure Projects team could be utilised to manage the commissioning of a suitably qualified contractor.

RISK ASSESSMENT

Financial

The estimated cost to undertake a master planning exercise is $50,000. This is an desktop estimate only and depending on the final scope of works may be higher or lower. If a master plan is developed, the cost to deliver the master plan components will vary depending on the timeframe for delivery, quality of fixtures & finishes and market pricing at the time. To minimise this risk, suitably qualified project managers and contractors can be utilised to reduce the likelihood of budget variations. Additionally, staging of the implementation of new infrastructure can help to smooth any financial variations.

Reputational

If Council committee to spending $50,000 on the master plan, which isn't currently in the 2023/2024 or 2024/2025 budget, some other high priority project may need to be deferred. This may cause some concerns for others in the community that were supportive of the alternative high priority project. Alternatively, Council's reputation may suffer if this project does not proceed as the residents who participated in the engagement process may feel it was a waste of time.

Environmental

Any upgrade or expansion of public assets in this area may trigger environmental assessment and could have negative impacts on the environment within the coastal management area. Conversely, if designed and constructed sympathetic to the environment, it may enhance the user experience.

Legal

If Council upgrades or expands public assets in this area and does not comply with the legal obligation, Council could be liable. To minimise this risk, suitably qualified project managers and contractors would be utilised.

Social

Public spaces are enjoyed by a wide range of residents and visitors to our community. There are many views as to how Council should protect and enhance the public realm areas, particularly foreshore areas that are highly environmentally sensitive. If Council was to undertake a master planning exercise and upgrade infrastructure in this area, a balanced approach to the various community views will help to minimise negative impacts.

CORPORATE PLAN REFERENCE

Leading Livingstone

Community Plan Goal 4.3 - Engagement with the community as advisors and partners

4.3.3 Take actions to enable the use of meaningful tools to engage the community on diverse issues so that the community is well informed and can contribute to decision making.

CONCLUSION

The traffic issues raised at this engagement event are known to officers and there has been plans developed to address these issues. In order to reduce traffic volumes along the Scenic Highway, the east-west trunk road (Chandler Road extension) will cost approximately $15M and is not currently funded in the capital works program over the next 3 years.

In order to improve pedestrian safety at Scenic Highway, refuge island and concrete footpaths need to be upgraded at an approximate cost of $600,000 and is not currently funded in the capital works program over the next 3 years.

The roundabout at Scenic Highway and Clayton Road is considered 'unsafe' and road users speed through this intersection. An enlarged centre island will improve this situation at a cost of $1.3M and is not currently funded in the capital works program over the next 3 years.

A large shelter for use by the Outrigger Canoe Club and general public would cost approximately $70,000 and is not currently funded in the capital works program over the next 3 years.

Council does not have a budget to progress a master plan in this area. It is estimated that $50,000 would be required to engage a suitably qualified contractor to undertake a master planning exercise. If this was contemplated, an allocation of $50,000 would need to be included in the operational budget. If Council was to approve the development of a master plan, it is recommended that this be included in budget deliberations in 2024/2025.