



# **Ordinary Meeting of Council**

**27 June 2018**

**UNDER SEPARATE COVER**

**ITEM 12.4 - ATTACHMENT 1**

**BRAIDWOOD FINAL CONSULTATION  
REPORT - REDACTED**

## Braidwood Upgrades Concept

### Ryrie Park North

We walk through this park regularly and are amazed at the number of visitors who sit and enjoy the park on any day of the week. We think the new concept is a vast improvement on the current situation and would strongly endorse it in principle, with the following observations:

1. The area seems to be very crowded and busy with the amount of facilities envisaged and the illustrations given suggest each would take up quite some space. To understand it better, we would like to see the actual measurements for each section.
2. This should be a park for locals and visitors of all ages, but it cannot be all things to all people. There is already a fitness area in McKellar Park which many locals use, if there was signage then visitors may also use McKellar Park.
3. The number of people with disabilities who travel will only increase. In recognition of this perhaps you should consider four (4) disabled parking bays with good signage in Wilson St.
4. Any seating and tables should not only be user friendly, but in keeping with a heritage town – all the examples given (p15) are very modern looking.
5. There are currently no bins in the designs, although we are sure they are envisaged. We would like to suggest that in the Wilson St parking bays, rather than have too many bins all of the time, that council provide additional wheelie bins during holidays and long weekends to take overload of rubbish from cars who have brought a takeaway from Queanbeyan or Canberra and deposit it when they visit the toilets – at least they try to deposit it, but the bins get very fully in a short space of time.
6. How big will any 'granite boulders' be? If too big these could be a danger to children falling from them and attract snakes and spiders.

### Ryrie Park South

We walk through this park probably every day and again endorse it in principle with the following observations:

1. With the exception of the bandstand area, there appears to be minimal, if any, seating and picnic tables – again this park is extensively used by visitors and locals having picnics. Whilst those using the North tend to bring their own food, those using the South tend to purchase food in town and eat it there.
2. The concept plan is silent about the path of family names which was developed by the community and they should have a say if it is intended to move or remove it. Many visitors check the names and visitors to the Information Centre are always interested that it is there and go to check their family history.
3. Consideration of art work is a great idea, but so are flowers, Braidwood has an excellent climate for many plants in particular roses and spring bulbs, neither seem to be included in the list of plants proposed (p12) - eg will the current 'spring bulbs' along the existing wall of Wallace St be kept? What is envisaged in terms of formal style garden plantings?
4. Why are the steps into the park from Wallace St being removed, since parking is on that side street and many people access the park by these steps.

### Wilson Street - Connecting the Parks

We fully endorse the concept of traffic calming on Wilson St at Ryrie Park. We would encourage consideration of additional traffic calming further along Wilson St near the pre-school and Anglican Hall. As residents in this street, we often see traffic speeding on this stretch of the road which often has children present, albeit supervised.

### Wallace Street North

Great plan for parking. However, we question whether 1 hour is too short for visitors to have a picnic, go to the toilet, and wander through the town. Two hours would be more accommodating and still avoid individuals parking for the day.

### Commercial Precinct Paving

We fully support the use of high grade large concrete pavers. We are not sure though about how the use of Wee Jasper, Australian Natural Stone to highlight thresholds to significant buildings and landmarks would actually work as this is very busy stone work and would take away any continuity and linkage provided by the large concrete pavers.

Council Depot

We fully endorse and encourage the use of the current Council Depot to provide a new parking location for business owners behind the National Theatre, to free up space for visitors and local customers.

We have no other comments on the other aspects and would endorse in principle the proposals for:

- Ryrie Park and Wilson Street Parking
- Wallace Street/Duncan Street Intersection
- Crossing Wallace Street 1
- Crossing Wallace Street 2
- Wallace Street/Duncan Street Intersection

Yours faithfully

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[REDACTED]  
[REDACTED]  
[REDACTED]

I am extremely concerned about the consultants' description, evaluation and their consequent proposed red-design actions for Ryrie Park South specifically.

In particular, I quote:

"Rethink the path network to create a more flexible park structure, maximise new entries and create better connections with Ryrie Park North and Wallace Street.

Design new spaces and settings that maximise the qualities of the park

Conserve significant items - Dhurga Rock sculpture and sundial

Manage and re-site plaques within the park"

The above reflects a total lack of understanding and appreciation of what there is significant in the park for conservation purposes - and it is not limited to the Dhurga Rock and sundial.

For background:

██████████ the Braidwood Heritage Society when in 2014, together with a dedicated team, we have organised and managed Braidwood's 175th Birthday celebrations. This has culminated in a heritage parade in front of the Governor of NSW and, with relevance to the current proposals, the creation of the Braidwood Heritage Path launched by the Mayor of Palerang and John Barilaro MP. While the Society is not active, there are many other associations that would be happy to pick up the baton, if necessary.

The Heritage Path (over 600 bricks, 60 long) runs from the South corner of the Park towards the Rotunda and EVERY engraved (or plain) brick paver has been paid for by Braidwood residents, direct descendants of those who established the town 175+ years ago and those living in the town today.

Each person actively participated in what the pavers should say and were part of creating the time-line.

It is a celebration of our heritage and a memory path for future generations to visit. Over \$30,000 of the community's money.

In plain terms, the Braidwood community, in fact, paid for a maintenance free path, with gratefully acknowledging Palerang Council's \$30,000+ contribution - the cost of actually creating/laying the path according to the map we have provided.

The timeline, with the first paver acknowledging the Aboriginal People who lived here before us, the second Palerang Council's sponsorship and contribution, ends with pavers of those who came recently but are proud Braidwood residents.

I have every bit of paperwork associated with creating the path available, from individual orders, some came from overseas or interstate, individual payments collected through Bendigo Bank (also paid for a large section) to the design of the pavers (I have done the graphics work, free) to the map creating the layout of the timeline and complete photographic record from day one.

I have no record of the 3 months some of us spent on the work involved by working 20 hour days. Have been asked, on a number of occasions, whether we could continue the Heritage Path.

Originally we have proposed to run the path from the RSL memorial to the Rotunda but accepted the RSL's point of view and mirrored their memorial at the South end.

Problems and objections

The proposal DOES not list the Heritage Path as a significant item for conservation BUT describes it to be a NEW COLORED CONCRETE PATH on the concept map/drawing.

In effect, it proposes to ERASE our Heritage Path - an insult to the community.

Further, the proposal says: "Create a Memorial Wall at the corner of the park close to the WW1 statue to locate existing memorial plaques". WHY? I know it is subject to RSL consultation and if they say no, they have my support.

On behalf of the Braidwood Community who created (PAID FOR) the Heritage Path, I am greatly concerned about the proposals. We have NOT created a monument. We have created living history. We watch people walk the path reading dates and names and events.

There is no need or justification to "manage and re-site plaques (sic) within the park".

We do not have memorial plaques, we have a Heritage Path, our history of where they/we come/came from.

It is a time line, certainly not suitable to face the most visited edifice in the park - the public

toilets, in a static wall prone to graffiti (although the plan does NOT seem to include retaining the public toilet in the North part of the Park, and we all know that it attracts the most visitors to Braidwood. And I can't find where there may be one, the Nat Theatre and the Bakery will catch the traffic?)

And in general, the proposal shows total lack of understanding and looks as most of it is proposed just to be seen to be doing something different, whether necessary or not.

Happy to discuss any aspect of preserving the Heritage Path and would be happy to organise a public meeting if necessary.

Regards

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[REDACTED]  
[REDACTED]  
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#### Ryrie Park North:

The toilet facilities located in Ryrie Park North are very popular with travellers who park in Wilson St to take a break from driving. The toilets are a significant stopping/rest area for drivers particularly for travellers on Kings Highway as they are seen as easily assessable and convenient.

In 2016/2017 QPRC ran a survey of travellers on the Kings Highway at the Driver Reviver located on Wilson St near the park. The Survey was conducted covering the peak holiday travel periods including October Long Weekend, Christmas, Australia Day, Easter and Anzac Day Long weekend. The survey established the top reason drivers stopped was to go to the toilet – it was voted as the top reason (out of 10 reasons) why drivers took a break (out of 224 total drivers surveyed 167 (75%) said they decided to take a break because they needed to go to the toilet).

It is noted in the report to Council that 'accessibility' is one of the key focus considerations for Ryrie Park North. Representatives from the Kings Highway Road Safety Partnership (KHRSP) are concerned with the unintended consequences of the rationalisation of the amenities – that it may reduce the current easy access drivers perceive and enjoy of the current amenities and has potential to result in reduction in drivers stopping to use the amenities and have a much needed fatigue breaks. The new amenities are located much further away from the on-street Wilson car parking and will be further back from the current close facilities the drivers enjoy, it might also be seen as inconvenient, not as accessible, undesirable to use shared facilities with the pool and parking not as available.

Fatigue is a big issue for drivers on the Kings Highway. Many drivers underestimate the 2 hour drive to the coast and can see it as a 'non-stop' drive particularly if they are new to the area or young drivers. This attitude is reinforced by online mapping programs that provide duration estimate of 2 hours from Canberra Region to the Coast. Road Safety has historically promoted 2 hours as the desired driving duration before taking a break and as such drivers can presume the drive to coast on Kings Highway doesn't require a break. This doesn't take into account the difficult road conditions particularly down the Clyde Mountain and the volume of traffic that can extend the drive particularly in peak holiday time.

RMS Kings Highway Review 2013 found the Kings Highway has a very high incidence of fatigue related casualty crashes, higher than the state average (page 33) and it particularly identified the location in close proximity to Braidwood as susceptible historically to fatigue crashes with 4 fatal fatigue crashes in 5 years (page 53). As a result the report recommends enhancing road user behaviour campaigns targeting fatigue. The KHRSP particularly promote the community safety message of dangers of fatigue driving and encourage drivers on Kings Highway to stop and take breaks. We run targeted fatigue campaigns with Driver Reviver who are located in Wilson St knowing that a lot of drivers stop to use the toilets.

With all of these strategies already being run on behalf of Council and KHRSP it is unclear why the toilet facilities in Ryrie Park are being changed and rationalised without consideration for this impact and potential unintended consequences. From the documents on display and the reports it's not evident that these impacts have been considered in the rationalisation of the facilities and it's just presumed travellers will use the relocated services. However, from experience changing location and ease of access can alter drivers' behaviours and it's not clear if this has been factored into the rationalisation.

#### Wallace Central and Duncan Intersection

I am concerned about the exclusion of Council staff that manage road safety and the road network in regards to the plan to 'retain the crossings but attention will be given to reduce the visual impact of the current large concrete slabs. Further discussion will be held with the RMS during the detailed designs phase.' Could council staff that manage road safety and the road network also be included in this consultation and consideration? We end up being the first contacted by residents when there is a problem with the kerbs/blisters (not RMS) so we end up getting the complaints and have to deal with the issues. While it is RMS's road and their technical guidelines it is Council staff that manage the subsequent implementation

and the management of the issues that come from residents so including us as early as possible in these discussions is requested. Also, the kerbs were installed for safety – nowhere in the document and the council report has it been established that they are or are not working in regards to their first intention – safety. In-fact currently there are safety concerns with how the community do use the blisters – including the display of A-frames or large easter bunnies as decoration. During the Easter break large wooden bunnies were displayed on some of the refuges and visitors were noted walking around the refuges and onto the road to get photos of the bunnies – causing a safety concern and also obstructing the intention of the blisters which is to give some protection and enhanced sight distance to pedestrians as they enter the crossing. Some of the location of the advertising A-Frames placed on the blisters have ability to obscure a pedestrian. Council pedestrian safety and sight distances please be considered with any changes to the blisters and parking.