



Ordinary Meeting of Council

SUPPLEMENTARY

AGENDA

26 June 2019

Commencing at 5.30pm

Bungendore Council Chambers

On-site Inspections - Nil

1 SUPPLEMENTARY REPORTS

1.1 Integrated Transport Strategy.....3

LIST OF ATTACHMENTS –

(Copies available from CEO/General Manager’s Office on request)

Open Attachments

Nil

Closed Attachments

Item 1.1 Integrated Transport Strategy

Attachment 1 Integrated Transport Strategy- Public Consultation Report (Under Separate Cover)

Attachment 2 ITS submission - Braidwood Community Consultation (Under Separate Cover)

Attachment 3 ITS Submission - JRA (Under Separate Cover)

Attachment 4 ITS Submission - Queanbeyan Landcare (Under Separate Cover)

Attachment 5 ITS Submission - Queanbeyan Public School (Under Separate Cover)

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Attachment 7 QPRC ITS Final with Track changes (Under Separate Cover)

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Attachment 9 Braidwood PAMP & Bike Plan - Final with Track changes (Under Separate Cover)

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Attachment 11 Bungendore PAMP & Bikeplan - Final with Track changes (Under Separate Cover)

Attachment 12 Bungendore PAMP & Bikeplan - Final with track changes (Under Separate Cover)

Attachment 13 Queanbeyan PAMP & Bikeplan - Final with track changes (Under Separate Cover)

Attachment 14 Queanbeyan PAMP & Bikeplan - Final (Under Separate Cover)

1.1 **Integrated Transport Strategy (Ref: ; Author: Hansen/Tooth)**

Summary

Council exhibited the draft Integrated Transport Strategy (ITS) & associated Bicycle and Pedestrian Facilities Plans for a six week period in March and April this year. The feedback received along with responses and proposed changes made to the documents has been collated in the attached Community Consultation report.

The updated documents are also attached ready for adoption with the modifications as listed in the Community Consultation Report.

Prior to the Draft documents being placed on exhibition Council resolved to (**res 279/18**).

1. *Place the updated Draft Integrated Transport Strategy and combined Draft Bicycle and Pedestrian Facilities Plans on public exhibition for 28 days.*
2. *Receive a further report incorporating submissions, following Councillor workshop.*

Noting that a further workshop as detailed in the resolution (**res 279/18**) has not been held, two potential resolutions have been proposed for Councils consideration.

.Recommendation

That Council:

EITHER

1. **Adopt the Integrated Transport Strategy and Bicycle and Pedestrian Facilities Plans**

OR

2. **Review the changes to the Integrated Transport Strategy and Bicycle and Pedestrian Facilities Plans at a workshop of Council.**

Background

AECOM Australia were engaged to work with our community and other stakeholders to prepare the following:

- Integrated Transport Strategy (ITS) for the Queanbeyan-Palerang LGA
- Braidwood Bicycle and Pedestrian Facilities Plan
- Bungendore Bicycle and Pedestrian Facilities Plan
- Queanbeyan Bicycle and Pedestrian Facilities Plan

Prior to working with focus groups to review the strategic needs, gaps and barriers to Integrated Transport within QPRC AECOM reviewed the large body of work undertaken by the community and former Councils.

1.1 Integrated Transport Strategy (Ref: ; Author: Hansen/Tooth) (Continued)

Previous pedestrian and mobility plans (PAMP) and Bicycle Plans prepared for Council have resulted in two separate documents being produced. Noting that similar types of infrastructure (concrete paths, line marking, kerb ramps, bridges etc) are installed to resolve issues experienced by both cyclists and pedestrians, a combined report has been drafted for each of the three larger towns.

In forming an ITS there are four broad areas of transport system planning and development that need to be addressed:

- Transport network improvements for all modes of travel
- Creating a vibrant and safe CBD
- Partnership with ACT and NSW governments
- Community and stakeholder engagement

The Strategy and associated Plans are structured in a similar fashion to identify evidence, issues and options for the community and council to consider, recommend hierarchies and networks, and form the basis of future Delivery Programs, contributions plans and submissions for government grants.

The draft documents look to prioritise work in the broad areas of Active Transport whilst providing links to the Public Transport and Road Networks. They identify potential areas for Park and Ride Facilities plus improvements to connectivity with surrounding areas.

Implications***Policy***

The Strategy and Plans will not impact existing policy documents but will replace current PAMPS & Bikeplans.

Sustainability

An integrated transport network will have many benefits by improving active transport and providing alternative options to car-based transport. Improving these options will:

- reducing emissions,
- decrease congestion, potential deferring some capital works,
- improve public health.

Asset

The majority of the assets proposed in these plans are or will be Council owned assets. The works will be incorporated into future budgets and financial plan. Where proposed projects align with grant funding, they will be identified and applications made.

Social / Cultural

The ITS aligns with the NSW Future Transport 2056 Strategy aimed at movement corridors and place making. An actively engaged community will be able to make choices on Integrated Transport options, rather than relying on one transport mode, for employment, recreational, education and community purposed travel.

Strategic

The Integrated Transport Strategy aligns with similar documents produced for our region. Key actions identified in the Strategy replicate similar ambitions in the ACT/QPRC MoU regarding transport, such as integrated bus and rail networks, integrated ticketing, and bus lane alignment across the border; as well as potential cycleway connections across the border.

1.1 Integrated Transport Strategy (Ref: ; Author: Hansen/Tooth) (Continued)

The draft Strategy also draws on the road network plans in Queanbeyan (such as, Old Cooma Road, Nerriga Rd and Dunns Creek Road works and associated intersection upgrades), as well as aligns with the thinking behind the Queanbeyan CBD transformation.

The freight component of the Strategy aligns with the wider region freight ambitions connecting the coastal towns and ports with both our region and Sydney, as outlined in Council's submissions to the NSW Transport 2056 Strategy and Freight Plans.

Adoption of the Strategy may also guide future thinking on the LEP in terms of access to transport and development options in centres or along corridors, as well as works schedules for inclusion in revised Section 7 contribution plans and LPAs.

Engagement

During this round of community engagement the documents were exhibited on Councils Website between the 1st March and 16th April. 21 submissions were received. The detail around these submissions are included in the attached consultation report.

Councils "Your voice" website saw significant traffic through the exhibition process. The documents were downloaded over 428 times with 298 people being classified as informed participants in the process.

Previous engagement that has been undertaken throughout this process includes:

- Review of previous public documents created with community input
- Stage 1 - Stakeholder & Community Workshops to identify issues, gaps & challenges
- Stage 2 - Stakeholder & Community Workshops to discuss proposed actions & strategies.

Financial

Preparation of the ITS has been covered in the budget allocated within the 2017/18 & 2018 /19 financial year. Not all of the proposed works with the documents are funded. Some are funded through existing projects and others are included in grant funding applications. Future budget allocation and grant funded works will be required to realise the benefits contained within these plans.

Conclusion

The draft ITS and combined Pedestrian and Bicycle Plans have been created through an open conversation with the community.

The ITS identifies some significant and strategic projects to introduce or improve alternate and active forms of transport in the LGA for consideration in the next review of the Delivery Program and for any future grant programs that may apply.

AECOM have also been engaged by the ACT Government to update its Transport Strategy, which has assisted with the alignment and integration of both jurisdiction strategies.

The final document is now presented to Council for adoption. Two potential resolutions have been suggested above to allow Council to adopt both the Integrated Transport Strategy and associated plans or hold a workshop for Councillors to review the changes to the ITS and the plans.

1.1 Integrated Transport Strategy (Ref: ; Author: Hansen/Tooth) (Continued)

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