



Environment & Behaviour Consultants

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Social and Community Research

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Draft Meeting Minutes (V3):

Project: Whitsunday Way PAC

Subject: Minutes – Project Advisory Committee (PAC) Meeting No.10
9:00am– 11:00am, 9 December 2008, Proserpine Exservices Club

Meeting opened by Mark Fenton at 9:13am

[Agenda Item 1: Introductions and Apologies](#)

Attendees:

1. Marc Turner – Tourism Whitsundays (TW)
2. Pat Aprile – Department of Main Roads (DMR)
3. Ian Husband - Department of Main Roads (DMR)
4. Faye Chapman – Residents Traffic Action (RTA)
5. Jim Jarvis - Community member
6. Peter Jennings – Community member
7. Cr Jan Clifford – Whitsunday Regional Council (WRC)
8. Dr Mark Fenton – Environment and Behaviour Consultants (EBC)
9. Rebecca Andrews - Whitsunday Development Corporation (WDC)
10. Heather Norris – Department Infrastructure & Planning (DIP)
11. Cr Rogin Taylor - Whitsunday Regional Council (WRC)
12. Mark Gaudry - Whitsunday Regional Council (WRC)
13. David Warnock - Whitsunday Regional Council (WRC)

Guests:

1. Merle Chan – Maunsell AECOM
2. Bob Taylor – Maunsell AECOM

Apologies:

1. Mary O'Flynn – Residents Traffic Action (RTA)

Agenda Item 2: Minutes of previous meeting

2.1 Minutes from PAC 9

The minutes from PAC meeting number 9 held on 19 September 2008 at the Whitsunday Regional Council Boardroom were confirmed.

Agenda Item 3: Consultation Process

3.1 Continuation of Presentation by Bob Taylor & Merle Chan (Maunsells) with questions

Slide Show presentation from previous meeting continued.

Summary of opening comments from Bob and Merle:

- Bob and Merle explained that their proposed intersection treatments were based on the premise that the Shute Harbour Road (SHR) would ultimately be upgraded to four lanes (2 lanes each way).
- The base year traffic model was developed with reference to the traffic survey, reflecting the 2006 traffic condition. The future year traffic forecasts are based in 2021 and 2033. However these are not fixed timelines, rather when it is likely that certain traffic figures would be reached given similar growth to current.
- Following the PAC meeting in September comments were considered and further intersection options were looked at.

A number of questions/comments were raised during the presentation, including:

- Several PAC members questioned the rationale and figures used to arrive at estimated population levels. Concerns were raised about it not using the same methodology as PIFU and therefore overestimating population growth in the region. Also need to ensure the model area is the same (e.g. does it include Shute Harbour). Do the population figures include tourism component – if yes or no need to quantify it and explain the impact of seasonal employment and tourism numbers.
- Bob and Merle explained that the 2021 estimate was based on the holding capacity scenario reported in Whitsunday Strategic Infrastructure Services Plan. The estimated population level for 2021 model is based on 60–80% of likely housing developments actually going ahead. The extreme holding capacity scenario, which may occur in around 2033, assumes 100% of planned developable area to be occupied. It is a question of the extent of development being used as a measure vs actual population which may be quite different depending on the economic climate of the time. The actual population figures

may be arrived at before or after the notional dates. There are also different figures for types of housing development likely i.e. units vs houses. It is the amount of development that is being used to approximate population growth in the region not the actual population figures and current growth rates – although there is a notional link. Population figures are being used as a reference only – not directly influencing model. The main input to the traffic model is the number of car trips generated by each development zone, based on the type of development in the zone.

- PAC members asked that this be clarified and explained in the report better to and that the actual figures and sources be quantified.
- PAC members asked that the model definitely include all the way to Shute Harbour.
- Proposed intersection treatments include 18 roundabouts and 4 traffic signals (additional to existing) most of which are pre-existing approvals.
- There will also be 10 connecting local roads to provide alternative routes to SHR for small trips.
- PAC members questioned whether the model includes the Abel Point Marina residential component as well as boat berthing component. Bob and Merle confirmed that the residential component has been included in the model as an existing development. Port of Airlie and Shute Harbour are also considered as new marinas.
- The 2021 estimate is based on all the land zoned in the planning scheme that is likely to be developed, taking into consideration the difficulty of constructing in the steeper areas and other constraints.
- The 2033 model is the extreme level which is over and above the expected developable rates in 2021 whereby the more difficult areas are developed to cover the entire area possible in the planning scheme.
- PAC members questioned why the model is based on “peak hour” intersection failures when the rest of the time it is fine. PAC members felt that a failure for just a few hours a day could be lived with. Better than waiting at a red light when there is no-one else at the intersection. The model needs to take into account the locality and that the Whitsundays are not a big city where peak hour is a huge problem. Bob explained that people still took risks and posed a safety risk if they had to wait, especially when in a hurry at peak times and that the model is only there to inform and support the planning decision.
- PAC members asked that the aforementioned concerns be addressed in the report.

3.2 Next Steps for PAC and consultation process

It was agreed that the PAC would proceed in the new year with the negotiation sessions commencing with the section of SHR between Beach and Tropic Roads. A traffic

engineer would be engaged to assist the community interpret the information necessary to provide informed input. Local businesses and affected residents would be invited to participate.

EBC will develop a consultation strategy outlining the process for PAC review early in 2009.

[Agenda Item 4: Other Items](#)

4.1 Airlie Beach Main Street

PAC members wanted an update on progress with the project and felt that they had a role in understanding the developer's plans for the Main Street.

Main Roads would like to de-main the Main Street and therefore only manage the intersections.

Council's approach is to look at the area as an integrated unit so will be also looking at the approaches and first impressions. Off street parking is a major issue. The Mayor is putting together a group to determine a theme for Airlie Beach. Should be determined in a month.

4.2 Coconut Grove Roundabout

PAC members asked about the status of the this intersection. Main Roads confirmed that it is being driven by the Developer and that the Port of Airlie can't actually occupy the site until the roundabout is installed.

4.3 Problems on William Murray Drive

PAC members highlighted the problems near William Murray Drive where SHR goes from one lane to two and back to one again. Main Roads explained they would like to upgrade it but it would have to be part of minor works when funding became available.

4.4 Badging of Whitsunday Way

Main Roads explained that they are pursuing signage for the Whitsunday Way. They will have a proposal for the PAC to consider in the new year. It will be done in consultation with the Council and Main Roads policies for road signage.

PAC members reminded Main Roads that the recent Q150 project should be integrated with this as it looked at entry signage for the Whitsunday Way.

Meeting closed: 11:00am

Next meeting: February 2009 - date to be advised.