

Gloucester – Queen Street consultation summary

Summary:

Detailed design plans were presented to the identified group of directly impacted residents and business owners from 1-22 Queen Street Gloucester. Two consultation sessions across seven months were held with this group including representatives from the Local Business Chamber and the Bucketts Way Neighbourhood Centre to provide feedback and raise any concerns on the draft concept plans and further the detailed preliminary designs. Future consultation included attending and presenting at the local Business Chamber October meeting. The next stage will inform the broader community of the project providing a copy of the plans and summary document online.

Questions & Answers

Questions raised at the consultation and the chamber meeting

Q. With parallel parking, how many car parking spaces will be lost on the north side of Queen Street between Church Street and Barrington Street?

If formalised and line marked as angled parking, the capacity on the north side would be 24 parking spaces. Parallel parking will result in 19 spaces. Two of these lost spaces are near the businesses and the other three are near the residences at the Barrington Street end.

A full day parking audit conducted on Tuesday 29 of October identified the maximum number of vehicles parked on this section of Queen Street on the north side as 11 and on the south side as 11. The capacity for this section (including both sides of road) is 44. It was noted that a number of vehicles park on the north side of Queen Street and crossed the road to attend the post office, presumably due to the inconvenience of parking on the south with the large road cross fall. It was also noted that 11 vehicles were parked majority of the day, presumably vehicles owned by employees or residents.

Q. What is the width of the median strip?

2.3m wide

Q. Can the roundabout be brought forward into the current planned works?

After review of the feedback across both sessions alongside budget and construction timelines, the roundabout will now be brought forward into the current planned works. This is predominantly in recognition that the roundabout will assist with traffic speed calming.

Q. Who will approach RMS to request a change in the speed zone?

Once plans are finalised, MCC will approach the RMS with a request to review the speed limit in Queen Street. Our experience suggests that it is unlikely that RMS will consider this for a 40kph shared zone and the 50kph limit will remain.



Q. Can the median strip and verges have beautification elements? For example, trees or banner poles.

Banner poles for the median strip was suggested and is considered a good idea. We are reluctant to include plantings in the median strip due to the WHS and maintenance cost issues plus concerns with water ingress under the pavement. Planting opportunities are currently being investigated to be integrated into the verges and kerb blisters near the intersections.

Q. Will the foot path be extended to 22 Queen Street?

Yes

Q. What are the next steps from here?

We will be delivering the plans to the local Business Chamber on Wednesday 30 October and further to this will be informing the broader community of the works as the plans are finalised.

Q. Can new directional signage be added to Queen Street to notify travellers and locals of the facilities available in the town?

We will work with the appropriate groups in the community to investigate the options for signage improvements. The scope of this project would be regulatory or directional signage. It would not extend to tourism signage as these are projects in their own right.

Q. When does the project start and what is the construction timeline

Stormwater drainage works are planned to commence in December and finish before Christmas, pending final design plans/construction plans. It has been confirmed by the water department that the existing water services crossing the road are to be lowered, with the works to be done in conjunction with stormwater.

Roadworks are planned to commence in February and continue until complete with an anticipated timeframe of 7-8 months. Total project duration is estimated at 29 weeks and can be broken up into 3 phases:

Phase 1 - Road Reconstruction/Construction of Split Level - 16 Weeks
Queen Street between Church Street and Barrington Street

Phase 2 - Construction of Roundabout - 8 Weeks
Intersection of Queen Street and Barrington Street

Phase 3 - Road Reconstruction - 5 Weeks
Queen Street Between Barrington Street and Ravenshaw Street

Note: the 3 phases will most likely overlap reducing the construction timeline, however contingencies are included as we will be working during our wet season and we have construction restrictions due to the site being in a Heritage Conservation Area. As our deepest excavation will be around the 1.25m mark, we might encounter relics buried within the road and footpath areas. It could also possibly cause delays in the stormwater construction works.

Q. What impact will there be for access to properties and the Post Office during construction

The construction team will work closely with the residents and business owners in Queen Street to ensure access is maintained to the best of the construction capability. The road will remain open to traffic at all times, sometimes under one-way traffic control. Pedestrian access to the businesses will be maintained, sometimes with assistance of traffic controllers to ensure safety to the public. Hours of construction will be between 7am and 5pm.

Concerns raised – to be considered in the design process

1. Concerns were raised by multiple people at the session for the speed that both light and heavy vehicles travel along Queen Street throughout the day regardless of the current speed zone limitations. Concerns regarding the central median were raised as some community members feel it will impede on driver's ability to avoid accidents with cars exiting car park spaces.

A: It is proven that restricting the width of a carriageway will impact a driver's behaviour and they will slow to a speed to suit the environment and potential risk. Inclusion of a roundabout at Barrington Street will force vehicles to restrict speed to negotiate the required deviation. The central median, kerb blisters and roundabout will all act as traffic calming treatment and we anticipate that vehicle speed will decrease considerably.

Questions from the initial round of consultation with updated information

Q. Who will be hired for the construction?

A. We will be using contractors for the construction period but are not yet at the stage to go out for tender.

U. The works will now be delivered by a combination of MidCoast Council operations team and subcontractors.

Q. Does the road have to be 2-3m wide or can it be increased to provide more room for the cars?

A. Currently the road width is based on a standard road width that allows adequately for parking requirements. Underground services on the high side on of the road will limit the flexibility of the design however this comment will be taken into consideration in the design process.

U. To achieve the improved cross fall and reduce the safety risks to vehicles and pedestrians a median is required in the treatment.

Q. Can we put in a pedestrian crossing?

A. No – We do not meet the RMS criteria for a pedestrian crossing as there are not enough pedestrians on that road crossing each day. Access will need to be provided to the disabled but there is no possibility that we will meet the RMS criteria for a pedestrian crossing.

U. No further update



Q. Can we put in speed humps?

A. We can approach RMS.

U. Raised speed humps at the pedestrian refuge is not permitted unless it is a marked pedestrian crossing (refer point above). There is a possibility to consider speed humps at other locations along Queen Street, yet the noise and driver discomfort often deters them being utilised.

Q. Can the north side gutter run another way on the road as it currently flooding badly in the rain?

A. Drainage will be added to the north side to reduce these issues. As no final plans are ready we cannot provide a detailed explanation as yet however a solution to the problem is definitely being considered.

U. Stormwater drainage works have been included in the detailed preliminary design. This includes 9 inlet pits between Church to Barrington St with average storm water pipe diameter of 375mm. The drainage works extends into the Church St intersection. A full investigation of the current storm water drainage network was undertaken as part of the design process. The new stormwater drainage should relieve flooding issues.

Q. Will work be down to the retaining wall on the corner of Queen and Church Streets and/or to the roundabout as the plans suggest?

A. The draft plans had a slight area of discrepancy in the lining up of the borders. There will be no construction to be done on the roundabout or the retaining wall in question during this initial phase.

U. Storm water drainage works will be undertaken near the roundabout. There are no proposed works to the retaining wall or existing round about. Any disturbance to the retaining wall that is a result of construction will be repaired.

Q. Should we have a reduction in parking?

A. There needs to be an equal balance of safety for pedestrians and users of the space alongside adequate parking for the business owners. Please find out how many parking spaces would be lost.

U. With the current plans – the loss of parking spaces is five. This is calculated by there being 45-degree front to kerb angled parking currently in place on both sides of the street. It is known that the parking bays are currently not line marked or signed and vehicles do not always park in this manner. Following a parking assessment undertaken in Queen Street the peak parking time is 12 middays with 22 vehicles parked between Church and Barrington St. Of the 22 parked vehicles 11 had been parked there all day. The total number of parking spaces that will be provided in Queen Street (between Church and Barrington St) is 44.

Q. Can the water and services on the north side be moved back to maximise the width of the road?

A. No this cannot happen as the existing space provided needs to be kept to ensure that safety and protection surround these services are maximised.

U. The existing water services are in good condition and not due for replacement. If we replace pavement over the water services, we are concerned about achieving



compaction without damaging the assets. Pulling the kerb inward on the northern side of Queen St has multiple benefits of moving water assets into the verge and allowing driveway gutter bridges to be replaced with standard driveway laybacks.

Q. What will the ramp be sealed with; will it be a slip hazard?

A. The ramp will be completely sealed and meet all accessibility standards with a non-slip finish.

Q. We would like to know what the timeframe for the roundabout construction would be in stage two.

A. Further budgetary and planning discussion will need to occur before an accurate timeline can be delivered.

U. Further to the answer detailed above – the roundabout has now been brought forward into the current planned works. Phase 2 - Construction of Roundabout - eight weeks - Intersection of Queen Street and Barrington Street

Concerns raised – from initial consultation with updates

1. Concerns raised that the proposed parking space next to the pedestrian verge will obscure the view of the oncoming car and cause a danger.

A. This concern will be taken into consideration during the design phase.

U. The blister islands protrude far enough to provide line of sight for pedestrians to safely cross the road.

2. There are currently trucks belonging to guests staying at The Roundabout Inn who park their large vehicles in Queen Street. Concerns were raised that if the parking conditions changed, they would not have anywhere to park. The hotel owner would like to know if large trucks will be accommodated in this road reduction for parking?

A. A request to review the parking on Queen Street will be passed onto RMS.

U. The current parking arrangement on the southern side has not changed, parking on the northern side is parallel parking. It is understood that trucks currently park parallel to the kerb. The length of parking space will not change as the driveway locations remain the same.

3. Concerns around the speed limit of the road and suggestions that it should be lowered.

A. As this is the initial concept stage and the decision does not come from Council, we will pass this request onto RMS.

U. When the plans are finalised we can pass a review request to the traffic committee for review.

4. Safety of the post office parking due to the steep gradient and lack of vision when reversing.

A. The new plans will significantly reduce the risks and safety concerns of this section.



- 5. 45-degree parking will be an ongoing issue moving forward with concerns for safety of vehicles reversing out.**
- A. These issues should be alleviated with the change in gradient in the road.
- U. As stated above the change in cross fall going into the gutter will remove the current parking difficulties. The issue of vehicles reversing out is not unique to Gloucester or Queen Street. The parking arrangement is one that has been adopted council wide in CBD areas.
- 6. There is not adequate room in the design for cyclists in the new design to ride safely.**
- A. This concern will be taken into consideration during the design phase
- U. The current plans provide suitable clearance for cyclists between the parked vehicles and the travel lane.
- 7. There is not adequate room in the design for the Post Office delivery truck to turn around and unload parcels.**
- A. This concern will be addressed during the design phase
- U. This concern has been addressed in the current designs through consultation directly with the owners of the Post Office with an agreed resolution. If all loading bays are occupied and the delivery truck is forced to park on the street behind cars parked in loading bay, there is at worst case 2.5m remaining space for passing traffic. The legal width of a truck is 2.4m.

Next steps:

We will be informing the community of the planned works as the plans are finalised. These documents will be available on the website.

Contact:

Maddy Andrews
Engagement Officer



MIDCOAST
council

We deliver benefits for our
community in a way that
adds value and builds trust

Direct 02 7955 7243

maddy.andrews@midcoast.nsw.gov.au

www.midcoast.nsw.gov.au or follow us 