



**MORNINGTON
PENINSULA**
Shire

MINUTES

FORWARD PLANNING COMMITTEE MEETING

WEDNESDAY, 31 OCTOBER 2018

7.00PM

**MUNICIPAL OFFICES
BESGROVE STREET, ROSEBUD**

MORNINGTON PENINSULA SHIRE COUNCIL

WARDS AND COUNCILLORS

Briars	Cr Rosie Clark Cr Bev Colomb Cr Sam Hearn
Cerberus	Cr Kate Roper
Nepean	Cr Hugh Fraser Cr Bryan Payne
Red Hill	Cr David Gill
Seawinds	Cr Simon Brooks Cr Antonella Celi Cr Frank Martin
Watson	Cr Julie Morris

EXECUTIVE TEAM

Mr Kelvin Spiller Mr Niall McDonagh Mr Matt Green Ms Jenny Van Riel	Interim Chief Executive Officer Chief Operating Officer Chief Financial Officer Director – Communities
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1 PROCEDURAL MATTERS

Appointed Chairman – Cr Sam Hearn

Meeting opened at 7.03pm

Present

Cr Sam Hearn (Chairman)
Cr Simon Brooks
Cr Antonella Celi
Cr Hugh Fraser
Cr David Gill
Cr Frank Martin

1.1 Apologies

Cr Rosie Clark
Cr Bev Colomb
Cr Julie Morris (Leave of Absence)
Mayor, Cr Bryan Payne
Deputy Mayor, Cr Kate Roper

1.2 Disclosure of Conflicts of Interest Pursuant to Section 79 of the *Local Government Act 1989*

Nil.

1.3 Confirmation of Minutes

RECOMMENDATION

That the Minutes of previous Forward Planning Committee held on 21 March 2018, be confirmed.

COMMITTEE DECISION

Moved: Cr Celi
Seconded: Cr Brooks

That the recommendation be adopted.

Carried

1.4 Advice to the Public

This Committee has no authority to make final decisions but has the responsibility to fully investigate and discuss matters after which it then recommends a course of action to the Council.

The Committee recommendations from this meeting will be referred to the Council Meeting to be held on 27 November 2018.

2 MANAGEMENT REPORTS

2.1 Southern Peninsula Arterial Corridor Investigation

Prepared By	Doug Bradbrook, Traffic and Road Safety Strategist
Authorised By	Chief Operating Officer
Document ID	A8394430
Attachment(s)	1. Southern Peninsula Arterial Corridor Investigation - July 2018

PURPOSE

The purpose of this report is to outline the community consultation process that has occurred following public exhibition of the Southern Peninsula Arterial Corridor Investigation (SPTI) Report. A key part of this process is for the Forward Planning Committee to hear and receive submissions from the community on the SPTI report.

BACKGROUND

The SPTI report was presented to Council at the meeting on 14 August 2018. Council made the following resolution at that meeting:

1. *That Council*
 - A. *Notes the report, Southern Peninsula Arterial Corridor Investigation (Attachment 1).*
 - B. *Resolves to place the Southern Peninsula Arterial Corridor Investigation report on public exhibition for 60 days and a Forward Planning Committee meeting be arranged to consider any public submissions.*
2. *Funding submissions for the development of alternative traffic congestion management options and the process for developing an Integrated Transport Plan be referred to Council's annual budget process.*

The Forward Planning Committee Meeting and this report is a result of this resolution, to hear feedback from the community on the various preliminary ideas for addressing traffic congestion on the southern peninsula and alternatives to using the existing freeway reserve through the Tootgarook Wetlands. The SPTI Report is attached for further information.

Community Consultation Process

The Southern Peninsula Arterial Corridor Investigation Report completed 60 days of public exhibition on 15 October 2018.

Two community 'drop-in' sessions were held by the Mornington Peninsula Shire's Traffic and Transport Team during the public exhibition period as follows:

- 6 September 2018 at Tootgarook Community Hall; and
- 19 September 2018 at Rosebud Memorial Hall.

These sessions were attended by 31 residents.

2.1 (Cont.)

DISCUSSION

At the time this report was written, 14 community submissions had been received and 199 online surveys had been completed. An online survey was open during the public exhibition period through Council's 'Have Your Say' web page.

The content of community submissions received thus far include but are not limited to:

- Land owners voicing concerns of impact by options for alternate freeway alignments;
- Suggestions on traffic flow solutions;
- Support for VicRoads reserve; and
- Support for developing alternative traffic plans to address congestion.

Final statistics and details of the submissions and survey results will be reported to Council following the Forward Planning Committee meeting.

OFFICER DIRECT OR INDIRECT INTEREST

No person involved in the preparation of this report has a direct or indirect interest requiring disclosure.

RECOMMENDATION

1. That the Forward Planning Committee notes the verbal submissions made by the community in relation to the Southern Peninsula Arterial Corridor Investigation.
2. That a summary of the submissions and survey results be brought to a Council meeting for consideration regarding the future direction of addressing congestion and arterial corridor planning on the southern peninsula.

Deputations

Ms Maayan Rousso Crawford

- The speaker noted it has not been addressed in the report on what to do with all of the traffic on the peninsula and how we reduce the number of cars;
- The report is not as visionary as the speaker hoped it would be;
- This is not an issue of environment or development; it is an issue of social and economic responsibility for the hot spot that residents live in;
- The speaker suggested metered parking on both sides of Point Nepean Road could be used to reduce traffic or apply tolls on Peninsula Link for people who travel to the peninsula; and
- Money would be better spent on alternative public transport options i.e. the ferry.

Mr Cameron Brown

- The speaker noted the recent Biosphere report lists 5,700 hectares of native vegetation from the peninsula has already been lost in the past four years;

2.1 (Cont.)

- We should not engage in projects that further degrade the environment we have that is already an attraction for tourism and a lot of businesses on the peninsula;
- If Melbourne is projected to have eight million people by 2050, we should not engage in any projects that encourage or exacerbate the current peak period problems that we have;
- We need to look at alternatives to control peak periods because the tourism board has stated we are already at peak capacity during summer;
- If we allow this road to go through after we have added Peninsula Link and increased traffic to the peninsula and when North-East Link is completed, the same thing is going to happen. If we create an extra road or section to flow straight through, visitors will come;
- There will not be options but to put paid car parking and tolls in summer to stem the flow;
- The community is consistently paying for rubbish clean-up after peak periods;
- The people who come and use the facilities need to have a charge to pay for the clean-up costs. It cannot keep coming out of volunteer hours and time;
- Tolls could increase rubbish removal from beaches and could potentially pay for a ferry, which would be cheaper than driving on City Link and East Link;
- The State Government could help fund a ferry which could potentially go to Frankston and Mornington and would encourage tourists to exit directly at the beach;
- Point Nepean Road is a destination in its own right with commercial districts that run along the foreshore;

Extension to Speaking Time

Moved: Cr Celi
Seconded: Cr Brooks

That a two minute extension to the speaking time be granted to Mr Cameron Brown, in relation to the above matter.

Carried

- Northern townships such as Mornington run back from the beach. The southern peninsula is unique as the townships run along the foreshore. The destination is always the beach and the commercial districts on Point Nepean Road;
- If the Shire is forced to relinquish that road it would be extremely costly paying for maintenance;
- The traffic modelling shows Browns Road is below capacity and people are not using it, but Point Nepean Road is over capacity because it is a destination; and
- It needs to be considered when planning roads that if we put roads through that make it too easy, it will make life difficult as it will affect the economy, the social and the environment and we should be careful about steps forward inviting people to come.

2.1 (Cont.)

Mr Mark Ferguson

- The speaker wanted to limit his comments to the short term measures including the traffic calming on Browns Road, west of Dundas Street roundabout as he is a local resident in this area;
- This particular section of Browns Road has many concealed driveways, blind intersections and blind curves;
- The combination of these road conditions coupled with the increase in traffic over the past two years, particularly with the electronic signage, is directing waves of traffic down this section of road who do not take the right hand turn up to Dundas Street as they are supposed to, but instead continue on Browns Road onto Tasman Drive;
- All of these traffic conditions, the speed limit and increased traffic is now quite dangerous. It is very hard to make any turns out of side streets or driveways into Browns Road because of low visibility;
- The road conditions are similar or slightly worse than south of the Dundas Street roundabout, yet that is a 60 kilometres per hour speed limit, however it is 70 kilometres per hour speed limit for the first 1.5 kilometres of Browns Road; and
- The speed limit in this section should be lowered for safety to 60 kilometres per hour as a maximum, but 50 kilometres per hour would be better to discourage traffic and as it eventually becomes 50 kilometres per hour in Tasman Drive.

Mr Ian Renwick

- The speaker is a resident of Cape Schanck, member of the Friends of Cape Schanck group and also responded to a community survey in 2015 about traffic issues on Boneo Road;
- The speaker focussed on the section of the study relating to the area bounded by Boneo Road and the start of the freeway at Jetty Road;
- Friends of Cape Schanck sought and established the Boneo Road Consultation Group with the Shire at a meeting in 2016. The VicRoads representative advised they would add sealing of shoulders on Boneo Road between Rosebud and Cape Schanck but this has not progressed;
- Given the significance that Boneo Road is the main means of travelling between the southern peninsula and Flinders, and the higher vehicle and bike traffic, it is surprising that Truemans Road has sealed shoulders and not Boneo Road;
- The number of cyclists that use Boneo Road holds up traffic due to the shoulders not being sealed;
- At the same meeting in 2016, a key tourism strategy was to disperse traffic into the key peninsula hinterland using local roads. Whilst within the study area there is no consideration for improving the useability and most importantly the safety of the degraded section of Boneo Road between Browns Road and Cape Schanck;
- This is the only access or escape route for most users, residents, businesses, tourists, RACV resort visitors, Boneo School and sporting groups;

2.1 (Cont.)

- Considering the current investigation and traffic congestion management options, the Friends of Cape Schanck supports the following options:
 - The construction of a grade separated interchange at Jetty Road to replace the existing roundabouts;
 - To utilise the existing ramps on either side of Jetty Road as the intention was always for the freeway to be a fly-over and it should be progressed forward; and
 - Upgrade the Jetty Road to Boneo Road section of freeway from an arterial road to a divided freeway with two lanes in each direction;

Extension to Speaking Time

Moved: Cr Brooks

Seconded: Cr Martin

That a two minute extension to the speaking time be granted to Mr Ian Renwick, in relation to the above matter.

Carried

- Long term option involving duplication of Boneo Road south of the existing duplication and sealed shoulders and the upgrade of the Browns Road/Boneo Road roundabout should be prioritised; and
- Long term Option Three consisting of the diversion of the existing Mornington Peninsula freeway along the Old Cape Schanck Road is worthy of consideration, but concerned with loss of open space and wildlife corridors and access back onto the freeway;
- Further funding is required to really fix the issue however this is unlikely unless we become a marginal State and Federal seat.

Mr Guy Mayer

- The speaker is concerned that the Freeway is to be built on his property;
- Concerned that there has been no consultation with land owners affected by these recommendations prior to releasing the report;
- The Mornington Peninsula is not a growth corridor;
- The speaker suggested there has been a breach in the Shire code of conduct as there are four Vegetation and Environmental Significance overlays currently on property, however he believes the report indicates these do not seem to apply to Council;
- The speaker does not agree with the process of acquiring properties without prior consultation with land owners;
- If we increase the road capacity and lower speed limits, you will get more cars down here. The speaker was unclear on what the issue was, whether you want more cars or fewer cars down here;
- Congestion is a fact of life;

2.1 (Cont.)

Extension to Speaking Time

Moved: Cr Celi
Seconded: Cr Brooks

That a two minute extension to the speaking time be granted to Mr Guy Mayer, in relation to the above matter.

Carried

- The speaker suggested an alternative is just to do nothing; and
- If we just allow more cars, we will have more congestion.

Ms Tiffany Wills

- The speaker is representing her 83 year old mother-in-law, family, residents, holiday makers and other pedestrians;
- Point Nepean Road is horrendous for many, but believes it to be worse for those in Tootgarook, Rye and Capel Sound precincts;
- Does not think we should extend the freeway due to the existing excessive congestion;
- The report has a high focus on reducing travel times to Sorrento, not on creating safer routes for pedestrians and does not believe that safe pedestrian access to public transport has been considered;
- The number of cars in both peak and non-peak time should be enough to justify duplication;
- The speaker, and others, are constantly running the gauntlet to cross Point Nepean Road at peak times and believes that more pedestrian crossings required;
- Suggested that Council and VicRoads slow down traffic on Point Nepean Road, including installation of Zebra crossings required at all bus stops, and has lobbied for many years;

Extension to Speaking Time

Moved: Cr Martin
Seconded: Cr Brooks

That a two minute extension to the speaking time be granted to Ms Wills, in relation to the above matter.

Carried

- A reduction in the speed limit on Point Nepean Road would be enough to encourage use of alternative roads which are currently under-utilised; and
- The speaker suggested that more enforcement of speed limits by Victoria Police is required.

2.1 (Cont.)

Mr Russell Joseph

- Traffic congestion on the southern peninsula is getting worse and he complimented the Shire on addressing this issue with the public;
- Has earlier organised non-partisan discussions with the Shire and various community groups so that residents from Rosebud, Rye and Blairgowrie and beyond can discuss if the existing road reserve should be completed from Jetty Road to Melbourne Road;
- There has been no commitment from the State Government over the last 20 years to progress an arterial road on this road reserve;
- The environmental significance of the Tootgarook Wetlands and the road reserve between Boneo Road and Dundas street has been better understood and is now a highly valued asset;
- The Shire purchased the Tootgarook Wetlands to conserve it;
- The townships of Rosebud, Rye and Blairgowrie have been developed around this road reserve, removing it will be costly;
- The criteria for realignment needs to include the preservation of productive agricultural land and land conservation while improving the amenity of residents, visitors and emergency services;
- One obvious solution to ease traffic congestion is to focus on Browns Road, and intersections on Browns Road, Boneo Road, Truemans Road and Dundas Street to ensure they flow at busy times;
- Continue Browns Road through to Dundas Street and connect to the existing road reserve;
- Engagement of VicRoads is imperative in this process, together with the Shire and the community; and

Extension to Speaking Time

Moved: Cr Brooks

Seconded: Cr Celi

That a two minute extension to the speaking time be granted to Mr Russell Joseph, in relation to the above matter.

Carried

- If elected to the Victorian Parliament the speaker will do everything possible can to bring VicRoads to the table to work out a better long term solution.

Mr Mark Hillen

- The speaker has lived on the Mornington Peninsula since 1984;
- Drivers want to get to their destination as quick as possible, slowing drivers down will not stop congestion;
- Made reference to the Traffix and BMT reports.

2.1 (Cont.)

- Does not agree with the BMT recommendation for financial incentives for private landholders to undertake environmentally beneficial works which is an apparent conflict of interest as wetland landholders contributed to the BMT report. BMT encourages public entry for financial gain by wetland landowners suggesting use of the land as a business opportunity. This will draw more traffic and more visitors
- The VicRoads reserve represents 1-3% of the Wetlands, at the northern end;

Extension to Speaking Time

Moved: Cr Martin
Seconded: Cr Brooks

That a two minute extension to the speaking time be granted to Mr Mark Hillen, in relation to the above matter.

Carried

- The creation of the reserve more than 30 years ago by VicRoads showed foresight on their part to plan their reserve;
- Direct route utilising the freeway reserve is the best option and can be built sympathetic to the conservation of the wetland, reducing pollution and improving traffic flow.

MOTION

Moved: Cr Fraser

That any further report be brought back to Council that will identify any affected green wedge land.

The Motion lapsed due to no Seconder

COMMITTEE DECISION

Moved: Cr Celi
Seconded: Cr Gill

1. **That the Forward Planning Committee notes the verbal submissions made by the community in relation to the Southern Peninsula Arterial Corridor Investigation.**
2. **That a summary of the submissions and survey results be brought to a Council meeting for consideration regarding the future direction of addressing congestion and arterial corridor planning on the southern peninsula.**
3. **To be referred for Council consideration that the exhibited report be amended to exclude any arterial corridor option that has an alignment through any green wedge private property.**

Carried

3 CONFIDENTIAL ITEMS

Nil.

4 MEETING CLOSE

As there was no further business, the meeting closed at 8.28pm.

Confirmed this 14th day of November 2018

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Cr Sam Hearn, Chairman - Forward Planning Committee