

## Planning and Providing Our Infrastructure

Item: 13.05

Subject: WAUCHOPE TRAFFIC MANAGEMENT STRATEGY

Presented by: Infrastructure & Asset Management, Jeffery Sharp

### Alignment with Delivery Program

5.1.1 Plan, investigate, design and construct road and transport assets which include pedestrian, cyclist and vehicular needs.

### RECOMMENDATION

That Council:

1. Defer all broader Wauchope Traffic Management planning until the upcoming Local Government Area Traffic Study is complete and the outcomes of the Oxley Highway Corridor Strategy and Oxley Highway Safety Review are known.
2. Develop a main street plan for High Street through the town centre, coordinated by Council's Place Making team, having regard to the principles outlined in the Roads and Maritime Service's document, *Sharing the Main Street - A Practitioners' Guide to Managing the Road Environment and Traffic Routes Through Commercial Centres Sharing the Main Street*.
3. Progress planning for the various short and medium term actions that were strongly supported through the engagement process and are warranted irrespective of outcomes of broader planning:
  - Plan the upgrade of the Beechwood Road / Waugh Street intersection
  - Plan the upgrade of the Cameron Street / Blackbutt Drive intersection
  - Plan the upgrade of the High Street / Blackbutt Drive intersection
  - Plan the upgrade of the Young Street / Campbell Street / Waugh Street intersection
4. Discontinue any future consideration of:
  - Changing the one-way direction of traffic flow on Oxley Lane
  - Examining the feasibility of Bain Street as an alternative east-west through route, including a new road connection from Beechwood Road
5. Accept the Roads and Maritime Service's position that the following actions will not be considered by the Roads and Maritime Service in the short or medium term and are not financially or practically viable:
  - Oxley Highway bypass of Wauchope, either to the north or south of the town
  - Replacement of the Oxley Highway level crossing with a flyover

## Planning and Providing Our Infrastructure

### Executive Summary

This report is to provide Council with the outcome of the review and assessment of the community response to the proposals within the draft Wauchope traffic Management Strategy following community exhibition and community meeting.

As can be seen from the recommendations, information and discussion presented for Council's consideration within this report, the community engagement process undertaken to date has not provided clear data with which to prepare a final Wauchope Traffic Management Strategy.

Given a number of critical planning documents are still to be completed and released by the RMS for the Oxley Highway, and that Council is also undertaking a Local Government Area Wide Study including long term traffic models preparation of an overall traffic strategy for Wauchope at this time would be premature. The RMS have also provided specific clarification to a number of issues and the details are contained within the body of the report. In general there is no planning for any works/upgrades to the Oxley Highway in the short or medium term.

The RMS will however support Council's efforts to improve the pedestrian amenity and safety of High Street through the town centre. They have provided \$20,000 in funding for the investigation and development of a suitable scheme, and may provide further funding for implementation.

Through the engagement process it was identified that there are a few intersection treatments/upgrades that were supported but have no specific impact on an overall traffic strategy that can be planned for future implementation separately to a wider traffic strategy.

### Discussion

#### Introduction

Over the last few years Council has been developing a Wauchope Traffic Management Strategy with a primary aim of reducing traffic, particularly heavy vehicles, through the core of Wauchope town centre. Most recently this involved a community engagement process in February/March 2014. The outcomes of the process were inconclusive both in response to the technical measures proposed and the engagement process itself.

This report recommends an appropriate approach for moving forward in the development of a Wauchope Traffic Management Strategy.

This report should be read in conjunction with recent Council reports on the issue:

21 May 2014	Update on Wauchope Traffic Management Strategy
16 October 2013	Wauchope Traffic Management Strategy
15 May 2013	Wauchope CBD Road Bypass
20 February 2013	Wauchope Town Centre Road Bypass

Planning and Providing Our Infrastructure

Note: The term “link road” generally refers to a proposed road connection from High Street at the railway line immediately west of the level crossing to Cameron Street opposite Oxley Lane. One of the options is illustrated below.



The term “Wauchope Optional Deviation” or “Southern Deviation Route” refers to the entire route from High Street at the railway line via the proposed link road, then via Cameron Street and Blackbutt Drive to the Oxley Highway.

Options

Council has a number of options available in considering the future direction of the subject of this report, such as continue on and determine an outcome from the recent engagement process, await further information from the overall traffic study with RMS input or totally shelve all options and outcomes from the Wauchope Traffic Management Study.

Staff have considered all these options in presenting the information contained within and consider that the recommendations presented best meet the overall intent and outcome of the current issues.

Community Engagement & Internal Consultation

Recent Engagement Process

A history of the recent engagement process is summarised below:

7 August 2013	Councillor Briefing session
27 August 2013	Stakeholder workshop



## Planning and Providing Our Infrastructure

16 October 2013	Report to Council Meeting. Council resolution:  1. Note the contents of the report including the comments and response from the workshop as part of the document. 2. Place on exhibition the Wauchope Traffic Management Strategy report inviting community comment, noting the exhibition will include a community and stakeholder information session. 3. Following exhibition, receive a further report detailing the feedback from the exhibition and recommendations to progress actions for the Wauchope Traffic Management Strategy.
5 February 2014	Media release advising of the public exhibition and community meeting
17 February 2014	Public exhibition of draft Wauchope Traffic Management Strategy commenced
20 February 2014	Community meeting
21 March 2014	Public exhibition period closed
21 May 2014	Report to Council Meeting outlining current progress of the assessment of submissions from the public exhibition. Council resolution that the report be noted.
30 July 2014	Councillor Briefing session following assessment of public exhibition submissions and review of the process to date.

### Issues with Engagement Process

Following the community exhibition period and community meeting Council received a large number of single submissions and petitions, as well as considerable information completed at the community meeting.

Results of the questionnaire completed by approximately 85 people at the workshop are included as an attachment. Note that some people did not respond to all 18 questions and others in attendance did not complete a questionnaire.

A large volume of written submissions were received, as well as the collection of information created at the engagement evening in Wauchope. The original submissions and surveys are provided as an attachment to this report, as are the summary assessments of the responses provided on the proposals.

Assessment of the information received through the community engagement process into precise and clear data has been difficult due to:

- The combined submissions received during the exhibition totals 233 pages.
- A number of form petitions were received and these contain duplications.
- Additional form petitions were received after the closing of submissions.
- The intent of some of these petitions is unclear as some form sheets have specific information redacted (blacked out) from the submission sheet.
- 85 questionnaires were completed at the community meeting; however this did not represent all of the approximately 120 people in attendance.

## Planning and Providing Our Infrastructure

- Submissions have been received both before and after the formal exhibition period.
- Multiple submissions have been received from some people.
- Many of the submissions relate only to an objection to the installation of traffic signals at the intersection of High Street / Cameron Street and provide no commentary on the remainder of traffic management options provided in the draft strategy.
- The vague nature of some responses.
- The generalist nature of some of the options makes it difficult for the community to give decisive feedback.

In addition, a number of responses received were not centred around a response to the draft Traffic Management Strategy but instead focused on the community engagement process:

- Some have the view that the process has been flawed and that the community has not been given an opportunity to openly voice their issues. This relates both to the formal exhibition period and community meeting, and also the stakeholder workshop in August 2013.
- Others, however, have expressed the view that the community engagement process has been dominated by a small minority and that any findings may not be representative of the broader community. In particular, some felt intimidated at the community meeting and were not able to freely express their opinions.
- Some have asked why previous investigations and studies seem to have been largely disregarded.

Regardless of the differing views provided on the engagement process undertaken to date, it is evident that the process has not provided the outcomes that Council was seeking to achieve, in particular providing clear data upon which Council can make firm decisions.

### Discussion

A review of the community engagement process was carried out with all staff involved. Following an assessment of the information received through the engagement process and a review of the process itself, a number of questions need to be considered, including:

- Is the information received useful in assisting to determine an overall strategy for managing traffic within Wauchope and surrounds?
- How representative is the data and information received?
- Where information is lacking or unclear how can we gain that information in a form that is useful in determining future actions?
- Is the draft traffic management strategy actually responding to the main issues the local community has with traffic in and around Wauchope?
- If not, should the current process be stopped and the entire project revised or potentially started again from the beginning?
- If the process is started from the beginning, can the recently gathered information be used to assist in a new process and how does Council respond to the current submissions that people have taken time to make?

## Planning and Providing Our Infrastructure

- What form should further community engagement processes take, ensuring all residents can feel free to make their comment and to have as many people involved and representative of the entire community as possible?

### Conclusions from Engagement Process

Notwithstanding the issues associated with the community engagement process, the following can be concluded from the submissions received:

#### *General Comment / Statement*

- On-street parking is critical to the operation of the town centre.
- The High Street / Cameron Street roundabout and associated landscaping is an attractive and important component of the Wauchope streetscape.
- The community has diverse views on the allocation of the available and finite High Street road reserve in terms of a balance between footpath width, on-street parking and number of traffic lanes.
- There appears to be reasonable support for accepting relatively high traffic flows through the town centre, including an acceptance of the traffic congestion that occurs during peak periods, as a necessary aspect of a vibrant main street for a town the size of Wauchope. This view appears to be partly attributable to the fact that heavy vehicle volumes have reduced over the last 10 or 20 years.

#### *Matters Supported*

- There is strong support to improve conditions for pedestrians through the town centre with a focus on possible changes to the two existing zebra crossings.
- The current direction of traffic flow on Oxley Lane is appropriate.
- A roundabout at the intersection of Beechwood Road / Waugh Street is supported.

#### *Matters Not Supported*

- Traffic signals at the High Street / Cameron Street intersection is not supported, at least in the short term.
- Use of Bain Street as an alternative east-west traffic route is not supported.

The engagement highlighted that, in any future engagement process, Council needs to clearly explain to the community the following:

- The likely traffic conditions in 10 or 20 years time as a result of growth in the Wauchope area and that "Do nothing" is likely to have undesirable consequences.
- The reasons for abandoning plans for a two-way link road between High Street at the railway line and Cameron Street.
- The reasons why a full Wauchope bypass and railway overpass are not realistic options.
- The High Street road reserve between property boundaries is a finite width and there needs to be trade-off between footpath width, on-street parking and number of traffic lanes.
- The rationale for considering traffic signals as a future control for the High Street / Cameron Street intersection.

## Planning and Providing Our Infrastructure

- The lengthy time involved in the process of preliminary investigation, concept design, detailed design and final construction of a major project such as a new road connection or traffic signals; and the need to undertake advance planning.
- The relationship between RMS and Council in managing traffic in and around Wauchope.

### History of Traffic Management Planning for Wauchope

The broader history of traffic management planning for Wauchope is briefly described below.

#### *Wauchope Traffic Study, ERM Mitchell McCotter for Council, 1996*

- Identified the need for a streetscape approach to High Street through the town centre.
- Identified the need to investigate a town centre bypass as a long term option but highlighted that approximately only 20% of traffic through the town centre is potentially “bypassable” traffic.
- Recommended the installation of a roundabout at the High Street / Cameron Street intersection and this was subsequently installed. Pedestrian zebra crossings were also subsequently relocated.
- A roundabout at the intersection of High Street / Hastings Street was also recommended as a longer term action but this has never been implemented.
- Recommended further investigation of a two-way link between High Street at the railway line and Cameron Street.

#### *Wauchope CBD Master Plan, 2005*

- Development of a streetscape plan for High Street including pedestrian crossings, angle parking on the southern side of the road and concept design for improvements to the High Street / Hastings Street intersection. The latter involved retention of a give way arrangement with kerb extensions rather than a roundabout as proposed in the 1996 study.
- Report recommended that streetscape actions can only be implemented if town centre traffic volumes are reduced by implementing the southern deviation route.

#### *Oxley Highway Deviation Study, TTM for Council, 2008*

- Investigated the southern deviation route including the two-way link road from the railway line to Cameron Street, Cameron Street and Blackbutt Drive to High Street.
- Highlighted future traffic generation particularly from the Yippin Creek residential land release area.
- Concluded that the deviation project would attract sufficient traffic to make it a worthwhile project.
- An issue with the two-way link road option is the compromise in safety and efficiency of High Street at the level crossing.

#### *Wauchope Framework Plan, Council, 2009*

- Prepared on the basis that the link road would occur within five years.

## Planning and Providing Our Infrastructure

- Highlighted that the roundabout at the intersection of High Street / Cameron Street creates issues for pedestrians.
- Highlighted that vehicle movement dominates the town centre streetscape with a wide carriageway and little opportunity for wide footpaths, outdoor retailing uses, landscape or trees.

### *Wauchope Optional Deviation - Review of Environmental Factors, 2010*

- The 2008 TTM report formed an appendix to the Review of Environmental Factors (REF).
- Found that the 'Do nothing' option would result in significant traffic congestion in the town centre in the future resulting in a decrease in amenity.
- Council determined that a full Wauchope bypass was not financially viable and given the current and 20 year projected traffic volumes was not warranted.
- The REF found that the proposed construction of a new road between High Street and Cameron Street, the intersection improvements and other minor works associated with the proposed deviation route is unlikely to have a significant detrimental effect on the environment.

### *Wauchope's Strategic Study, AECOM for Roads and Maritime Services, 2012*

- RMS commissioned AECOM to undertake an independent traffic study adopting a network approach rather than solely focussing on the link road.
- Expressed concern that the TTM model overestimated the proportion of trips that would be attracted to the link road.
- Supported the TTM 2008 view that the link road would introduce a new conflict point at the level crossing site with minimal improvements to the long term safety and efficiency of the wider road network.
- Found that the new High Street / Link Road intersection adjacent to the railway line would fail to accommodate forecast traffic volumes due to problems with the right turn for eastbound traffic.
- Found that a variation of the link road concept, a one-way westbound option, is technically feasible. This, however, may not meet Council's objectives of significantly reducing traffic flows on High Street through the town centre.
- Found that, based on the current road network, the High Street / Cameron Street roundabout would experience considerable congestion at peak periods well before 2028. This impact would be largely unchanged by a one-way westbound link road.
- Recommended traffic signals at the High Street / Cameron Street intersection as a means of distributing some traffic away from the town centre, improving pedestrian safety and addressing capacity constraints of the existing roundabout.

### The "Road Authority"

The Oxley Highway (known as High Street through Wauchope) is a State Road whilst all other roads in and around Wauchope are Local roads. Roads and Maritime Services (RMS) therefore exercises the function of Road Authority for High Street. In practice, RMS is responsible for managing and maintaining efficient traffic flow, whilst Council is responsible for managing on-street parking, footpaths and the broader streetscape environment.

## Planning and Providing Our Infrastructure

RMS consent is required for any works proposed by Council that will alter the physical infrastructure or traffic regulation on the highway. RMS are therefore unlikely to approve any works that have a significant impact on Oxley Highway traffic flow. In addition, Council cannot perform construction or maintenance work on the Oxley Highway travel lanes because we are not approved contractors.

Council exercises the function of Road Authority for all other roads in Wauchope. This means that Council can implement traffic management devices such as roundabouts, subject to the approval of the Local Traffic Committee.

### Roads and Maritime Services Position

Following the completion of the community engagement process, Council has requested Roads and Maritime Services (RMS) clarify their position on a number of key issues. Their response is summarised below:

- An Oxley Highway bypass of Wauchope, which would be the responsibility of RMS, either to the north or south of the town, is not being considered in the short or medium term.
- Replacement of the Oxley Highway level crossing with a flyover is not being considered in the short or medium term.
- The *Oxley Highway Corridor Strategy* and *Oxley Highway Safety Review*, which both relate to the entire Oxley Highway corridor from Port Macquarie to the Newell Highway, will be released in late 2014 and may provide relevant information for Wauchope traffic management considerations.
- RMS supports Council's efforts to improve the pedestrian amenity and safety of High Street through the town centre. They have provided \$20,000 in funding for the investigation and development of a suitable scheme, and may provide further funding for implementation.
- Traffic signals are not currently warranted at the High Street / Cameron Street intersection and it is RMS practice to extend the functional life of an asset as much as possible. RMS highlight, however, that traffic signals may be an appropriate treatment in the future if and when traffic and pedestrian volumes increase.

### Technical Discussion

On the basis of the findings of the community engagement process, the previous traffic studies and recent advice from the RMS, the following is a technical discussion in relation to a number of key issues.

#### *Wauchope Outer Bypass*

Only a small proportion of High Street traffic is actually Oxley Highway 'through' traffic that is seeking to completely bypass Wauchope. The majority of truck traffic has an origin or destination in and around Wauchope. A full bypass would not be economically viable because it would not attract enough traffic to justify the cost of construction. RMS have repeatedly stated that they have no intention of investigating a full bypass. These are usually only considered for 'M' or 'A' class routes (e.g. Pacific Hwy M1/A1, New England Hwy A15 etc) and not 'B' routes (e.g. Oxley Hwy B56).

## Planning and Providing Our Infrastructure

### *Flyover of Railway Line*

Due to the flat nature of the area around the railway line, with the main roads and railway line at the same level, an Oxley Highway flyover of the railway line would need long approach ramps to obtain the necessary 4.8m clearance over the railway tracks. Such a bridge would be very costly to construct and would involve significant land acquisition. It would have major impacts on existing land uses in Wauchope and would completely change the aesthetic character of the town.

### *High Street to Cameron Street Link Road*

A link road between High Street immediately west of the railway line and Cameron Street would only remove a small proportion of traffic from the town centre. This is because the majority of town centre traffic either has a trip purpose within the town centre itself, or is generated from the north-western areas such as Yippin Creek, Riverbreeze, Beechwood and beyond. The link would mainly be utilised by traffic that is seeking to completely bypass Wauchope or is generated from the southern residential areas or the industrial zone.

TTM (2008) found that the two-way link road option would compromise the safety and efficiency of High Street and the level crossing. AECOM (2012) supported this view finding that the link road would introduce a new conflict point at the level crossing site with minimal improvements to the long term safety and efficiency of the wider road network. The intersection with Cameron Street would not have sufficient capacity in the future to accommodate right turn movements.

Council staff and the RMS are of the view that the two-way link road option is not technically feasible because of constraints in the vicinity of the level crossing, and the unacceptable safety risks. However, AECOM confirmed that a one-way westbound link road option is possible because it eliminates the difficult right turn movement for eastbound traffic at the railway line. Two sub-options are possible: an all-movement intersection at Cameron Street or a banning of the right turn from the link road into Cameron Street. Such options, however, may not sufficiently reduce traffic through the town centre to justify the cost of construction.

Council staff and the RMS are of the view that a one-way link road option is worthy of further consideration.

### *High Street through the Town Centre*

Current traffic volumes in the Wauchope area are included as an attachment. Inspection of both current and historical data shows that traffic growth and movement is largely centred around movements to the east of Wauchope (i.e. between Wauchope and the Pacific Highway and Port Macquarie). It also shows that a considerable proportion of large trucks already avoid the town centre and that truck volumes have not increased significantly over the last 20 years. It is likely these growth trends will continue as development occurs in and around Wauchope.

Town centre environments are complex locations requiring a balanced approach to a range of issues. A possible way forward would be to develop a number of main street masterplan options for High Street between Hastings Street and Wallace Street. The RMS document, *Sharing the Main Street - A Practitioners' Guide to Managing the*

## Planning and Providing Our Infrastructure

*Road Environment and Traffic Routes Through Commercial Centres*<sup>1</sup>, is an appropriate guide to follow. It highlights the complex balance between the movement function and the frontage access function of a main street, recognising that people using these areas have a range of needs:

- Pedestrians need to be able to cross safely and conveniently;
- Visitors need to be able to park;
- Motorists and cyclists need to be able to move safely through the centre;
- Businesses need to attract customers;
- Transport operators need space for loading and unloading;
- People with impairment need to be able to use the area safely and comfortably;
- The community needs an attractive and safe centre to visit and to meet; and
- Public authorities need to keep costs down.

Such masterplan options would give the community a tangible basis to evaluate the impacts on safety, traffic flow, parking, landscaping/streetscape, footpaths, pedestrian crossings, buses, business impacts etc. A multi-disciplinary **Place Making** process is suggested to bring together disciplines such as urban design, transport planning, development planning, design engineering etc with the whole community not just those with personal interests.

### Options for Future Engagement

The proposed Wauchope Traffic Management Strategy as publicly exhibited in February/March 2014 is a complex mix of short, medium and long term actions. It is unlikely that an overall strategy can be easily adopted and therefore moving forward may involve a range of separate or linked actions. The following table discusses a number of possible actions considered in leading to a proposed recommendation.

<sup>1</sup> [http://roadsafety.transport.nsw.gov.au/downloads/sharingthemainstreet\\_dl1.html](http://roadsafety.transport.nsw.gov.au/downloads/sharingthemainstreet_dl1.html)

## Planning and Providing Our Infrastructure

Potential Action	Description	Discussion
1	Use the results of the recent community engagement process to develop a final Traffic Management Strategy	Not recommended because: <ol style="list-style-type: none"> <li>1. Various short, medium and long term actions cannot be treated as one overall action.</li> <li>2. Engagement process to date has had a number of shortcomings.</li> </ol>
2	Abandon ongoing planning for the Wauchope Traffic Management Strategy actions	<ul style="list-style-type: none"> <li>• May be an appropriate course of action in the short term but Council has an ongoing responsibility for transport planning across the region.</li> <li>• Some individual actions could be further progressed as discussed below.</li> </ul>
3	Re-start the Traffic Management Strategy process from the beginning	<ul style="list-style-type: none"> <li>• May be an appropriate course of action but need to determine what to do with information gained through the recent process.</li> </ul>
4	Defer all broader Wauchope Traffic Management planning until the upcoming LGA Traffic Study is complete and the outcomes of the Oxley Highway Corridor Strategy and Oxley Highway Safety Review are known	<ul style="list-style-type: none"> <li>• Wauchope traffic management issues would be addressed in a holistic manner based on current data, detailed traffic modelling and testing of various options.</li> <li>• The LGA Traffic Study will take approximately 2 years to complete.</li> </ul>
5	Proceed with further planning for the link road but as a one-way westbound link only from High Street to Cameron Street	<ul style="list-style-type: none"> <li>• A one-way westbound link may be feasible subject to further testing and assessment of the project benefits versus the project costs.</li> </ul>
6	Develop a main street plan for High Street through the town centre adopting principles outlined in the <i>Sharing the Main Street</i> document	<ul style="list-style-type: none"> <li>• Project could be undertaken as a <i>Place Making</i> project.</li> <li>• RMS have expressed a willingness to support this action, particularly with a view to improving pedestrian amenity and safety.</li> </ul>

## Planning and Providing Our Infrastructure

Potential Action	Description	Discussion
7	Progress planning for the various low-cost short and medium term actions that were strongly supported through the engagement process, i.e: <ul style="list-style-type: none"> <li>• Upgrade the Beechwood Rd / Waugh St intersection (roundabout proposal specifically supported by RMS)</li> <li>• Upgrade the Cameron St / Blackbutt Dr intersection</li> <li>• Upgrade the High St / Blackbutt Dr intersection</li> <li>• Upgrade the Young St / Campbell St / Waugh St intersection</li> </ul>	<ul style="list-style-type: none"> <li>• Actions can be implemented in isolation from other elements of the Strategy and do not compromise any future traffic management options.</li> </ul>
8	Discontinue any future consideration of: <ul style="list-style-type: none"> <li>• Review the current one-way direction of traffic flow on Oxley Lane</li> <li>• Examine the feasibility of Bain Street as an alternative east-west through route, including a new road connection from Beechwood Road</li> </ul>	<ul style="list-style-type: none"> <li>• Recent engagement process indicated these are not preferred options.</li> <li>• Actions are not necessary for the future management of traffic in Wauchope.</li> </ul>
9	Accept the RMS position that the following actions will not be considered by the RMS in the short or medium term and are not financially or practically viable: <ul style="list-style-type: none"> <li>• Oxley Highway bypass of Wauchope, either to the north or south of the town</li> <li>• Replacement of the Oxley Highway level crossing with a flyover</li> </ul>	<ul style="list-style-type: none"> <li>• Eliminating these options from future consideration would enable clearer focus on developing realistic and financially viable solutions.</li> </ul>

On the basis of the discussion contained within the table above and elsewhere in this report, the following recommendations are proposed:

1. Defer all broader Wauchope Traffic Management planning until the upcoming LGA Traffic Study is complete and the outcomes of the Oxley Highway Corridor Strategy and Oxley Highway Safety Review are known.
2. Develop a main street plan for High Street through the town centre, coordinated by Council's Place Making team, having regard to the principles outlined in the *Sharing the Main Street* document.
3. Progress planning for the various short and medium term actions that were strongly supported through the engagement process and are warranted irrespective of outcomes of broader planning, i.e:
  - Upgrade the Beechwood Road / Waugh Street intersection
  - Upgrade the Cameron Street / Blackbutt Drive intersection
  - Upgrade the High Street / Blackbutt Drive intersection
  - Upgrade the Young Street / Campbell Street / Waugh Street intersection
4. Discontinue any future consideration of:
  - Changing the one-way direction of traffic flow on Oxley Lane
  - Examining the feasibility of Bain Street as an alternative east-west through route, including a new road connection from Beechwood Road

## Planning and Providing Our Infrastructure

5. Accept the RMS position that the following actions will not be considered by the RMS in the short or medium term and are not financially or practically viable:
  - Oxley Highway bypass of Wauchope, either to the north or south of the town
  - Replacement of the Oxley Highway level crossing with a flyover

### Planning & Policy Implications

Ongoing planning for a Wauchope Traffic Management Strategy is a core responsibility of Council. Good transport planning is necessary in:

- improving accessibility, mobility, transport choice and social equity
- supporting economic and regional development
- ensuring that efficient (and effective) land-use decisions are made
- improving road safety, social and environmental quality and fostering sustainability of infrastructure and the environment
- shaping patterns of development that support communities and neighbourhoods.

The proposed recommendations are consistent with the intent of Council's LGA Traffic Study which is currently in the development stage, and also Council's intention to adopt a Place Making approach for important community spaces such as town centres.

### Financial & Economic Implications

The LGA Traffic Study is funded in Council's 2014-15 Operational Plan. RMS have provided \$20,000 in funding for the investigation and development of a suitable scheme to improve the pedestrian amenity and safety of High Street through the town centre.

Traffic management works that may arise from the Strategy are currently unfunded. Investigation works for this project by Transport and Stormwater Network are also currently unfunded.

### Attachments

- 1 [View](#). Wauchope Traffic Volumes
- 2 [View](#). Short Term Actions Survey Summary
- 3 [View](#). Medium Term Actions Survey Summary
- 4 [View](#). Long Term Actions Survey Summary
- 5 [View](#). Combined Responses to the Draft Wauchope Traffic Management Strategy 2014
- 6 [View](#). Combined Submissions from the 2013 Stakeholder Meeting