

6.1. NOTICE OF MOTION - MOSSMAN TOWN CENTRE STREETSCAPE UPGRADES

COUNCILLOR: Cr David Carey

NOTICE OF MOTION:

I hereby give Notice of my intention to move the following Motion at the Council meeting scheduled for Tuesday 24th November 2015:-

"That as part of the 2015/16 capital works for upgrades to the Mossman town centre streetscape, works be carried out to remove the "pool type fencing" on the north east side of Front street at the approach to the footway over Parkers Creek and this fence be replaced for its total length by planting a suitable ornamental species which can be maintained as a hedge to a height of 1.0 to 1.5 metres.

That, in addition, if funding permits, the area of Council controlled land on the eastern side of the footpath in front of the property at 94 Front Street be beautified to bring it up to a standard commensurate with the Mossman "entry statement" areas located at South Mossman."

BACKGROUND:

On the northern approach to Parker's creek bridge on the east side of Front street Mossman there is a fence (of the pool fence variety) located adjacent to the footpath. The fence is evidently there to provide a barrier to pedestrians and cyclists straying inadvertently into the road side drain between the footpath and the road carriage way. This fence is in need of maintenance due to some of the fence panels coming away from the posts, making the fence itself unstable in parts and potentially a danger to passers-by.

The fence is also a visual eyesore and not befitting this location given it is essentially the entry to the Mossman town centre proper.

The motion proposes removal of the fence and the planting of a suitable flora species which can be maintained by routine trimming as a hedge to a height of 1.0 to 1.5 metres. A hedge would preserve the requirement for a safety barrier between the footpath and the road side drain for pedestrians and cyclists, but additionally would provide a much more befitting visually appealing "entry statement" to the Mossman town centre.

Whilst it is not my role to select an appropriate plant species I consider the following plants might represent just some that may prove suitable as a hedge if maintained with routine trimming and shaping once the plants are mature:

- Arctic snow (*Wrightia antidysenterica*)
- Lilly Pillies (*Syzygium australe* cultivars)
- Cape York Lily (*Curcuma australasica*)
- Ixoras (*Ixora* species)
- Croton (*Codiaeum variegatum*)
- Golden Thyralis (*Galphimia glauca*)
- Burgundy Caricature Plant (*Graptophyllum pictum*)
- Xanadu (*Philodendron Xanadu*)

I recognise that some modification to the lateral dimensions of the roadside drain may be necessary to accommodate sufficient planting area for the chosen species however I consider this would be relatively simple and inexpensive to achieve.

The second part of the motion proposes the area of Council controlled land in front of the property at 94 Front street be landscaped to a standard commensurate with that evident at South Mossman (opposite the roadhouse0) where a very attractive “entry statement” has been established and maintained by the Council’s staff. A similarly themed entry statement should be established on the north east side of Parker’s creek to present a visually appealing sense of arrival and first impression to the Mossman town centre proper. The Council already maintains this area however it is unkempt and in need of attention. A properly landscaped area will be easier and less costly to maintain long term.

The Council is expending a good deal of time and resources this financial year on the Mossman town centre upgrade, however if the first impression when arriving at the entrance to town centre is one of an ugly “pool fence” which is falling into a state of disrepair and a generally untidy adjacent area, this will, in my opinion, detract from the positive visual impression and ambience of the town centre itself.

CHIEF EXECUTIVE OFFICER'S COMMENT:

The road furniture within the vicinity of the Parkers Creek culvert crossing is shown in Figure 1 below. The photo shows guard rail on the western side of the road, a heavy tubular steel pedestrian fence over the culverts and the weldmesh fence along the footpath (the weldmesh fence can be seen more clearly in Figure 4 below).



Figure 1: Road layout looking north

Figure 2 below shows the existing pathway alignment as the path transitions over Parkers Creek culverts. The photo shows a small low level retaining wall along the eastern side of the path, some kerb and a culvert headwall in the table drain on the western side of the path.



Figure 2: Path layout looking south

Figure 3 and 4 below shows the existing weldmesh fence and the existing profile of the table drain which transports stormwater parallel to the path and road edge. The existing table drain has a 1 in 1 slope on the cut face between the path and the invert of the drain.



Figure 3: path layout looking north



Figure 4: road verge adjacent to the path (looking south)

Figure 5 below shows the existing sight distance from the residential driveway. The posted speed transitions from 70km/hr to 60km/hr at the end of the guardrail on the western side of the road.



Figure 5: Sight distance from residential driveway (looking south)

In assessing the proposal, Council officers reviewed the engineering requirements from the *Austrroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths*. Austrroads publications are the industry standard for road design across Australia and are also used by the Queensland Department of Transport and Main Roads (owners of the road corridor). Section 7 of the guide details the design requirements for clearances along pathways, batters and fencing.

Section 7.7.1 Clearances indicates that it is important for safe operation that adequate clearance is provided between bicycle operating spaces for cyclists travelling in opposite directions and between the cyclist operating spaces and potential hazards beside paths (e.g. fixed objects, vertical drops, steep batters).

The following guidelines should be applied for clearances between the cyclist operating spaces and potential hazards beside paths:

- Where both the areas beside the path and the path alignment are both relatively flat a lateral clearance of at least 1.0 m (0.5 m absolute minimum) should be provided between the edge of any path for cycling and any obstacle, which if struck may result in cyclists losing control or being injured. However, on high-speed paths it is most desirable to have a clearance considerably greater than 1.0 m.

Where a vertical drop or a steep batter exists or must be provided adjacent to the path the guidance in Section 7.7.2 should be applied.

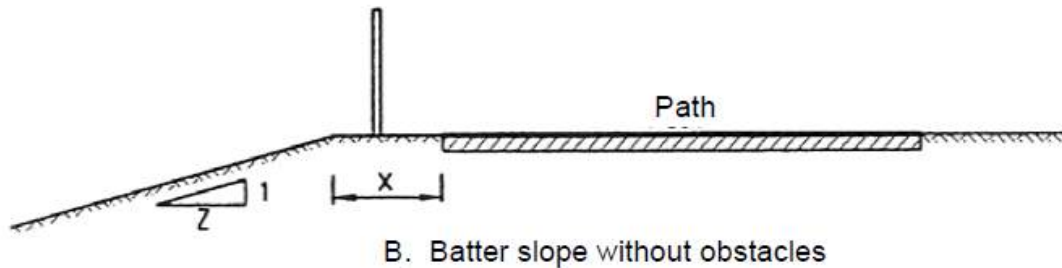
Obstacles beside paths include bushes, culvert end walls, trees and large rocks used in landscaping. Provided the design and end treatments are appropriate, or where extenuating circumstances exist, a lesser clearance may be acceptable for fences and other obstacles that have smooth features and are aligned parallel to the path (0.3 m absolute minimum).

Additionally, *Section 7.7.2 Batters and Fences* states that the installation of a fence at the side of a path used by cyclists is desirable where:

- there is a steep batter or large vertical drop located in close proximity to the path;
- the path is adjacent to an arterial road and it is necessary to restrict cyclist access to the road;
- a bridge or culvert exists on a path;
- a hazard exists adjacent to a particular bicycle facility;
- cyclists are likely to be 'blazing a separate trail' at an intersection between paths or around a path terminal.

Figure 7.4 provides a specific recommendation for the provision of a fence on a path in close proximity to a steep batter or vertical drop. In addition to those referred to in the figure, other circumstances may exist where it may be desirable to erect fences even if provision is not required by the figure (e.g. a curving path alignment, located in the vicinity of batters or a drop-off, bridges). Figure 7.4 highlights the circumstances in which either a partial barrier fence (refer to Figure 7.5), or a full barrier fence (refer to Figure 7.6) or equivalent form of protection should be used. These barriers are intended to prevent access to a slope or to a fall away from a path or other riding surface, where injury might otherwise be expected in the event of a cyclist riding inadvertently off the line of a path.

Similar or even more stringent measures may be required adjacent to roads. Where a batter or fall is located in close proximity to a road, designers should have regard for the requirements of Figure 7.4, particularly where no kerb exists at the edge of a road. However, the actual measures required should be decided upon with consideration of all road users and of the particular circumstances.



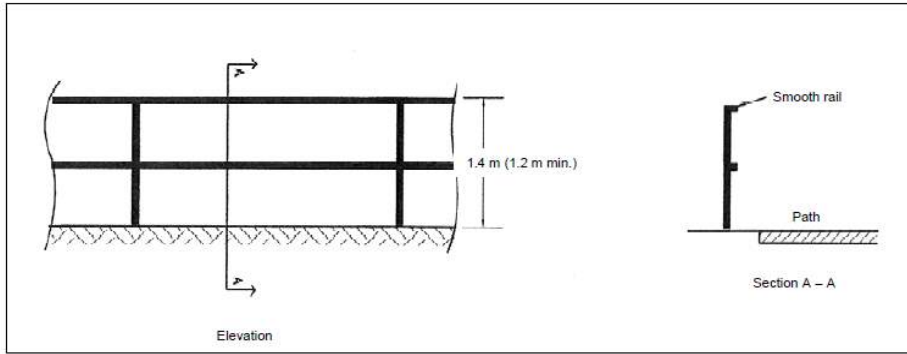
	X (metres)	Z (metres)
Fence not required	<1 1 to 5	>8 >3
Partial barrier fence required	<5	1 to 3
Full barrier fence required	<5	<1

Figure 7.4 Requirements for fence barriers at batters and vertical drops

Based on the above information, a desirable minimum of 0.5m is required between the edge of the path and an obstacle. An obstacle can include bushes, culvert end walls, trees and large rocks used in landscaping.

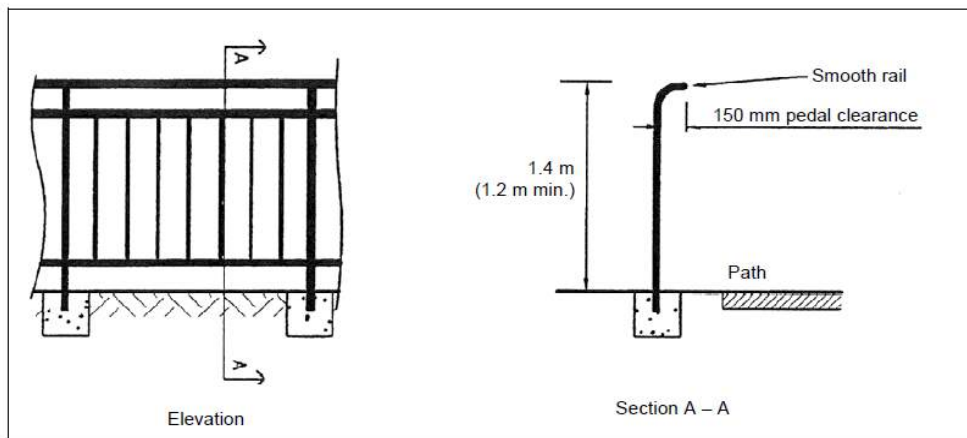
The proposal is to plant a hedge along this path and to remove the weldmesh fence. The design guide states that bushes and trees are considered obstacles. There is not sufficient room between the edge of the path and the top of the cut table drain batter to plant and hedge trees; and to maintain a 0.5m clearance. Additionally, the low retaining wall on the eastern side of the path and the timber power pole, it is not practical to realign the path away from the table drain.

Given the existing infrastructure in the area and the batter slope of the existing table drain, a partial barrier fence is required along this path edge. Figure 7.5 shows the type of partial barrier required. The partial barrier also needs to be located approximately 0.5m off the edge of the path to ensure compliance with the current guide. The existing weldmesh fence does not comply with the current guide and should be removed and replaced.



Note: Desirable fence height is generally 1.4 m. Minimum of 1.2 m may be used where severity of hazard is considered to be low.
Source: Based Austroads (1999).

Figure 7.5: Example of a partial barrier fence details



Note: Desirable fence height is generally 1.4 m. Minimum of 1.2 m may be used where severity of hazard is considered to be low.
Source: Austroads (1999).

Figure 7.6: Example of a full barrier fence details

The proposal to landscape along the frontage of house number 94 can be included in the maintenance program and landscaping of this nature is not a capital expense.

9.0 CLOSED SESSION AGENDA ITEMS

- 9.1 *Prejudicial Matter S275 (1) (H) Local Government Regulation 2012 - **Community Support Program (CSP) Funding***
- 9.2 *Prejudicial Matter S275 (1) (H) Local Government Regulation 2012 - **Event Funding Program (EFP) Funding Recommendations 2015 - 2016***
- 9.3 *Prejudicial Matter S275 (1) (H) Local Government Regulation 2012 - **Request to Amend Current Crocodile Trophy Resource and Performance Agreement***