

Facilitator: Catherine Gillespie

Facilitator – Scattered around the room a copies of plans of Options 1 and 2 and photocopies available at the front of the room.

Acknowledge presence of a number of people as well as local community members: Sarah Henderson, Richard Riordan and Bev McArthur visited but had to go to another meeting.

Introduced Councillors present. Cr David Evans was an apology.

Introduced CEO. Eric Braslis and Director of Assets and Amenities Greg Anders and other Council staff

Questions and Responses

John: In relation to the structure plan and in relation to this, the feedback the Community provided to Council was shared on the website, is that going to be the same for this process?

Facilitator: Yes I believe so. I will have that confirmed and get back to you

Jacob: Before we get to the hot spot, I will just cover off on some of the points Sarah raised about concerns about car parking and the functionality of the streetscape. First of all, the car parking with Option 1 on the north side it doesn't actually lose any car parking at all so it stays the same as it is right now. The only difference is that you actually do get the pedestrian crossing access as part of the design.

That's not correct we do lose car parks on the north side of the road

Jacob: In Option 1. So we've looked at that carefully and (*other person: Option 2 is the same*) they both retain the same number. If that is incorrect you can show me where. There is actually still space to potentially squeeze in more but it would mean less landscaping and potentially not having a safe area for pedestrians to cross so you might gain one more car park because I have specifically looked at that to make sure there was no car parking loss on the north side.

Facilitator: If you do still have concerns about the car parking it is certainly feedback you could provide for consideration.

Jacob: If that is correct I would certainly be concerned because I don't intend to reduce car parking on the north side and that would be a mistake.

On the question of pedestrian safety, I note that there is a shared bike path going right past the front door of the general store and we would have around 500 people a day going in and out through that door and you've got mums with prams, you've got toddlers, you've got the elderly with walking sticks, walking frames

Facilitator: We might leave this at the moment. We will give you a chance to raise that issue later

I was just saying that it's obviously not in the interests of pedestrian safety to have a bike path right outside the door of the general store

Facilitator: Yes definitely, thank you for that. We will take that feedback. We will put it to the panel but also happy for you to write that feedback down. Thank you.

I'd like to know who organised the grant.

Facilitator: We just want to let Jacob finish his presentation and then certainly open it up to questions.

Jacob: I'd just like to run through the rest of the car parking issues. The car parking in Option 1 and Option 2 show no car parking removal on the north side and the difference between Option 1 and Option 2 on the south side is one way car parking to achieve a total of 41 car parks. We are unable to determine exactly how many car parks are on the south side as car parking tends to be reasonably informal and people do tend to park under the trees at the moment. So what we have to work around is the green dash line you see on the plans is the tree protection zone that is the root system of the trees. If cars park underneath the trees in that zone then they will continue to be damaged. That was the real tricky part of balancing getting the number of car parks we want and we've tried to maximise the number of car parks as possible in greater options. So 41 in option 1 on the south side and 37 in option 2 with parallel parking. The reason for that is because of the tree protection zone we have to go to parallel parking. With the 2 way option you need a wider carriage way to support the turning movement of vehicles parallel parking so we can't actually get the car parking on the kerb side adjacent to the shops so in this area along here first you will notice in Option 1 you do get the parallel parking adjacent to the shops which is really great for convenient parking but unfortunately in option 2 we can't achieve that same parallel parking as it is needed for the swerve into the parallel park.

You will notice to protect the tree protection zone the carriageway moves further to the north it impacts the trees significantly – that is the real balancing act. If you look at the plans, we tried to maximise parking in both options so we do actually get more car parking. It makes sense if you think about it – if you go the one way you will actually have more space for car parking but less space with movement of traffic both ways.

Facilitator: I'd like to re-introduce the panel to you and if you have a question for a specific panel member I'd like you to announce that please.

Facilitator introduced panel members.

Jacob Peterson- MESH Consulting, Lead Project Consultant

James Dear – One Mile Grid Senior Engineer (Traffic Engineering Consultant)

Krystle Wittingslow - Regional Roads Victoria, Team Leader Road Safety & Traffic Engineer

Greg Anders – Golden Plains Shire, Director Assets and Amenity.

Question for Jacob. *You have an urban design background, what expertise do you have in rural design?*

Jacob: As I said at the outset I actually started out in rural Australia so actually the park in Bannockburn was my first ever project - it just a concrete park for the market not what you can see today that is a whole other project. Mesh is based in South Bank. The reason for this is that we all the broader regional Councils so it's a central place for us to work from.

Facilitator: The Council has engaged each of the businesses to do this work for them. We are here to actually get feedback about Options 1 and 2 and about receiving that feedback for Council. You are very welcome to give that feedback. The consultants have already been engaged.

Stewart: Resident here for about 6 years: I think the thing that worries us, going around the town I haven't heard of anybody, anybody speaking in favour of the proposals. It really is, I think, we just don't feel we've been consulted and there hasn't been any money for it and further more when you talk to people they say money needs to be spent on other places so there's that and lack of consultation that really is disappointing the community and the Council needs to hear that. We don't feel that we've been heard and consulted properly.

Facilitator: In response, that is what this evening is for. Council has received the feedback that you haven't felt heard have put on this evening to reopen that consultation process and get feedback from you.

Facilitator: Stewart, you said something about not having money?

Stewart: My information was that the Council doesn't have money and they were going to apply to get it funded. They don't have the money to do it.

Greg Anders: That is correct. Council does not have any specific funds set aside for this project as a Council contribution. The plan from here is to have Council decide at the May meeting on the concept plan. I have a budget bid in for the 19/20 financial year to then fund all the final survey, design, specification preparation work that will then enable us to undertake very accurate cost estimates for what the project would cost to deliver in stages, so we don't know what the total project cost will be yet. That will come later and clearly if we were to implement all that you see in either Option 1 and 2 it will be a very expensive project and there would no way the Council could undertake it other than in progressive stages as resources allow.

What's going on then?

John: I've lived in Inverleigh for 4 years. I'm a lawyer by profession. In 35 years I deal on a daily basis with the devastating injury and disability consequences of road accidents. I've also been a member of the College of Road Safety for more than 20 years. Now, I've got 2 questions.

The first relates to the evidence and data supporting the need for either of the options in now the fourth version of the plan for High Street and the second question relates to the road safety concerns and evidence about the interface between the Hamilton Highway and turning processes for vehicles exiting the service roads. The right hand turns are marked quite clearly. I requested some information in 2018 none of which revealed any defects in High Street that required a need for repair. There have only been 2 known incidents of minor slip and trips recorded in those years, there appears to be no nationally accepted road safety audit done in respect of this process or if there has there appears to have been an ambivalent answer about it. We as a community wanted to retain our own engineer to get a considered professional feedback about this so it was a meaningful discussion but our own engineer can't do this in the absence of data and in the absence of a statutory and proper road safety audit that complies with the Australian road standards. We have requested it and it appears it has not been done.

I will now come to the Hamilton Highway. When we asked Council at the November discussion with community groups about when the last traffic count had been done for the Hamilton Highway it appeared from the knowledge then available it was in about 2007. Now the traffic mix on the Hamilton Highway has moved and changed quite considerably as heavy transport to South Australia has increased. Now, once again there has been two very significant transport accidents one at the intersection of Dundas Street where a young fellow unfortunately lost a leg. There was also another head on collision just short of East Street where someone suffered devastating head injuries from which she is still recovering, and will never properly recover so that's the gist on the Hamilton Highway. Now the formalised right hand turns and U turn treatments on the various plans we've seen on High Street are potentially another accident waiting to happen. The funding requests that have been spoken about neither seem to meet the Federal Black Spot criteria or the TAC SSRIP funding criteria so what I would like to hear more about is the formal AusRoad compliant road safety audit that has been done for High Street by the Council and from representatives here from Rural Roads Victoria in relation to the Hamilton Highway. Related to that is where is the data about this recent traffic count that the tapes were in place about a month ago, when is this analysis going to be shared together with a proper road safety audit about all of this because only then can we engage meaningfully about the road safety issues that appear to be manifest here.

Facilitator: Thank you for putting that forward. It sounded to me like there were 3 or 4 questions in there.

Question 1: Could Mr Anders please discuss the evidence and the data mindful of the background as mentioned before and the road safety audit that has been conducted for High Street.

Question 2: To the Vic Roads and Rural Roads Victoria representative is to have their views about the road safety audit, the traffic analysis for use on the Hamilton Highway and the turning processes that are described in both Option 1 and 2 – traffic from the store and wanting to go west again along the Hamilton Highway. We do have a slide show somewhere which has photographs of vehicles trying to do that very thing at the moment and I want to hear what the professionals say please.

Facilitator: Thanks John

Greg: Thanks. John, if I heard the first part of your question correctly you are looking for the evidence base that there is a safety problem along the street that led to the options. With the concerns about traffic safety, this has never been a catalyst for this project. The catalyst for this project has been to develop and beautify the streetscape for Inverleigh and through that process we've taken the opportunity, we believe through the one way traffic flow in the service roads to actually improve the safety of those precincts even though we know currently there is no significant traffic safety concern issues.

In regard to the traffic audit it has just recently been completed under One Mile Grid under James, and James has passed the information on to me earlier this evening so I haven't even seen it yet but we'll get it from James today or tomorrow and as soon as we can we'll make it available on the Council website.

Can't you just tell us now?

James: Evening. I'm actually a road safety auditor so this whole project has been looked at through the lens of road safety. So, a road safety audit doesn't usually get done until the finalisation concept process. A road safety is that it is an independent review of the project so fresh eyes will pick up any significant safety issues that might have been overlooked and make recommendations that might be implemented to improve the project. That will come in due course and I imagine VicRoads and the project team will request one but I am confident this particular design doesn't present any significant safety risks. So, one of the issues that we have been doing is to incorporate in the traffic design process is improving safety particularly on the Hamilton Highway so you can see with both options we introduced protected right hand lanes for the two busiest side streets. These effectively provide a refuge for right turning vehicles against a rear end accident and whilst there isn't a demonstrated pattern of crash behaviour in the precinct at the moment it doesn't necessarily mean that there isn't any safety risks. The lack of protection for right turn is something that has addressed at every opportunity across the road network throughout Victoria towards a zero approach.

We've got some options for discussion. (inaudible) In terms of the traffic volumes, you would have seen the two cameras out there for the week following Australia Day. I have got the results here.

Community members: They missed half the traffic. They didn't get the truck stop. I've got photos here.

James: This is the limitation in the equipment.

How long you been in the game?

Facilitator: I am a bit concerned about the sceptical response. I am not saying there is no basis for it for that response I am just noting it and saying that's what I heard and so if that is a concern for you can you please put it in writing on those cards.

Facilitator: James or Greg might be able to respond to it now. I think it definitely deserves a response from Council for you.

Greg: Just to pick up on the right turns at East Street and Winchelsea Road under the one way option and the two way option you still have to do right hand turns. Under the one-way option where you do that right hand turn might change such as at East Street. At East Street there won't have to be any U turns now because we have put an opening in the medium so all the traffic leaving from the PO, and shop and travelling west can simply go through the opening and go west by the same path they have been using for the last however long. And the right hand turn at East Street if you need to do a right hand turn there to get into the service road near the hotel, that is in a 60kmph zone. We have measured the stopping sight distance for that section on the highway and about 280 metres is the sight distance vehicle to vehicle and that would suit a 100kmph zone but we've got 60. So we really don't agree or believe that there are any major concerns with the turns at East Street. It's good that we went to the meeting with the progress association because that meeting resulted in the opening in the medium and that is a significant improvement.

In regard to the truck parking area, we know that there are concerns about the traffic count not picking up all the numbers so our response to that is that we will leave it as it is so there is no net loss of area available for trucks beyond what is there.

Stu: Local farmer 6th generation. Grown up here all my life. My concern is the medium strip in the middle. With agricultural machinery, we're permitted up to 6m wide, 2 escorts. I heard someone mention something about drive over kerbs. It looks to me that there is quite a bit of greenery in there. With machines with no suspension whatsoever, we'd be slowing down to probably 2-3 km per hour to mount those kerbs with machines of just in excess of just under \$1m. That worries me quite a lot. Even the transport association with the oversize gear, a lot of the widening trailers and what not will want more access that I think I read 3.3m kerb to kerb. Basically unless it is painted on the medium strip we won't be able to travel down the main street. That pushes out to the Midland Highway or out to Winchelsea to get across which when we are 3km west and we are going 3km east of town is basically impossible.

Is that a question for Jacob?

Yes, for Jacob and even Regional Roads – where we sit legally?

Krystal: Hear what you say. That is absolutely right, from a VicRoads point of view as well, we need to cater for all those road users. We've got more than just vehicles on the road. We've got heavy vehicles. We've got trucks. We've also got these wide loads coming through which support other industries right across the state. So, the road network it's really challenging and it is really important for us as well and this is some of the feedback we have given to Council. It is VicRoads specifications that have these requirements to protect the width of the roads to get these vehicles through. We are working closely with Council to provide that input and for VicRoads to be able to commit and sign off on these projects and that is what we will be confirming with Council as well.

So would you not be recommending this to Council? - background

Jacob: Thank you so much for all your comments. That is incredibly valuable.

Stu: Could I add one thing, I am more than happy for you guys to come out and have a look at the range of machinery we need to take down the road, if you like

Facilitator: I just want to make sure the recording picks that up. Stu you have invited Mesh Planning to come and look at your equipment

Stu: Yes, more than happy to show them the machinery that we travel down the road with – All sorts of configurations – 26 m long 5.5m wide. Yes, more than welcome to spend half a day.

Jacob: So that is incredibly valuable information to hear about. The outcome that we are looking for with the medium is one of those balancing acts of trying to achieve functionality whilst trying to beautify the streetscape at the same time. What we've ended up with it is hard to tell on the plan, the detail of the medium at the moment. So what we have done is, it is kind of like a faux kerb edge to a stabilised gravel that you could be driving over. It's won't be like a hard kerb that you will be crossing over the top of. The intent of that is to make it appear as though it is not part of the everyday road network so most of the users aren't 6m wide – that's a wide load. It's pretty impressive. So, what we've done is we've made it, so this is still going to lead to the detailed design by the way, but the intent is from our concept designs to keep it traversable for your vehicle so it would be great to understand what you are using of that size whilst also

Others use it. He's not the only one.

Yes, definitely, as part of the VicRoads network we need to provide for those vehicles that is why we understand that is why we have provided for it. It may not be obvious from the plan, what is bringing up the concern, the intent of the design is to allow those vehicles to easily travel through the main street whilst also putting a few plants in there to make it look a little bit green still.

(inaudible)

Facilitator: Sorry I'll come back to that because I didn't hear you. The fact that you have raised that means that it is recorded. It will be addressed and there is a response but you are still more than welcome to put something in writing

I'm wondering about the height

Facilitator: It sounded to me as if there wasn't one.

Jacob: Most of it will stay that same level as the pavement of the road and then it will just be the height of the slanting that we put in to the garden bed so we don't want ...

Jacob: Sorry, No no so they don't *(inaudible)* It's a visual effect – it's a visual difference. If that is the discussion you don't want, we are happy to hear that you don't actually want plants in the medium but again it *(inaudible)*

Facilitator: May I ask that you put feedback in the written format just so we can keep moving. We've only got about 10 minutes left for questions.

Paddy is my name. It seems that you've got 2 basis on which you're based your proposal. You can either basis it on the evidence that this is required for safety reason for some other purpose along those lines or alternatively you've got the beautification basis. Since there is absolutely no evidence that we require this for any safety reason whatsoever, or for any facility reason whatsoever, we are only left with the other one and that is the beautification. Everything else then that sits around safety or functionality is there to serve a beautification purpose would you agree with that? It is a simple question. Yes or No.

Facilitator: Which person is going to answer that?

Greg: No We undertook this project with the view to enhance the liveability and attractiveness of

Paddy: That's beautification. Say Yes.

Greg: of the main street. Through that exercise we took the opportunity to add enhancements we believe would improve...

Paddy: but there's no evidence for that. Is there any evidence for that? It's a simple Yes or No question.

Greg: We're of the view that one way traffic in service lanes is safer than two

Paddy: But that's your view. Is there any evidence for that?

Greg: There's one way flow in front of the primary school and I guess it's there because of the perceived improvements in safety there.

And there's only two houses to the west?

Paddy: Right but there is actually no evidence in front of this at the moment that this is required. Therefore, this is a beautification project. And now you've got plenty of evidence that any of those safety things that have been brought up and actually not required and actually make it worse.

Facilitator: In terms of a response to that...

Paddy: I just wanted to know if there is evidence and the answer to that is no. The second question then which follows that – Would you then agree that the basis on which both of these options have been made is baseless. You actually don't have one because we don't want it beautified the way you are proposing.

Facilitator: Thank you . I think it is important for the panel to hear that and I am also confident that the process tonight is to put down those concerns as well for that to be heard.

I'd just like to say that as a member of the media that sits here tonight I've been in regular contact with the Council. I've asked many a question via email. Lots of them haven't been answered and according to the Golden Plains Shire Council freedom of information that they have listed on their website I should have access to that information and when asked for it I asked for the process by which Mesh was given the job – or commissioned the project. I have asked various other questions of Council for which I have not had answered. Under that freedom of information apparently it takes 42 days to actually get that information therefore we don't have that this evening. Now, Mr Anders sits there and says we believe, we believe. If he is speaking on behalf of Council, then what Council is saying that they know what is better for Inverleigh than the Inverleigh residents and I don't believe there is a member of Council that actually lives here.

Facilitator: Thank you

My name is Mark. I just had a couple of questions about how the consultation is being managed. I was wondering what sort of scope, we are looking at a couple of options here but I was wondering what sort of scope there is for further optioneering beyond this point. I was also wanting to know what suggestions you guys have for ways to better consultation as we lead up to getting some sort of detailed design, and also wanting to get an idea of what the expected timeline is for that detailed design and when it is going to be locked in so we know how much time we've got to make sure consultation happens in the best way possible.

Facilitator: The first question was?

Mark: What sort of scope we have as far as optioneering as far as the master plan stuff goes?

Greg: Thank you. I don't have all the detail with regard to the consultation process the Council went through. However, I did meet with Councillors with the progress association and I believe a number of significant modifications have been made to both options as a consequence of that meeting. We are here tonight, Councillors are here. We need to look at the feedback, what we've heard and what

we are about to receive and then we will map out a process from there that we will follow before we get anywhere near putting a report to Council regarding this plan. I don't have an answer for you now, but we are here and we certainly hearing what you have got to say. We thought we had a reasonable consultation process but obviously we can do better and will do in the future but rest assured we are taking everything that you say tonight very seriously and every comment will be very seriously entertained and ...

I just wanted to support what the farmers are saying. I am sure there were a few people tonight who drove in at the same time we did and all of us had to pull off the road. Two very large silos came through town. There wasn't even room for cars to stay on the road and with the support vehicles and silos all of the cars had to get right off the road, virtually on to the grass, so a medium strip down the centre – it certainly can't be any sort of raised issues because those trucks tonight took up both lanes all the way down the road.

Greg: Just with the medium strip we have talked about whether we have a medium or not. We offered to keep the medium because mediums will slow and calm the traffic coming through the town. I think the work that James did indicated that vehicles were travelling far too fast and a medium can help to calm the traffic. It is also an added protection for right turn movements and it will assist pedestrian safety as they move from one side to the other. So our preference would be to retain the medium.

My name is Noel. I lived here for 60 years and I've got two quick questions to Council. Correct me if I'm wrong, this all came about because a couple of people wanted the service roads fixed up, was that correct?

Greg: Well yes, the catalyst for this project was complaints that we had received mostly from traders I think, complaining that on the south side mostly because the verges where the cars were parking are pot holed all the time because the verges aren't sealed and in winter they become muddy pools of water and in summer they are dust bowls so a request was can we do something about the streetscape. So we thought because Inverleigh is such a special place it deserves more than ..

Noel: My final question is how much has Council spent on this already?

Greg: The total cost of the street scape plan exercise is in the vicinity of \$70,000. *(inaudible)*

Marie: Inverleigh resident Question to Greg. You talk about beautification, Inverleigh is a special place, and the money has to be sought – Why wasn't the money sought for the open channel in Common Road that we weren't consulted about? That hasn't beautified Inverleigh at all. It's a main road the tourists use to the golf club, all the new residential areas now we have an open channel. That's not beautifying. That's far more important. How come the money could not be found to do more than create an open channel that is right beside the road, needs lots of maintenance and also the other day I had some native pines that came up by seed – the trees enhance that road. Everyone comments about it . They were removed without permission.

Greg: I am aware of the drain and I am aware that

You should be. It is a major feature in our road now.

Greg: The primary reason for that drain was to alleviate the risk of flooding and avoiding the risk of damage to property. I agree, it is not a desirable outcome but with the money that was available that was the best...

Excuse me Greg You are going to seek \$.5m plus. It will be more to do stuff we haven't even asked for, we weren't consulted on and yet you can't find money to put a proper drain in.

Greg: Well that is the case. We didn't have a huge budget to fix the drain. *(inaudible)*

Facilitator: I am going to ask that that be put on notice so it can be recorded because that is not the purpose of the evening's forum. However it is important to the community, so if that can be recorded somewhere and put to Council that would be appropriate.

Well it should be recorded!

My name is Graham. I'm a resident of Inverleigh. I'd like to ask Council confirming that the driver for this was the condition of the streetscape I would suggest that that was the result of a lack of ongoing maintenance and potentially an asset management plan that is not in place or activated on and then if we do go ahead and get some improvements done what sort of asset plan and maintenance plan will you put in to maintain the levels of functionality and beautification over a long period of time.

Greg: We didn't just fill the pot holes thinking that was a long term solution because of the amount of wear and use they get from car parking. So filling up a gravel pothole was not a long term solution. So our solution was or our approach was to prepare a comprehensive streetscape master plan that when fully implemented would be much easier to maintain and then we could supply our usual maintenance practices – it would be resealed every 10 years or so. We would invest to make sure that the investment that we put into the master plan is not wasted money. I don't have the maintenance plan for you because we don't even have the detailed design yet. But we would not be not be spending lots of money to develop a streetscape plan and then just leaving it to deteriorate.

Are the trees coming out because they have not been maintained?

Greg: We have spent lots of money on maintaining the trees and trimming the trees. There will be long term tree strategy that Council will be preparing in consultation with this community next year. We have a budget bid in on that. We have had numerous studies done on the trees by various arborists – sometimes their opinions vary and differ. I think you will appreciate it is not an exact science when you are looking at trees to estimate how much life they have but at the end of the day we know a number of them are reaching the end of their useful life and becoming more dangerous and more dangerous so the street planning strategy / replacement strategy will be a further project that the Council will be undertaking with Inverleigh resident hopefully starting next year.

Hello Greg how are you? Everyone on this panel has got the obviously vibe from local residents and parties interested in what is happening in Inverleigh. My question, and it is a question that has been on a lot of people's lips is when is the Council and the representatives going to wake up to themselves and realise that the one street format in the medium strips should be scrapped and we then look at the second option and start working together as a cohesive unit together with full consultation and get something done.

Facilitator: I would say that, I am not part of the Council but I would say that you have been heard and there is a second option to consider and the investment into tonight and giving you the opportunities to provide feedback is a serious one and shortly I am going to close down the panel and ask you to write down your responses on the feedback forms and make sure they are submitted before the 25 March.

John: I would just like to ask for a quick clarification arising out of the question that came from over the back there about consultation. We also heard from Jacob before about the Inverleigh Structure Plan. A Council officer wrote to me only last week saying we were not going to be consulted again about the structure plan before it was put to the Council in March or April. Now it seems to be that the structure plan as Jacob so eloquently described is part of all of this community consultation. The two things go intrinsically together and I think the question that was asked about the consultation from my friend at the back there and Dave over there. I urge Council and the mayor to please reconsider their refusal to talk to us about the structure plan because otherwise we run the risk of this horrible problem perpetuating itself when all we want to do is talk to Council find a better way to work together as they describe but if we are not consulted and is not going to work well.

Facilitator: Thank you for that John. You are asking for that proposal to be reconsidered. We have some questions from down the back.

I just had a question for the Vic Roads representative. Option 1 and 2 does that incorporate VicRoads feedback?

So originally we received the plans from Council to provide comment and one of our comments was that we do (inaudible) the consistency with the one way or two way. The reason for this is road safety. So that feedback was received by Council and they developed the two options that you can see.

Facilitator: One more question up the back.

Neil: Long term resident 40 years Inverleigh. I get the feeling that we are working backwards. I appreciate what the consultants have done but none of that should have taken place until all stakeholders have had a meeting with Council, when we have actually visited the sites that you are looking at and the issues then come with an plan and action. We've gone backwards because you have got the options without the proper consultation. Now I come from a local government background and we would never have done that. The water and the drainage has been a problem for the last 30 years. I haven't seen much change the front of the RSL towards the hotel and to the where the shop is in those 30 years. There is no management plan. If there was none of this would be happening now.

Facilitator: Thank you

I would like to ask if anyone from the trucking industry would like to speak because we haven't got anyone from the trucking industry there.

I' a representative of the Livestock and Transport Association and a lot of our members and drivers aren't here tonight because they are working. They really like the parking bay down in the town so they can pull up and have a spell, visit your businesses, the bakery and the shop over the road, go to the toilet and we don't want that parking bay reduced in size, and trucks are getting bigger so if anything we like it actually a little bit bigger. We support your town and it's a great little spot to stop.

I agree. One my less endearing qualities is that I am somewhat cynical so here you go. What guarantee can you provide us that the residents of Inverleigh who are here tonight and the others who can't make it that the online GPS survey is going to accurately reflect the primary and the secondary stakeholders, that being the residents and the transport companies that use our facilities here and not necessarily the views of others who have no direct relationship with Inverleigh?

Facilitator: Thank you.

Greg: The question was what assurances can we give you the all the Inverleigh residents feedback from the survey will be carefully and diligently considered.

No the opposite actually. What I am seeking, and again this is let's just say its hypothetical what guarantee can you give us for example that the members of the Brighton Yacht Club who fill in the online survey will not be taken into account.

Greg: Well, we are not be asking for people as I understand to put their names and addresses on the feedback (*so can you just put residents on it?*) and we have heard everything that you have said this evening and I'll be very surprised if we receive any feedback, information or thoughts that we have not already heard this evening.

Facilitator: I have been told that Council is seeking feedback from all of you. Please make sure that you make use of the documentation that is around the tables.

Can we have a show of hands here. The Mayor keeps saying the people ringing him every day saying they love these plans and can we just have a show of hands who thinks these plans are fabulous – just one or two put your hands up.

Facilitator: If people would like to. They don't have to.

It would just be good to get an idea.

Carolynne: I would like to see the money spent in the town beautifying it and maintaining out trees and keeping our trees. I don't necessarily agree with the two way. I think the biggest thing I have heard from the community is that they don't want the one way street option but overall I support the beautification of our town. We are not going to get nothing for nothing we have to work for it.

Let's leave on that good note. Please make use of the documentation on the tables, access the online survey tomorrow and please make sure you get all that valuable feedback into the Council by the 25 March. Thank you everyone for your participation.