

DMS E-Mail Record

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 Author: Greg L Turner Author Ref:
 Author Title: Area Manager (Gold Coast) Related Docs:
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Subject: Mail Reply - Re: Speed Limit Memo (Draft)
 Action Officer: Anthony G Alback
 Title: Marine Officer Business Unit: Gold Coast Marine Operations
 Action Due: 09/12/2010 Date Actioned:
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File ID: 720/01215[1]-Marine Safety Gazettals - Speed Limits - 2010 Review Of Speed Limits - Gold Coast Waterways
 Comments/Submissions From Stakeholders
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Greg L Turner/cp5/qdot/au
 23/11/2010 02:46 PM

To Anthony G Alback/cp1/qdot/au@QDOT
 cc
 bcc
 Subject Re: Speed limit memo (draft)
 2E986FD8965769994A2577E40003CB11

Anton

I have provided my comments below regarding public consultation process on the speed limit review.



Speed Limit Review - Response GT.xls

Regards,

Greg Turner

Area Manager (Gold Coast) | Gold Coast Region
 Maritime Safety Queensland | Department of Transport and Main Roads

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intensify with vessels operating on bog plane
ready a concern)
ne using the foreshore (limited use by residents)

ont residents - high traffic area

ersely impact on other vessel operators that could travel through this area safely above 6 knots

why

ocation over the past 25 years making the area less suitable for skiing activities

to agree on the size vessels that will be impacted

to agree on the size vessels that will be impacted

a some noise rules)

Released under RTI - DTMR

peed limit review

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next review

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Released under RTI - DTMR

Of these areas I suggest the following:

Points 1, 2, 3 and 9 are primarily based around interaction with anchored vessels and people in the water. This interaction is regulated for vessels and PWC under s127 and 127A Transport Operations (Marine Safety) Act 1994 respectively. Another consideration is the travel time and impacts on weekdays when no anchored vessels/swimmers are present. With this in mind, I do not consider 6 knot zones in these areas an effective solution.

Point 4 has been considered for larger vessels in previous consultation. With this in mind, I do not consider 6 knot zones in these areas an effective solution.

Points 5, 6 and 7 are considerations based on the alleged damage to the shoreline/pontoons and are captured under 128 Transport Operations (Marine Safety) Act 1994. With this in mind, I do not consider 6 knot zones in these areas an effective solution.

In the case of Rivage Royale, as there is future works proposed in light rail and pedestrian bridges to flank Sundale Bridge. Preparing an extension to the 6 knot area upstream of the existing bridge structure would both appease residence of Rivage Royale and promote Maritime Safety Queensland as forward thinking in its approach to speed zones.

Point 8 is based around interaction between vessels in a junction. Marine incident data does not support the alleged "dangerous area" and compliance with the International Regulations for the Prevention of Collisions at Sea 1972 would maintain safety.

NR

Anton Alback
Marine Officer

Encl (1)



Memorandum

Our ref 230/00003
Your ref
Date 7 December 2010

To Patrick Quirk
General Manager
Maritime Safety Queensland

Copy to Amy Wilson
Acting Manager
Maritime Legislation

Subject Application for the gazette of 7 new speed zones in Gold Coast Waters

Background

Speed limits on all Gold Coast waterways were reviewed in 2007/2008, resulting in the introduction of new and amended limits in many areas in July 2008. Further identified new and amended areas were proposed in the latest round of public consultation that closed 12 November 2010.

The Gold Coast waterways speed limits proposed review August 2010 provided the opportunity for key stakeholders to consider and comment on the proposed zones. With input being provided by the Water Police and Boating and Fisheries Patrol, Maritime Safety Queensland has developed this application for improving the safety of our waterways.

The waterways include Logan River, north and south arms of Coomera River, Browns Inlet, South Stradbroke Island, Hope Island Channel, Ephraim Island and the Nerang River at Sundale.

Comment

General positive feedback on the proposed areas to be gazetted 6 knots was received from both the public and our enforcement partners with another 7 areas put forward for consideration from members of the public.

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Gold Coast Region
40-44 Seaworld Drive
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Of these 7 areas, one has the support of Maritime Safety Queensland (Gold Coast) and is therefore included in the application for gazette after comments were requested from enforcement partners. This area is to the west of the existing Sundale Bridge. As there are future works proposed in light rail and pedestrian bridges to flank Sundale Bridge, inclusion of an extension to the 6 knot area upstream of the existing bridge structure would address current and future concerns for both the safe use of the marina and construction of the bridge

Pursuant to section 206A *Transport Operations (Marine Safety) Act 1994*, I recommend 6 knots - all vessels zones be gazetted in the following waters of the Gold Coast:

- Downstream of Sanctuary Cove, north arm Coomera River to an imaginary line across the river 100 metres downstream of Coomera Shores entrance canal.
- Downstream of Paradise Point, south arm Coomera River to an imaginary line across the river from the western most point of Sovereign Islands to the western shoreline of the river and continuing east and south down Paradise Point channel to an imaginary line due west from a point on the shoreline adjacent Queen Ann Court to the eastern shore of Paradise Point.
- Browns Inlet commencing from a point on South Stradbroke Island east of the Aldershots to the northern most point of Browns Island and following the shorelines of the inlet to the east of Browns Island to an imaginary line from the southern most point of Browns Island south east to the closest point of South Stradbroke Island, and including the waters of North Currigee Harbour.
- Logan River commencing from an imaginary line approximately 180 metres upstream from the north bound traffic bridge of the M1 downstream to an imaginary line approximately 500 metres downstream of the south bound traffic bridge of the M1.
- Hope Island Channel from Coombabah Creek to Santa Barbara Road.
- Upstream of Sundale Bridge, Nerang River to an imaginary line across the river from the southern bank west of the Sundale Bridge to the Northern bank upstream of Rivage Royale Marina, Southport.
- Paradise Point Channel north from Ephraim Island Bridge to an imaginary line parallel to the bridge from the shoreline of Paradise Point to the north-west point of Ephraim Island.

I have prepared the gazette wording for each area as follows:

...I, Patrick Quirk, General Manager, Maritime Safety Queensland, pursuant to the provisions of section 206A of the Transport Operations (Marine Safety) Act 1994, approve the fixing of the speed limit for the waters listed in Column 1 at the speed listed in Column 2 for the ships listed in Column 3 of the following table, as shown on designated plan "S8sp-12" prepared by Maritime Safety Queensland and held at the Regional Director's office in Gold Coast..

Column 1

Column 2 Column 3

All waters of north arm Coomera River downstream of Sanctuary Cove, to advisory signs on the north and south foreshores at 153° 22.3115' E, approximately 100 metres downstream of Coomera Shores entrance canal. 6 knots All

...I, Patrick Quirk, General Manager, Maritime Safety Queensland, pursuant to the provisions of section 206A of the Transport Operations (Marine Safety) Act 1994, approve the fixing of the speed limit for the waters listed in Column 1 at the speed listed in Column 2 for the ships listed in Column 3 of the following table, as shown on designated plan "S8sp-11" prepared by Maritime Safety Queensland and held at the Regional Director's office in Gold Coast..

Column 1

Column 2 Column 3

All waters downstream of Paradise Point, South Arm Coomera River to an advisory sign on the foreshore of the western shoreline of the river at 27° 52.145' S 153° 23.804' E, and continuing east to an advisory sign on the Sovereign Islands foreshore at 27° 52.118' S 153° 24.017' E, and following the western foreshore of Sovereign Islands to an advisory sign on the shoreline at 27° 52.363' S 153° 24.213' E, adjacent Queen Ann Court to an advisory sign on the eastern shore of Paradise Point at 27° 52.363' S 153° 24.036' E and following the foreshore north west returning to the South Arm Coomera River. 6 knots All

...I, Patrick Quirk, General Manager, Maritime Safety Queensland, pursuant to the provisions of section 206A of the Transport Operations (Marine Safety) Act 1994, approve the fixing of the speed limit for the waters listed in Column 1 at the speed listed in Column 2 for the ships listed in Column 3 of the following table, as shown on designated plan "S8sp-14" prepared by Maritime Safety Queensland and held at the Regional Director's office in Gold Coast..

Column 1

Column 2 Column 3

All waters of Browns Inlet commencing from an advisory sign on the foreshore of South Stradbroke Island at 27° 51.46' S 153° 24.59' E, following the foreshore of South Stradbroke Island south to an advisory sign on the foreshore adjacent the southern 6 knots All

entrance to Browns Inlet and including all waters east of advisory signs on the foreshore at the entrance of North Currigee Harbour, to an advisory sign on the southern foreshore of Brown Island following the eastern foreshore of Brown Island north to an advisory sign on the northern foreshore of Brown Island, returning to the starting point on South Stradbroke Island.

...I, Patrick Quirk, General Manager, Maritime Safety Queensland, pursuant to the provisions of section 206A of the Transport Operations (Marine Safety) Act 1994, approve the fixing of the speed limit for the waters listed in Column 1 at the speed listed in Column 2 for the ships listed in Column 3 of the following table, as shown on designated plan "S8ws-25" prepared by Maritime Safety Queensland and held at the Regional Director's office in Gold Coast..

Column 1

All waters of the Logan River commencing from an advisory sign on the northern foreshore at 27° 41.738' S 153° 11.581' E, approximately 180 metres upstream from the north bound traffic bridge of the M1 following the northern foreshore downstream to an advisory sign at 27° 41.564' S 153° 11.919' E, approximately 500 metres downstream of the south bound traffic bridge of the M1, across the river to an advisory sign on the southern foreshore at 27° 41.583' S 153° 11.966' E, following the foreshore upstream to an advisory sign at 27° 41.771' S 153° 11.576' E, and across the river returning to the starting point.

Column 2 Column 3

6 knots All

...I, Patrick Quirk, General Manager, Maritime Safety Queensland, pursuant to the provisions of section 206A of the Transport Operations (Marine Safety) Act 1994, approve the fixing of the speed limit for the waters listed in Column 1 at the speed listed in Column 2 for the ships listed in Column 3 of the following table, as shown on designated plan "S8sp-15" prepared by Maritime Safety Queensland and held at the Regional Director's office in Gold Coast..

Column 1

All waters of the Hope Island Channel upstream of advisory signs on the foreshore at the mouth of the Hope Island Channel to Santa Barbara Road.

Column 2 Column 3

6 knots All

...I, Patrick Quirk, General Manager, Maritime Safety Queensland, pursuant to the provisions of section 206A of the Transport Operations (Marine Safety) Act 1994, approve the fixing of the speed limit for the waters listed in Column 1 at the speed listed in Column 2 for the ships listed in Column 3 of the following table, as shown on designated plan "S8sp-16" prepared by Maritime Safety Queensland and held at the Regional Director's office in Gold Coast..

Column 1

All waters of Paradise Point Channel from the southern side of Ephraim Island Bridge following the Paradise Point foreshore north to an imaginary line parallel to the bridge from an advisory sign on the shoreline of Paradise Point adjacent Victor Drive to the northern most point of Ephraim Island and following the western foreshore of Ephraim Island south to the southern side of Ephraim Island Bridge.

Column 2 Column 3

6 knots All

...I, Patrick Quirk, General Manager, Maritime Safety Queensland, pursuant to the provisions of section 206A of the Transport Operations (Marine Safety) Act 1994, approve the fixing of the speed limit for the waters listed in Column 1 at the speed listed in Column 2 for the ships listed in Column 3 of the following table, as shown on designated plan "S8sp-20" prepared by Maritime Safety Queensland and held at the Regional Director's office in Gold Coast..

Column 1

All waters of the Nerang River from the Sundale Bridge to an advisory sign at 27° 58.81' S 153° 25.31' E on the southern bank west of the Sundale Bridge to an advisory sign at 27° 58.695' S 153° 25.11' E on the northern foreshore upstream of Rivage Royale Marina, Southport and following the foreshore downstream to the Sundale Bridge.

Column 2 Column 3

6 knots All

NR


Greg Turner
A/Regional Director (Gold Coast)

Enc (7)

Recommendation ENDORSED / NOT ENDORSED Date..... John Kavanagh A/Director (Maritime Services)	Gazettal Notice ENDORSED / NOT ENDORSED Date..... Amy Wilson A/Manager (Maritime Legislation)	Gazettal Notice APPROVED / NOT APPROVED Date..... Patrick Quirk General Manager
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