

CITY OF ARMADALE

MINUTES

OF TECHNICAL SERVICES COMMITTEE HELD IN THE COMMITTEE ROOM,
ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON MONDAY, 22
JULY 2002, AT 7.00 PM.

PRESENT: Cr D L Hopper JP Chair
Cr L Reynolds JP
Cr J D Cumming
Cr J Knezevich Deputy Cr Munn
Cr H A Zelones JP
Cr R R Fletcher

APOLOGIES: Cr A L Cominelli JP (Attendance at Community Services
Committee held concurrent with this
meeting)
Cr J H Munn JP CMC (Attendance at Community Services
Committee held concurrent with this
meeting)

OBSERVERS: Cr J H Munn JP CMC 8.35pm – 8.55pm

IN ATTENDANCE: Mr W A Bruce Executive Director Technical Services
Mr R G Davies Manager Technical Services
Mr G Elsegood Manager Civil Works
Mr P Lanternier Manager Parks
Mr J Glassford Manager Property Services
Mr S Buxton Senior Projects Engineer
Mr R Van Delft Environmental Officer
Miss L Potter Minute Secretary

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DISCLAIMER

The Disclaimer for protecting Councillors and staff from liability of information and advice given at Committee meetings was read by the Chairman as members of the public were in attendance.

DECLARATION OF MEMBER'S INTERESTS

Nil.

DEPUTATION

Nil.

QUESTION TIME

Residents of Ecko Road raised questions regarding the report on Page 6.

Q. Mr John Jackson, 28 Ecko Road, Mt Nasura – Many years ago Council decided to make Ecko Road a local distributor. However Local Traffic Only signs were also erected at either end of the road. Why does Council therefore still sit on its hands and not act on a decision it has already made?

A. Executive Director Technical Services – A local distributor is a designation within the road function hierarchy and is a road that collects traffic in the immediate vicinity including service traffic. Ecko Road is designated as a Local Distributor in the road function hierarchy and reflects the volume of traffic that each of the feeder roads generates. The designations are given to ensure consistency of treatment and management of the roads from one local authority to another.

Q. Mr John Jackson, 28 Ecko Road, Mt Nasura – At present 85% of Ecko Road's traffic is through traffic. They do so in the full knowledge that Council had decided it be used for Local Traffic Only and they know this by the large signs that they cannot fail to miss. What is Council planning to do to stop this deliberate disregard of its authority.

A. Chair – We haven't made any decision on that tonight, it will be going through to Council, but it will be discussed in terms of what will be done.

Executive Director Technical Services – Whilst the volume of through traffic is high in the context of a local distributor the volumes are not out of the order of what we would expect. The issue with the volume of traffic using the road as a 'rat-run' comes about by historical use of the road.

Q. Mr Terry Ginn, 42 Ecko Road, Mt Nasura – As you are aware that this matter has been going on for 10 years. We are not happy with any of the reports that have been presented to the Committee. What other avenues beside this Committee can we take our case to?

- A. Executive Director Technical Services – The management of the City’s road network is in the competence of the Council to deal with as the road authority and its decisions are the binding and appropriate ones.
- Q. Mr John Jackson, 28 Ecko Road, Mt Nasura – In 1992 residents were left in no doubt that the only stumbling block for action to be taken in Ecko Road was the right turn. We were promised a review and that review has never taken place. At what point does it become an actionable situation for Council?*
- A. Executive Director Technical Services – Throughout this issue the view of the Technical Services Directorate has remained consistent throughout and that is that within the scale of road authority activities, Ecko Road is such that it does not warrant being closed. The issue for consideration of closure is whether it is by safety or traffic volume, at the moment, traffic volume it is not outside what we would expect. As for safety, the records we have would indicate that the Ecko Road is a safer road than other roads within in the municipality which would be far more urgent for us to deal with from a safety point of view. As a road authority we have the responsibility of maintaining the road network to an appropriate standard, in the scale of Council’s financial resources, as they are currently allocated, the closure of Ecko Road is outside the priority of our expenditure.
- Q. Mr Kim Allen, 30 Ecko Road, Mt Nasura – There should have been an automatic review after the lights were installed at Albany Highway / Brookton Highway, now ten years down the track it was up to the residents to instigate the issue again. Why didn’t Council undertake a review of the issue when the lights were installed at Albany Highway / Brookton Highway.*
- A. Chair – I can’t say why the review wasn’t done earlier but this issue is now been dealt with more in depth than what a review would have been.
- Q. Mr Albert Pedrotti, 10 Ecko Road, Mt Nasura – At the last meeting a number of suggestions were made what could or could not be done on Ecko Road, subsequent to that meeting what action have you taken?*
- A. Chair – There will be options discussed at this meeting, there is money available on the grants programme for rehabilitation of Ecko Road and there is still a planning process to be completed. This recommendation tonight is made in response to the petition itself which has asked for a closure. It is has been recommended by the officers to not close the road but this does not mean that the process stops now. There is still a design and rehabilitation process to follow on this.
- Q. Mr John Jackson, 28 Ecko Road, Mt Nasura – Are Councillors aware that it is not illegal in Western Australia to reverse out of your driveway but near impossible in Ecko Road.*
- A. Chair – No we weren’t, but we are now.

CONFIRMATION OF MINUTES

RESOLVED

Minutes of the Technical Services Committee Meeting held on 24th June 2002, be confirmed.

ITEMS REFERRED FROM INFORMATION BULLETIN – ISSUE NO. 14

The following items were included for information in the “Technical Services” section:

- **Outstanding Matters**
Report on Outstanding Matters –Technical Services Committee..... T-1

- **Quarterly Reports – April to June 2002**
Administration..... T-2
Waste Services T-3
Parks and Reserves..... T-4
Property Management T-10
Civil Works T-13

If any of the items listed above requires clarification or a report for a decision of Council, this item to be raised for discussion at this juncture.

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22 JULY 2002

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ECKO ROAD, KELMSCOTT – ROAD CLOSURE PETITION

WARD Kelmscott
FILE REF RDE/4
DATE 15 May 2002
REF SB
RESPONSIBLE MANAGER MTS

In Brief:

- Council is in receipt of a petition, signed by 30 residents, and correspondence requesting the closure of Ecko Road, Kelmscott.
- Council had signalled its intention to consider temporarily closing Ecko Road at the intersection of Brookton Highway, however the matter was recommitted for a further report that addresses amenity and alternative treatments.
- Discusses problem identification including amenity aspects.
- Presents four options, including discussion on amenity aspects, for Council to consider.

Committee agreed that the current issue of Ecko Road is one of volume of through traffic. Committee recognises that issues of speed are currently managed by LATM's in the street.

1. Recommend that Council not close Ecko Road, Kelmscott at this time.
2. staff to develop options suitable for testing on site that will allow Ecko Road to remain open but which will have the objective of deterring through traffic and report to the August Technical Services Committee meeting.
3. the petitioners be advised of Council's decision

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

Develop an integrated transport system including safety aspects.

Legislation Implications

General assessment of relevant legislation (eg Local Government Act) has not revealed any restrictions.

Council Policy/Local Law Implications

General assessment has not revealed any applicable Policies/Local Laws.

Budget/Financial Implications

Budget/Financial implications for each of the four options presented are discussed in the Options section of this report under the relevant option heading.

For the financial year 2002/2003 Council has received a budget allocation of \$110,267 through the Metropolitan Regional Road Rehabilitation Programme as a two thirds contribution to the reconstruction of Ecko Road. The allocation has been granted in part due to present and projected traffic volumes into the future based on Ecko Road remaining as is. If the temporary closure of Ecko Road is recommended, Technical Services officers would be obliged to draw the proposal to the attention of the South East Metropolitan Regional Road

Group of which Council is a member. If closure of Ecko Road occurs, a reassessment of the carriageway's rehabilitation will be required.

This funding allocation has not been treated as a factor in consideration of the Petitioner's request. The matter has been brought to the attention of Councillors for information purposes only.

Consultation

Intra Directorate, Development Services Directorate.

BACKGROUND

Councillors are referred to Technical Services Committee Minutes for September , October 2001 and May 2002 for detailed background reading.

At its Ordinary Meeting on 4th June 2002, Council resolved (T55/02) as follows:

1. *That Recommendation T55/02 be not adopted.*
2. *That the matter with regard to Ecko Road, Kelmscott be recommitted to the Technical Services Committee with a report being submitted addressing amenity and alternative treatments of the Ecko Road precinct.*

Council is in receipt of a letter, dated 10th July 2002, from the Honourable Alannah MacTiernan MLA in support of the temporary closure of Ecko Road at the Brookton Highway. *A copy of this letter is at Attachment "A3" of the Agenda.*

COMMENT

General

In order to summarise matters considered by Council to date, concerning the petition received from the residents of Ecko Road requesting its closure at the Brookton Highway, and to provide further detail addressing Recommendation T55/02 regarding amenity and alternative treatments this section of the report is structured in the following manner:

- (i) Problem Identification
- (ii) Options

The issue of amenity is discussed at the problem identification level and also at the options level, i.e. in each individual option case.

(i) Problem Identification

To legitimise any traffic management intervention at a particular site, that site should be considered to be of a high priority when measured against a set of predetermined and accepted warrants and when compared with other sites on the balance of the road network. Such warrants may include road safety, traffic speed, traffic volume, road function and residential amenity.

A roads authority must necessarily consider and balance over time the expenditure of its resources across a wide range of issues that arise on the road network.

Road Safety. On the City's road network every year there are, on average, over 200 road crashes reported to the Police, where, as a consequence, a person or persons involved sustain physical injury. A fatal road crash occurs in the City on average every 78 days. The pain, grief and suffering caused by these crashes, to the individuals involved, their families and friends, together with the financial cost to the community, is unacceptable.

For Ecko Road in the latest available three year period no injury crashes have been reported along the street and no injury crashes have been reported at either of the terminating intersections, being the Albany and Brookton Highways. For the same three year period no damage only crashes have been reported along the street, one damage only crash has been reported at the Albany Highway intersection and three damage only crashes have been reported at the Brookton Highway intersection.

In terms of road safety it is not considered that Ecko Road presents a high priority in comparison with the balance of the City's road network at this time.

In isolation the issue of road safety is generally considered to be a high order priority in comparison with a wide range of issues attracting Councils resources on the road network.

Traffic Speed. There are two issues that are raised by the community in relation to traffic speed.

The first issue is anti-social behaviour where the motorist is not necessarily "speeding" but is driving in an irresponsible and erratic manner without consideration for the safety of others or for themselves. It has proven extremely difficult for roads authorities to address this issue, however the most proven effective intervention to date has been through enforcement by the Police Service backed up by community supplied information. Physical measures very rarely work in this situation and indeed usually serve to exacerbate the problem.

For Ecko Road the occurrence of anti social driver behaviour is no worse than the vast majority of streets in the City's road network as evidenced through Council records and through the presence of rubber tyre marks on road surfaces.

The second issue is where motorists are travelling in excess of the posted speed limit or travelling faster than the prevailing conditions dictate. The problem in this situation is defined by the surveyed vehicle operating speed. The vehicle operating speed is the speed that is exceeded by 15% of all "free flowing" vehicles surveyed. Generally, in terms of practicalities, the ideal operating speed for a roads authority to achieve, on a particular road, is the posted speed limit. Unfortunately the vast majority of traffic surveys undertaken by the City reveal operating speeds higher than the posted speed limit.

For Ecko Road the surveyed vehicle operating speed ranges in the mid to high 50's km/hr range dependant upon exact location and direction of travel. The presence of the two traffic calming devices in Ecko Road contributes significantly to this result.

In terms of traffic speed it is not considered that Ecko Road presents a high priority in comparison with the balance of the City's road network at this time.

In isolation the issue of traffic speed is generally considered to be a high to mid order priority in comparison with a wide range of issues attracting Councils resources on the road network.

Traffic Volume. In November 1997, for the Perth Metropolitan Area, Local Government in partnership with the State Government, agreed on and published the Metropolitan Functional Road Hierarchy.

In the Metropolitan Functional Road Hierarchy document an indicative maximum desirable traffic volume for a Local Distributor Road (Ecko Road's designation) is specified at 6,000 vehicles per day.

From a road authority's perspective, extreme caution should be used when utilising such volumes out of context with the particular road network being managed. For example, the document allows for an indicative maximum desirable traffic volume of 3,000 vehicles per day for Access Roads (ordinary local residential street). Across the City of Armadale at this time few members of the community would tolerate such a volume in a local residential street.

Application of the guideline volume figures therefore require some interpretation on the part of the roads authority depending, for example, on the level of development adjacent to and/or geographical location of the road network being managed.

Typically for the City of Armadale road network at this time 4,000 vehicles a day tends to be the upper volume limit for a Local Distributor road.

Redevelopment of the hospital site led to an artificially high volume of traffic in Ecko Road to the west of the hospital entrance with all hospital traffic being obliged to use this access point. Traffic surveys undertaken in the street during this time revealed an average weekday (24 hrs) volume of 4,950 vehicles to the west of the hospital entrance and 3,125 vehicles to the east of Salter Road.

An origin/destination traffic survey revealed that the vast majority of hospital generated traffic (approximately 125 vehicles at each peak hour of origin/destination survey) travelled to and from the Albany Highway.

Prior to the commencement of the hospital redevelopment the average weekday traffic volume in Ecko Road, to the west of the hospital entrance, was 3,549 vehicles. The traffic volume to the east of Salter Road remained virtually unchanged with a pre-development volume of 3,051 vehicles. The hospital access arrangements and basic infrastructure are now effectively complete with more recent traffic surveys, taken in May 2002, revealing average weekday volumes of 3,400 vehicles to the West of the hospital entrance and 2,700 vehicles to the east of Salter Road.

The volumes experienced in Ecko Road tend towards the higher end of the scale when compared with the remainder of the Local Distributor network, however, there are at least eight other Local Distributor roads in the network, with residential land abutting, that carry greater or similar volumes. For its designation as a Local Distributor, Ecko Road carries an acceptable volume of traffic.

In terms of traffic volume it is not considered that Ecko Road presents a high priority in comparison with the balance of the City's road network at this time.

In isolation the issue of traffic volume is generally considered to be a mid to low order priority in comparison with a wide range of issues attracting Councils resources on the road network.

Road Function. The function of a road is determined by its designation in the road network hierarchy.

As a Local Distributor, Ecko Road’s function is to carry local traffic that is generated locally within the area and link the adjacent Highways to Local Access Roads. The route of the Local Distributor is usually designed to discourage through traffic and it is intended that it only carries traffic belonging to or serving the area.

As discussed above the traffic volumes experienced in Ecko Road are acceptable for a Local Distributor Road, however Ecko Road presents a unique situation in that this level of traffic is not generated as the definition of a Local Distributor Roads function suggests, that is, *traffic is generated locally*. Rather in the case of Ecko Road the volume is generated by district level traffic short cutting between the Albany and Brookton Highways.

This can be demonstrated by the results of the origin/destination survey undertaken in mid 2001. The table below shows the total number of vehicles travelling in both the western and eastern sections of Ecko Road at peak periods together with the percentage of these vehicles that account for through traffic.

		WESTERN SECTION*		EASTERN SECTION	
		No of Vehicles	No of through	No of Vehicles	No of through
am	Peak	310	156 (50%)	189	156 (83%)
pm	Peak	431	225 (52%)	270	225 (84%)

It is extremely likely that the majority of drivers that short cut through Ecko Road are aware of the fact that they are taking a short cut and that the Albany and Brookton Highways provide the proper route. Further it is possible that short cutting drivers feel a sense of accomplishment, that they have had a win against the system that would force them to go the “long way around” and through the traffic signals at the Albany Highway and Brookton Highway intersection.

The reality is that going the “long way around” offers a minimal increase in travel time of a few seconds and in some cases at peak periods is actually the quicker option.

Persuading the type of driver psyche described above, however, by conventional education and awareness means, to take the proper route of the Albany and Brookton Highways has not proven effective.

The level of through traffic experienced in Ecko Road considerably contravenes its function. In a review of traffic surveys undertaken on the road network in recent years only one other street compares with Ecko Road.

In terms of road function it is considered that Ecko Road presents a high priority in comparison with the balance of the City’s road network at this time.

In isolation the issue of road function is generally considered to be a low order priority in comparison with a wide range of issues attracting Councils resources on the road network.

Residential Amenity In the case of a residential property, that property’s amenity is the level of enjoyment or pleasantness or comfort that is experienced by the residents living at or

visiting there. In the context of the Ecko Road petition it is the level of amenity experienced as it is negatively affected by the traffic on the road adjacent.

Typically traffic affects a residential property's amenity in three ways, these being noise pollution, air pollution and visual pollution.

Amenity is, to a certain extent, a subjective measure in that different individuals display different levels of tolerance and acceptance to a traffic intrusion, as well as placing different values on the affect of that intrusion.

Ecko Road is situated in the foot hills of the Darling escarpment and therefore vehicle noise can potentially be higher than that experienced on roads situated on the coastal plain, however, where land development takes place in such "hilly" terrain certain roads must necessarily provide the Local Distributor function.

For Ecko Road residents, the factors from the adjacent road, that would negatively affect residential amenity, are road trauma, traffic speed and traffic volume. As discussed above all of these factors are within acceptable limits. The conclusion therefore can be drawn that, for a Local Distributor, Ecko Roads negative affects on residential amenity are within normal limits.

The two traffic calming devices located within Ecko Road present an affect on residential amenity, however in the case of these devices that affect is complex. The devices geometry is highly restrictive and this contributes to a reduction in vehicle speed and the percentage of heavy goods vehicles "cutting through". At the same time the restrictive nature of the devices leads to an increase in vehicle noise and pollution. Therefore any action taken to reduce noise and air pollution caused by the devices could increase noise, air and visual pollution created by increase vehicle speed and numbers of heavy goods vehicles. This particular issue is discussed further in the Options section of this report.

In terms of residential amenity it is not considered that Ecko Road presents a high priority in comparison with the balance of the City's road network at this time.

The issue of residential amenity, where it relates to traffic impact, is generally considered to be the net affect of other issues, such as those discussed above, occurring on the adjacent road network.

Conclusion

The identified traffic problem in Ecko Road is the contravention of its function as a Local Distributor. This must be considered in the context that traffic volumes, traffic speed and residential amenity appear to be below the maximum levels acceptable for a Local Distributor.

Over 80% of the traffic volume to the east of the hospital entrance is district level through traffic. The amount of district level through traffic experienced in a typical Local Distributor road would normally be in the single percentage figures.

To legitimise any traffic management intervention, devised to address the problem defined, at a particular site, that site should be considered to be of a high priority when measured against a set of predetermined and accepted warrants and when compared with other sites on the road network as a whole. Such warrants may include road safety, traffic speed, traffic volume,

road function, residential amenity and the exhaustion of other potentially effective interventions.

A roads authority must necessarily consider and balance over time the expenditure of its resources across a wide range of issues that arise on the road network.

It is considered at this stage of the City's road network development that the level of through traffic in Ecko Road does not justify expenditure of resources over and above other priorities, for example road trauma reduction and asset deterioration.

It is acknowledged that it may not always be best to strictly adhere to the process and warrants normally used. In management of the road network, such processes and warrants are considered to be dynamic, thus allowing appropriate change to take place over time for the benefit of the community.

There will be times when a departure from the standard process and application of warrants is required and considered appropriate. In such cases the issues arising should be well thought out and documented with the basis for the departure clearly set out so that the decision cannot be misconstrued or an inappropriate and unsustainable precedent set.

(ii) Options

If Council does not consider that the problem of district level through traffic in Ecko Road is of sufficient priority to justify the expenditure of resources then there are two options that can be considered as follows:

- a) Maintain the Status Quo.
- b) Enhance the existing traffic calming devices.

a) Maintain the Status Quo

The option of maintaining the status quo means to maintain the existing situation whilst acknowledging the significant percentage of through traffic. The total volume of traffic in Ecko Road is acceptable for its designation as a Local Distributor Road albeit that this volume is generated by district level traffic as opposed to local level traffic.

In this option the configuration and location of the two existing traffic calming devices would be reproduced and funded within the Metropolitan Regional Road Rehabilitation Programme grant proposed works.

Maintaining the status quo would lead to the traffic volume in Ecko Road, and the levels of amenity experienced, remaining unchanged with a high percentage of through traffic, however, volumes in Ecko Road will increase over time, as the City develops, with the levels of amenity being affected proportionally.

If this option were pursued the residents of Ecko Road would generally be dissatisfied with Council.

b) Enhance the existing traffic calming devices

In this option the two existing traffic calming devices would be enhanced by upgrading them to current guidelines and practices in conjunction with and funded, through

absorption, by the Metropolitan Regional Road Rehabilitation Grant proposed works. Examples include mid block slow points and speed plateau.

This option would offer minimal geometric delays to motorists short cutting between the two highways and, therefore, would be not be effective in persuading enough motorists to use the proper route of the Albany Highway and Brookton Highway.

In terms of any upgrading affect on residential amenity a balance or compromise is required. The devices have the potential to simultaneously reduce and improve amenity, for example the devices can reduce vehicle speed and heavy goods vehicle movements but at the same time can lead to an increase in vehicle noise and air pollution.

It is not considered that any upgrade of the devices in Ecko Road would lead to a net improvement in residential amenity.

Enhancing the existing traffic calming devices would lead to the traffic volume in Ecko Road, and the levels of amenity experienced, remaining essentially unchanged with a high percentage of through traffic, however, volumes in Ecko Road will increase over time, as the City develops, with the levels of amenity being affected proportionally.

If this option were pursued the residents of Ecko Road would generally be dissatisfied with Council.

If Council does consider that the problem of district level through traffic in Ecko Road is of sufficient priority to justify the expenditure of resources then there are two general options that can be considered as follows:

- c) Traffic Calming
- d) Road Closure

c) Traffic Calming

The construction of a comprehensive scheme of devices, such as mid block slow points or speed plateaus will offer minimal geometric delay to motorists short cutting between the two highways. It is unlikely, therefore, that this option would be effective in persuading enough motorists to use the proper route of the Albany Highway and Brookton Highway.

In terms of any devices affect on residential amenity a balance or compromise is required. The devices have the potential to simultaneously reduce and improve amenity, for example the devices can reduce vehicle speed and heavy goods vehicle movements but at the same time can lead to an increase in vehicle noise and air pollution.

It is not considered that any comprehensive traffic calming scheme introduced into Ecko Road would lead to a net improvement in residential amenity and is more likely to lead to a reduction in residential amenity.

Typically installation costs for individual devices range from \$5,000 to \$20,000 depending on device type and location. Difficulties can be experienced in location choice for such devices due to the existence of crossovers and concerns raised by adjacent residents, however assuming that say four devices can be accommodated within Ecko Road a budget allocation of approximately \$20,000 to \$40,000 (subject to verification by detailed design) would be required. No funds are presently allocated in the 2002/03 Works Programme.

It is likely that this option will lead to :

- a migration of a percentage of the cut through problem, for west bound vehicles, into Lefroy Road running to the north and parallel to Ecko Road. Presently the residents of Lefroy Road enjoy a quiet street with good access and virtually no through traffic.
- an increase in vehicle noise and pollution together with driver frustration, including local drivers, as they slow down and speed up whilst negotiating the devices.
- the need to implement a similar scheme in Lefroy Road.

If this option were pursued:

- it is unlikely that the identified district level through traffic problem would be resolved sufficiently to satisfy the streets proper functionality or to satisfy the residents of Ecko Road.
- new problems would arise such as dissatisfied residents in Lefroy Road and increased vehicle noise/pollution and driver frustration in Ecko Road.
- a net increase in residential amenity is unlikely to be achieved.
- A net decrease in residential amenity is likely to occur.
- the streetscape would appear less than desirable. Potential residents will not see the devices as the solution to a problem that no longer exists, rather they will deduce on seeing the devices that there is a problem in this street.

d) Road Closure

The closure of a road is a legitimate tool that a roads authority, such as Council, can use to address a particular problem, however, it is considered to be a drastic measure. Generally a road network that has the qualities of permeability and provides good access has an overall positive effect on the community it serves.

In the case of Ecko Road the residents may be willing to trade off their good access provisions in favour of elimination of the through traffic problem. In considering such a trade off Council must also assess the impacts of the closure upon the wider local community.

In terms of amenity, for Ecko Road residents the road closure option offers a significant improvement due to the reduction in district level through traffic movements. However improvements realised in Ecko Road as a consequence of the closure may be exchanged for a decrease in amenity for surrounding streets such as Lefroy Road and Billabong Way.

The closure of Ecko Road at the Brookton Highway would lead to:

- a resolution of the through traffic problem in Ecko Road.

- a significant improvement in residential amenity in Ecko Road.
- a decrease in levels of amenity experienced in surrounding streets such as Lefroy Road and Billabong Way
- a minimal impact on the district level through traffic as the Albany Highway and Brookton Highway are the proper roads to use.
- a reduction in the level of accessibility for properties in Ecko Road and adjacent side streets. If the closure were placed between Wahroonga Road and Salter Road this reduction would be minimised.
- a migration of a significant part of the Ecko Road problem (i.e. west bound through traffic) into Lefroy Road and a noticeable increase in volume in Billabong Way. As discussed previously the residents of Lefroy Road presently enjoy a quite street with good access and virtually no through traffic.
- more than likely lead to a closure of Lefroy Road.

If this option were pursued:

- the residents of Ecko Road would generally be satisfied with Council.
- the residents of Lefroy Road and some residents living immediately to the south and north of Ecko Road in adjacent side streets may generally be dissatisfied with Council. Residents from the wider community who contribute to the through traffic problem may also be dissatisfied however on the whole this is not considered legitimate.

Temporary Closure. If Council considers that the level of through traffic in Ecko Road is of a sufficient enough priority to warrant resolution in the short term it is considered that closure is the only effective means of achieving this and in order to mitigate and minimise the more negative impacts listed above a temporary closure would be the next logical step.

A basic survey form with covering letter was posted out in November 2001 to 236 locally affected landowners and residents. The survey form asked the recipients if they supported (yes), or opposed (no), a **temporary** closure of Ecko Road at its intersection with the Brookton Highway and provided room for comments for individuals to elaborate if they wished. The covering letter provided information on why the consultation was being undertaken.

The high response rate to the Community Consultation initiative, as reported to Council in May 2002, provides a sound and reliable understanding of the community's point of view. In a nutshell it was concluded that there is strong local community support for the temporary closure of Ecko Road and that there is significant local community concern regarding the potential for migration of the through traffic problem or for increased traffic in other streets if the closure is implemented.

Any temporary closure of Ecko Road would therefore need to be clearly defined in terms of process and rigorously monitored to enable reliable assessment of any impacts on surrounding streets.

The petitioners have requested and Council has recommended previously (T129/01) the closure / consideration of temporary closure of Ecko Road at its intersection with the Brookton Highway. A viable alternative closure option that Council may wish to consider would be for Ecko Road to be closed between Wahroonga Road and Salter Road . It is considered that such a closure would lead to a more balanced distribution of local traffic and provide a higher level of accessibility for local residents.

It is considered that an appropriate period of time to properly assess the temporary closures effectiveness and impacts upon the local road network, and district level motorists, would be a six calendar month period. After the six months the closure should be removed and a further period of three months allowed to further assess any reintroduction of district level traffic.

If Council moves for the temporary closure, with the primary objective to prevent district level traffic from using Ecko Road, and after reopening the traffic levels revert to current levels, Council must be prepared to budget for the permanent closure of Ecko Road.

Also, if after temporarily closing Ecko Road traffic volumes rise significantly in Lefroy Road (say in the order of 2 – 3 times) then Council must be prepared to close Lefroy Road. Above this level of traffic flow, the situation in Lefroy Road will be similar to that which Council has decided is inappropriate for Ecko Road, and so for consistency a similar response would be appropriate.

It is considered that a budget allocation in the order of \$30,000 to \$50,000 would be required to properly and permanently close both Ecko Road and Lefroy Road, however this level of funding would be subject to verification by detailed design.

If the temporary closure of Ecko Road is recommended, Technical Services officers would be obliged to immediately draw the proposal to the attention of the South East Metropolitan Regional Road Group of which Council is a member.

A likely impact of any temporary closure of Ecko Road would be negative and ill feeling towards Council from the broader community i.e. the district level motorists and from residents in streets surrounding Ecko Road, in particular Lefroy Road and Billabong Way.

In the event of a temporary closure Technical Services officers would liaise with Main Roads WA officers to ensure the traffic signal controls at the intersection of Brookton and Albany Highways are operating at an optimum level to cope with the additional traffic, in particular the right turn from Albany Highway into the Brookton Highway.

Based on other temporary road closure processes, the time to formally bring about the temporary closure of Ecko Road will be of the order of four months. Consequently, the temporary closure and assessment period is likely to be one year. If temporary closure of Lefroy Road is required, then the duration may be extended by up to six months.

CONCLUSION

In managing the road network to its optimum level of service, with the resources available, it is best to apply a consistent approach to all traffic management issues which arise. A consistent approach assists the community to better understand the responsibilities and activities of a roads authority and provides a transparent and accountable process when expending resources.

A roads authority must necessarily consider and balance over time the expenditure of its resources across a wide range of issues that arise on the road network.

It is acknowledged that it may not always be best to strictly adhere to the process and warrants normally used. In management of the road network, such processes and warrants are considered to be dynamic, thus allowing appropriate change to take place over time for the benefit of the community.

There will be times when a departure from the standard process and application of warrants is required and considered appropriate. In such cases the issues arising should be well thought out and documented with the basis for the departure clearly set out so that the decision cannot be misconstrued or an inappropriate and unsustainable precedent set.

It is considered at this stage of the City's road network development that the level of through traffic in Ecko Road does not justify expenditure of resources over and above other priorities, for example road trauma reduction and asset deterioration.

Officer Recommendation –

That with regard to the petition received from 30 residents requesting the closure of Ecko Road, Kelmscott:

1. Council not close Ecko Road, Kelmscott based on the requirement to reach an overall balance between amenity and accessibility in the surrounding local area and being unable to justify expending significant road funds on the identified road function problem in Ecko Road at this time in the City's development.
2. the petitioners be advised of Council's decision.

COMMITTEE discussed the report and noted that technically the report is correct in terms of normal traffic reasons for closure of the road. Committee agreed that the current issue of Ecko Road is one of volume of through traffic. Committee recognises that issues of speed are currently managed by LATM's in the street. Therefore the objective is one that needs to maintain permeability while attempting to redirect traffic to other more appropriate roads for example maintaining traffic on primary distributors. Committee is of the opinion that any redesign of the road be tested on site prior to final resolution of the design.

T89/02 RECOMMEND

That with regard to the petition received from 30 residents requesting the closure of Ecko Road, Kelmscott:

- 1. Council not close Ecko Road, Kelmscott at this time.**
- 2. staff to develop options suitable for testing on site that will allow Ecko Road to remain open but which will have the objective of deterring through traffic and report to the August Technical Services Committee meeting.**
- 3. the petitioners be advised of Council's decision.**

*MOVED Cr Zelones
MOTION CARRIED (6/0)*

FLETCHER PARK BUSHLAND MANAGEMENT PLAN - ADOPTION

WARD Armadale
FILE REF A178443
DATE 24 May 2002
REF RVD
RESPONSIBLE
MANAGER EDTS

In Brief:-

- A draft Fletcher Park Bushland Management Plan has been available for public comment for a six-week period.
- The plan has been revised in response to some of the issues raised in submissions.
- The park lessee considers state government agency recommendations that the bushland be fenced and tracks rationalised unacceptable. A monitoring program is recommended to demonstrate that the limited horse activity in the bushland is having minimal impact.
- Recommend that Council adopt the amended Plan.

Tabled Items

Full copy of draft Management Plan and Weed Management Plan 2002-03.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure 5.2 *Maintain, conserve and improve our natural environments and bushland reserves, including rivers and streams.*

Legislation Implications

Assessment of legislation indicates that the following legislation applies:

- Commonwealth Environmental Protection and Biodiversity Conservation Act 1999; and
- Wildlife Conservation Act 1950.

Council Policy / Local Law Implications

Assessment of Policy/ Local Laws indicates that the following are applicable:

- Local laws relating to reserves

Budget / Financial Implications

All items can be funded from existing allocations in the five-year plan. The Natural Area Maintenance budget is expected to cover the resources and one to two days staff time needed to implement the 2002-03 Weed Management Plan because Fletcher Park is a high priority reserve for maintenance. The 2001-02 Reserve Management Plans budget funded preparation of the Fire Management Plan (which is expected to be presented to the Community Services Committee in July). Erosion from the paths is proposed to be managed in 2003-04 using funds from the Erosion Control budget.

Consultation

The Draft Fletcher Bushland Management Plan was available for comment for a six week period from 25 March 2002 to 6 May 2002. During the public review period:

- the City's press release was published by the Comment News and the Weekend Examiner and distributed to Bushcare and Environmental Advisory Committee members;
- copies were made available in the City's libraries for comment;
- a copy of the management plan was sent to each adjacent landholder; and
- copies were sent to relevant government agencies for comment.

Five submissions were received. Appendix VI of the Management Plan provides a list of submitters, summary of submissions and response to submissions that notes changes made in response to submissions. The Department of Planning and Infrastructure also provided a

marked up a copy of the Management Plan and most of the changes suggested by the Department have been incorporated in the final version of this management plan.

Three state government agencies made comments regarding horse access to the good condition bushland, as follows:

- Restrict pony club use of the bushland portion of the reserve (DPI);
- Exclude horses from areas of natural vegetation (DEP);
- Fence bushland in good condition (CALM);
- Control access and fence bushland reserve (DPI);
- Rationalise and improve tracks (DPI);
- Close and rehabilitate unnecessary tracks (CALM, DEP).

In response to these comments, the City's Environmental Officer organised a site visit with state government agencies to show that weed invasion from the tracks into the bushland is negligible and there were few other impacts. Heavy rains just before the site visit resulted in track erosion being particularly evident, so the Department of Conservation and Land Management forwarded an additional recommendation that any tracks that remain open be upgraded with limestone.

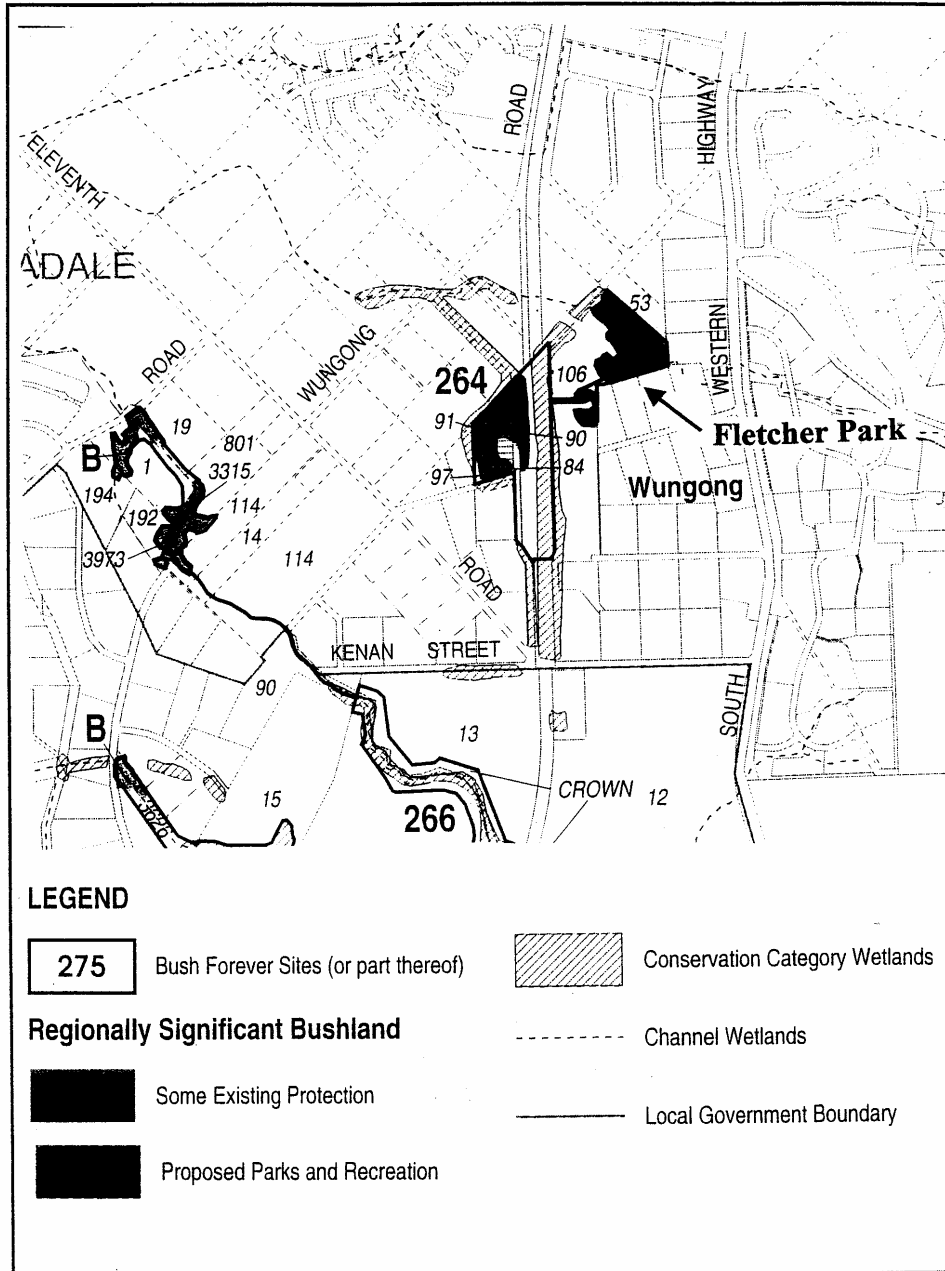
The Wallangarra Riding & Pony Club (Inc) use the bushland area for events about three times per year and event routes only cross the stream if it is dry. Events are tightly controlled because no rider is permitted to preview the tracks before competing in the event. The club requires a maze of tracks so that each track event is different and unpredictable. The Club is prepared to exclude horses from the bushland area at non-event times as horses currently rarely use the bushland outside of events.

With regard to fencing, the club considers fences could not be located near where riders are competing in events, such as along tracks through the reserve, because of the potential for accidents. The Club would prefer to manage horse access to the bushland through education and enforcement of club rules rather than fences.

Therefore, the Club considers it is unacceptable to reduce the number of tracks through the bushland, exclude horses completely from the bushland or to locate fences where competitors (horses and their riders) might run into them.

In the response to the state government agency submissions:

- an additional recommendation has been included in the management plan that the City develop a program to monitor vegetation changes along tracks in consultation with the relevant state government agencies to demonstrate conclusively what the impacts of horse activity are in this particular area of bushland;
- one track that has already become overgrown since the Fletcher Park map was prepared has been removed from the map of tracks to remain open; and
- 130m of track has been identified that should be upgraded with limestone to prevent erosion;



Location of Fletcher Park

BACKGROUND

The Wallangarra Riding & Pony Club (Inc) lease Fletcher Park from the City of Armadale under a five-year lease that expires in September 2005. The lease gives the Pony Club exclusive possession.

The bushland on Fletcher Park is a “Critically Endangered Threatened Ecological Community” which is considered by the guidelines associated with the Commonwealth *Environment*

Protection and Biodiversity Conservation Act 1999 to be of national significance. The lease to the Wallangarra Riding & Pony Club (Inc) contains the following provisions to help protect the bushland:

- the Club, in conjunction with the City, must prepare a management plan within 12 months of commencement of the lease and then comply with the recommendations and obligations contained in it (Clause 9 - Item 10 of the schedule);
- keep and maintain the premises free from rubbish, refuse and disused material of any kind (Clause 5.4);
- permit access by the City with or without workmen at all reasonable times (Clause 5.5);
- keep the premises free of pests and vermin (Clause 5.7); and
- comply with all Acts, laws or regulations applicable to the premises (Clause 5.9).

At its meeting of 5 March 2002, Council resolved “*That Council release the Draft Fletcher Park Bushland Management Plan for a six week comment period and the plan then be recommitted to the Technical Services Committee for finalisation following due consideration of submissions.*”

DETAILS OF PROPOSAL

A full copy of the proposed Fletcher Park Bushland Management Plan will be tabled at the meeting. Chapters that have been significantly amended or are of particular importance have been reproduced *at Attachment “A1” of the Agenda* along with Appendix VI that is the list of submitters, summary of submissions and response to submissions. Chapter 2.5 that describes the management of horse activities in Fletcher Park before the Management Plan was prepared has been added to the management plan. In *Attachment “A1”*, text proposed to be added to the draft Management Plan is shown as underlined and proposed deletions shown in strikethrough (e.g. ~~strikethrough~~).

The Wallangarra Riding & Pony Club (Inc) has agreed to the revised Management Plan.

Following adoption of the Management Plan by Council the Plan will be formatted and printed in final form, and distributed to all persons or organisations that made submissions.

CONCLUSION

The proposed Management Plan and implementation of the Management Plan is expected to preserve a poorly reserved vegetation complex whilst facilitating its use and management by the Wallangarra Riding & Pony Club (Inc). It is recommended that Council adopt the Management Plan.

T90/02 RECOMMEND

That Council adopt the Fletcher Park Management Plan dated July 2002.

MOVED Cr Cumming
MOTION CARRIED (6/0)

**MANAGEMENT OF RESERVE 27165 - FORRESTDALE LAKE BUSHLAND AND
ARMADALE GOLF COURSE, FORRESTDALE**

WARD Forrest
FILE REF A18162
DATE 26 June 2002
REF RVD
RESPONSIBLE EDTS
MANAGER

In Brief:-

- It is proposed that the Department of Conservation and Land Management (CALM) manage the portion of Reserve 27165 outside of a revised Golf Course lease area.
- A Management Plan, which could cover future management of Reserve 27165 and which would have the benefit of public input, is being prepared by CALM.
- Recommend that Council write to CALM requesting that it manage the portion of Reserve 27165 outside of the proposed Golf Course lease area from date of release of the Forrestdale Lake management plan.

Tabled Items

Aerial photo showing alternative boundaries for the golf course lease.

Officer Interest Declaration

Nil.

Strategic Implications

The City's aim under Long Term Strategic Planning is to enhance the qualities and benefits of our natural and built environment.

Legislation Implications

General assessment of relevant legislation (eg Local Government Act) has not revealed any restrictions.

Council Policy / Local Law Implications

General assessment has not revealed any applicable Policies/Local Laws.

Budget / Financial Implications

The City's costs for fire protection of Reserve 27165 would be reduced.

Consultation

- ♦ Manager Parks
- ♦ Manager Ranger/ Fire Services
- ♦ Nature Conservation Coordinator, Swan Coastal District at Department of Conservation and Land Management

BACKGROUND

The Forrestdale Lake Nature Reserve Management Plan prepared in 1987 recommended that negotiations continue with the City of Armadale regarding the addition of Recreation Reserve 27165 to the adjacent Class A Nature Reserve. Reserve 27165 is currently vested in the City of Armadale for "Recreation". Significant progress has been made with the proposal to relocate the golf course to a new site adjacent to Twelfth Road so that Reserve 27165 can be vested in the Department of Conservation and Land Management. However, it may still be a few years before the golf course is relocated.

Reserve 27165 has an area of about 138ha of which about 24ha has been cleared for the Golf Course.

The Department of Conservation and Land Management is currently preparing a new management plan for Forrestdale Lake Nature Reserve. Plan preparation follows a detailed process that includes input from a Community Advisory Committee and a public comment period on a draft plan.

It has been suggested that the Department should manage the portion of the City's Reserve 27165 not included in the golf course lease area from date of release of the new management plan by the Minister for Environment and Heritage, and that Reserve 27615 should be included in the new management plan.

Reserve 27615 has significant conservation value because it contains Declared Rare Flora, two Threatened Ecological Community types, and a large area of Conservation Category wetland. Currently the City's management of Reserve 27615 is confined to ongoing efforts to prevent illegal vehicular access to the reserve, fire management such as providing adequate firebreaks and low fuel zones near vulnerable property, trail maintenance associated with the network of nature trails through the reserve and removal of dumped rubbish.

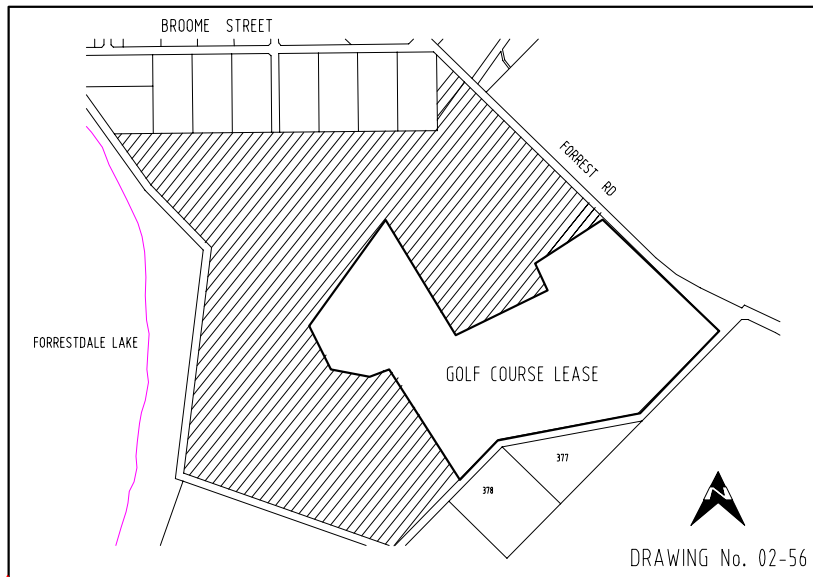
The City is currently negotiating with the leaseholder of the golf course to renew the lease and wrote to him proposing alternative boundaries for the lease area that more closely align with the golf course and existing tracks. In 2001, the Golf Course lease area was 46ha and the alternative boundaries enclose 34.5ha. Both the leaseholder and the Nature Conservation Coordinator, Swan Coastal District of the Department of Conservation and Land Management have indicated that they agree with the proposed alternative boundaries.

There has been a history of cooperation with the Department of Conservation and Land Management regarding Reserve 27615 and recognition that the reserve should be managed as though it were part of Forrestdale Lake Nature Reserve. For example, following the 2001 fire, a meeting was held between the City of Armadale, concerned members of the community, the Fire and Emergency Services Authority and the Department of Conservation and Land Management. An outcome of that meeting was that all parties agreed that one fire response plan should be prepared for both Forrestdale Lake Nature Reserve and Reserve 27615, because, for fire response purposes, they were best considered as one management area.

DETAILS OF PROPOSAL

It is proposed that the area outside of the golf course lease on Reserve 27615 be managed by Department of Conservation and Land Management following finalisation of the management plan and this be achieved by an exchange of letters between the City and the Executive Director of the Department of Conservation and Land Management.

Management objectives and strategies for Reserve 27615 would be included within the proposed Forrestdale Lake Nature Reserve Management Plan, which is currently being prepared, and which will include a public comment period following the release of a draft plan.



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COMMENT

The boundary between Forrestdale Lake Nature Reserve and the City's Reserve does not relate to any logical management boundary or environmental features. This proposal will result in both areas being managed by the one management agency in accordance with a management plan that has been prepared with the benefit of public consultation and input.

City of Armadale officers initially suggested developing an agreement under Section 16 of the *Conservation and Land Management Act*, but were advised by the Nature Conservation Coordinator, Swan Coastal District of the Department of Conservation and Land Management that an exchange of letters would probably be simpler and adequate to transfer management responsibilities.

CONCLUSION

Inclusion of Reserve 27615 in the Department's management plan process enables significant community input as to how the area should be managed into the future.

Management by the Department of Conservation and Land Management of the portion of Reserve 27615 outside the proposed golf course lease consistent with the management plan is considered appropriate because the area is of regional significance, logically forms part of the Forrestdale Lake Nature Reserve and may ultimately be managed by the Department when the golf course is relocated.

T91/02 RECOMMEND

That Council write to the Executive Director of the Department of Conservation and Land Management requesting the Department to manage that portion of Reserve 27615 as shown on Drawing No. 02-56 outside of the proposed Golf Course lease area from the release date of the Forrestdale Lake Management Plan.

MOVED Cr Fletcher
MOTION CARRIED (6/0)

SOUTH EAST METROPOLITAN REGIONAL COUNCIL

WARD All
FILE REF: CTE/10
DATE 5 July 2002
REF BS
RESPONSIBLE MANAGER MTS

In Brief:

- Recommend that the unconfirmed Minutes of the South East Metropolitan Regional Council for June 2002 be noted.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Long Term Strategic Planning
Promote Waste Minimisation

Legislation Implications

General assessment of relevant legislation (eg Local Government Act) has not revealed any restrictions.

Council Policy/Local Law Implications

General assessment has not revealed any applicable Policies/Local Laws.

Budget/Financial Implications

Nil.

Consultation

Nil.

BACKGROUND

To ensure that Council is kept informed of the Regional Council's deliberations, Council resolved (T162/01) that the Minutes of these meetings be presented through the Technical Services Committee rather than the Information Bulletin to ensure that relevant items can be discussed.

The June 2002 unconfirmed Minutes of the South East Metropolitan Regional Council (to be confirmed at its Meeting being held on 15 August 2002 at the City of Armadale) are *at Attachment "A2" of the Agenda.*

COMMENT

The following reports from the attached unconfirmed Minutes have been identified as being of particular interest to the City and should be noted:

- 14.1 Appointment of Chief Executive Officer
- 14.5 Annual Budget for Year 2002/2003
- 14.6 Program of Ordinary Meeting Dates for the Year 2002/2003

T92/02 RECOMMEND

That the unconfirmed June 2002 Minutes of the South East Metropolitan Regional Council be noted.

MOVED CrReynolds
MOTION CARRIED (6/0)

NORTHWARD ROAD / HILTON ROAD – PATH REQUEST PETITION

WARD Roleystone
FILE REF: RDN/6;
RDH/18
DATE 10 July 2002
REF SB
RESPONSIBLE MANAGER MTS

In Brief:

- Council is in receipt of a petition requesting the construction of a path in Northward and Hilton Roads, Roleystone.
- Presents two options for Councils consideration.
- Recommends amendment of the skeletal path network programme to facilitate construction of a path in Northward and Hilton Roads at the expense of the listed path in Westborne Road.

Tabled Items

Petition.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

Develop an integrated transport system including safety aspects.

Legislation Implications

General assessment of relevant legislation (eg Local Government Act) has not revealed any restrictions.

Council Policy/Local Law Implications

General assessment has not revealed any applicable Policies/Local Laws.

Budget/Financial Implications

No budget implications at this time, however an estimated additional \$3,000 for option a) or additional \$8,000 for option b) will be required and accommodated by the new path construction programme in the relevant financial year.

Consultation

Nil.

BACKGROUND

Council is in receipt of the following covering letter to a petition signed by 74 persons from the Roleystone Ward:

“Approximately 15 years ago the joint use pavement/bike track was temporarily terminated at the corner of Northward Road and Westbourne Road when parents objected to its extension down Westbourne Road to Holden Road on the grounds that the route was too steep. At that time Council stated paving would be installed along Northward Road and down Hilton Road to Holden Road when curbing was installed along those roads. When curbing was installed on Hilton Road approximately three years ago I made representation for paving to be installed. I was informed that funding in the next budget or the one after would be sought; this apparently did not take place. Curbing has now also been installed in Northward Road.”

Can you please make representation to the Council that completion of this long outstanding job to be undertaken as soon as possible.

THIS IS FOR THE SAFETY OF CHILDREN TRAVELLING TO AND FROM THE PRIMARY SCHOOL.

Enclosed is the petition signed by local residents (some of them appear to be the very children on whose behalf this request is being made)."

The prayer of the petition reads:

"We the residents of Roleystone do respectfully request that the City of Armadale give serious consideration to the completion of the joint use pavement / bike path from its current termination point at the corner of Northward Road and Westbourne Road along Northward Road and down Hilton Road to terminate at the controlled school crossing on the corner of Holden and Hilton Roads."

COMMENT

General

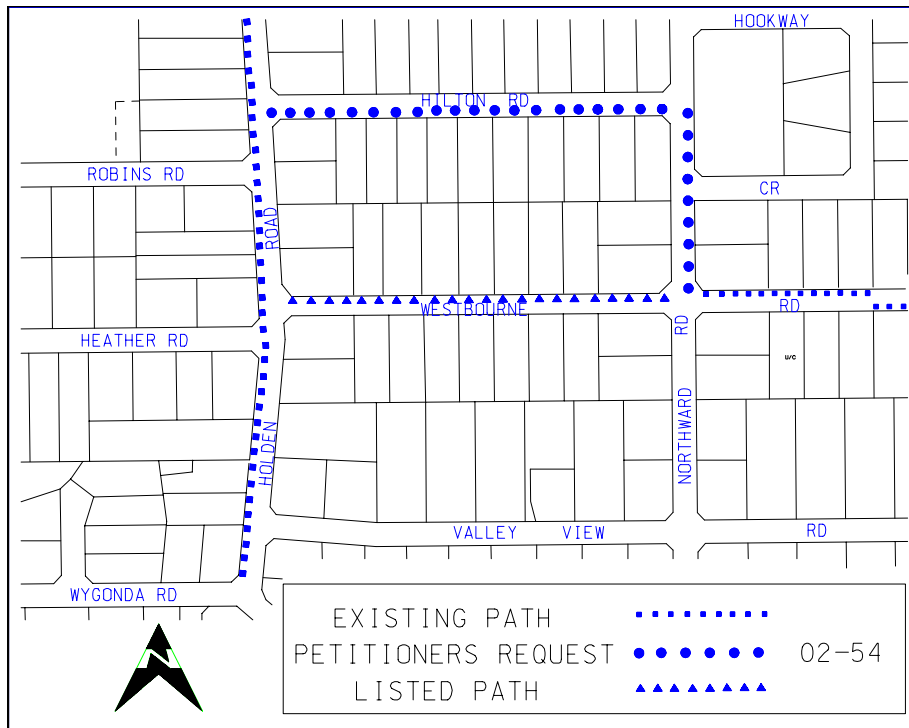
The City of Armadale has developed a programme for the construction of a Skeletal Path Network. The programme was reviewed by Council a number of times between 1997 and 2000 prior to final adoption.

The method for determining the Skeletal Path Network was based almost entirely upon transport benefits i.e. walking access to shops and schools, commuting, interface with other transport modes and links to other paths.

The Skeletal Path Network accounts for approximately 20% of the ultimate desirable path network. The Skeletal Path Programme is designed to derive as much benefit as possible from the limited level of annual expenditure available to paths and will take until 2011/12 to complete.

All streets including Northward Road and Hilton Road were considered for inclusion into the Skeletal Path Network. Those roads excluded in the final adoption version were omitted on an overall transport benefit basis.

Once the Skeletal Path Network was determined by Council, all components were assessed, prioritised and then programmed. The assessment system was designed to deal only with the Skeletal Path Network, and to be a resource allocation process, with the objective of determining priorities in the least subjective manner.



Although it is desirable for both the City and the community for all road reserve environments to enjoy formalised and separate facilities for pedestrians, the sections of path requested by the petitioners for Northward Road and Hilton Road were not included in the Skeletal Path Programme.

The section of path directly linking the existing paths in Westborne Road and Holden Road via Westborne Road was previously listed in the path programme for the financial year commencing July 2004. Due to recent strategic funding decisions by Council a total of \$500,000 has been removed from the path programme for the financial years 2003/04 and 2004/05. As a consequence it is anticipated that this project will be reprogrammed for construction for the financial year commencing July 2005.

Upon receipt of the petition investigations have revealed that, at the time of the Skeletal Path Network development, an oversight occurred whereby the proposed path in Westborne Road, to the west of Northward Road, was not proposed to link to the school crossing in Holden Road, the link being an additional distance of 120 metres along the eastern verge of Holden Road. It is considered that this link is a necessary component, that should be constructed in conjunction with the proposed Westborne Road path. The additional length of 120 metres would require an increase in the Westborne Road path budget from \$22,000 to \$30,000.

Options

There are two options for Council to consider as follows:

- a) Northward Road / Hilton Road.
- b) Westborne Road.

a) Northward Road / Hilton Road

In terms of children walking to the Primary School along Westborne Road, when originating from the east of Northward Road, the most appropriate route choice is to walk along Northward Road and then Hilton Road.

This route choice is made on the basis that the terrain is reasonably flat, whereas the alternative of continuing along Westborne Road and then into Holden Road involves an 18 metre climb over a distance of 200 metres in Westborne Road on the return journey.

The estimate for the construction of this option is \$25,000.

Due to the low traffic volume in Northward and Hilton Roads the proposed path in this option would be constructed to a width of 1.5 metres. In Northward Road due to the installation of flush kerbing and due to vegetation adjacent to the property boundaries the path would require to be aligned in the east verge away from the kerb edge and away from the property boundary. This departure from the traditional path alignments will lead to works being undertaken to accommodate existing drainage arrangements in the verge area. Alternatively, for a similar budget amount, and allowing for drainage implications, the flush kerb could be replaced with a mountable or semi mountable kerb to enable the path to be constructed on a kerb alignment.

b) Westborne Road

In terms of equity of access, for all pedestrians to all destinations, the most appropriate route to Holden Road is the direct link along Westborne Road. This route choice is made on the basis of the existence of other possible destinations such as the shopping centre and the ability to travel on the path in Holden Road either north or south. Westborne Road is also a busier street and therefore conflict between pedestrians and motor vehicles is potentially greater.

The estimate for the construction of this option is \$30,000 (this amount includes an additional \$8,000 as discussed above).

The proposed path in this option would be constructed to a width of 2.0 metres on a kerb alignment.

Comparison

There are arguments for and against each of the two options presented above.

Two groups in society that generally require special consideration on Councils part are the elderly and children. Option a) would provide the most overall benefit for children in terms of travel to and from school. Option b) would provide the most overall benefit for the elderly in terms of travel to and from the shopping centre.

Scoring of the two options, in accordance with the criteria used during development of the Skeletal Path Network reveals no priority differences.

It is considered that in reality, in this particular situation, the likelihood of a child walking or cycling to and from school via Northward and Hilton Roads is greater than the likelihood of an elderly person walking or cycling to and from the shops, particularly when considering the terrain being traversed via Westborne Road.

It is further considered that Council needs to do all that it can to promote walking and cycling to school as a viable alternative to being transported in a motor vehicle, for the social, physical and mental well being of children, as well as to alleviate the pressures on Council concerning parking congestion on the road network adjacent to schools.

CONCLUSION

It is considered that the most appropriate path link between the Northward Road / Westborne Road intersection and Holden Road at this time in the City's development is via Northward Road and Hilton Road. As the present skeletal path network programme lists Westborne Road as the link to Holden Road it is considered that this should be amended to list the link as being via Northward Road and Hilton Road when it is next revised.

T93/02 RECOMMEND

That Council approve:

- 1. the deletion of Westborne Road between Northward Road and Holden Road from the skeletal path network programme,**
- 2. the inclusion of Northward Road and Hilton Road between Westborne Road and Holden Road, into the skeletal path network programme**

that this amendment be undertaken when the 5 year path programme is next updated and that the petitioners be advised of Council's decision.

MOVED Cr Fletcher
MOTION CARRIED (6/0)

SOUTH WESTERN HIGHWAY, WUNGONG – SPEED ZONING

WARD Armadale
FILE REF: RDS/18
DATE 9 July 2002
REF SA
RESPONSIBLE MANAGER MTS

In Brief:

- As a result of a request from Technical Services, MRWA have undertaken a speed zone analysis for the section of South Western Highway, between Stone Street and Rails Crescent. At present, the speed limit on this section of highway is 90 km/hr.
- Recommend that Council supports MRWA intended lowering of the speed limit on the section of South Western Highway, between Stone Street and Rails Crescent, from it's current limit of 90 km/hr to 70 km/hr.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

Develop an integrated transport system including safety aspects

Legislation Implications

General assessment of legislation (eg Local Government Act) has not revealed any restrictions.

Council Policy/Local Law Implications

Assessment of Policy/Local Law has not revealed any restrictions.

Budget/Financial Implications

No impact on Council's 2002/03 draft budget

Consultation

Main Roads Western Australia, Western Australian Police Service

BACKGROUND

The Technical Services Directorate have recently written to Main Roads Western Australia (MRWA) seeking a speed zone analysis be undertaken on the South Western Highway, between Stone Street and Rails Crescent (north). This was as a result of concerns raised by residents finding it difficult to access the Highway from side roads. The current speed limit on this section of the Highway is 90km/hr.

Traffic classifiers results have been forwarded to MRWA, which indicate that 10.7% of all vehicles using this section of the highway are heavy haulage. MRWA have been informed that Council has received numerous requests from residents of the area concerned with entering the highway from Cooliabberra Drive, in particular, due to the speed of approaching heavy goods traffic. The section of the highway is experiencing continued residential development, particular on the eastern side, resulting in the substantial increase in motorists needing to enter and exit the highway.

MRWA have written back to Technical Services advising that they have carried out a speed zone assessment on this section of the highway and the results indicate that the speed should be lowered from its current limit of 90km/hr to 70km/hr. They have also advised that the Western Australia Police Service endorse this proposal.

CONCLUSION

Given the increased residential and commercial development in this vicinity, it is considered that this section of the highway should have a reduced speed limit, as compared to sections further south. Entry onto the highway is currently quite hazardous due to the high speeds, particularly those of heavy haulage vehicles. To this end, it is recommended that MRWA be informed that Council supports the lowering of the speed limit from 90 km/hr to 70 km/hr over the section of the highway, from Stone Street to Rails Crescent.

T94/02 RECOMMEND

That Council supports Main Roads Western Australia's proposal for the lowering of the speed limit on the section of South Western Highway, between Stone Street and the southern intersection with Rails Crescent, from it's current limit of 90 km/hr to 70 km/hr.

MOVED Cr Fletcher
MOTION CARRIED (7/0)

LOT 1000 RAEBURN ROAD, ROLEYSTONE – DEDICATION OF ROAD RESERVE

WARD Roleystone
FILE REF: SUB/118818
DATE 3 July 2002
REF HS
RESPONSIBLE
MANAGER MTS

In Brief:

- Council has received an application from Urban Focus to subdivide Pt Lot 1000 Raeburn Road, Roleystone.
- Subdivision Guide Plan shows the Right of Way being part of the road reserve for the subdivision of Pt Lot 1000.
- Recommend that the Minister for Planning and Infrastructure be requested to dedicate as road reserve under Section 56 (1)(c) of the Land Administration Act, the land indicated as 'Right of Way' in Certificate of Title Volume 1183 Folio 46 and Certificate of Title Volume 1069 Folio 388, as shown on Drawing No. 02-52, bearing in mind that the Right of Way has had uninterrupted use by the public for a minimum of 10 years.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

Develop an integrated transport system including safety aspects.

Legislation Implications

Assessment of legislation indicates that the following regulations apply:

Land Administration Act 1997

Council Policy/Local Law Implications

General assessment has not revealed any applicable Policies/Local Laws.

Budget/Financial Implications

Ongoing maintenance of roadway.

Consultation

Department of Land Administration.

BACKGROUND

In the early 1950's Lots 45 and 46 bounded by Raeburn Road, Holden Road and Hawkins Road, were subdivided.

This subdivision created several lots fronting the above named roads and included a 10m wide strip of what was intended to be a public 'Right of Way' (ROW) adjacent to the present Chevin Woods Estate (see Drawing No. 02-52).

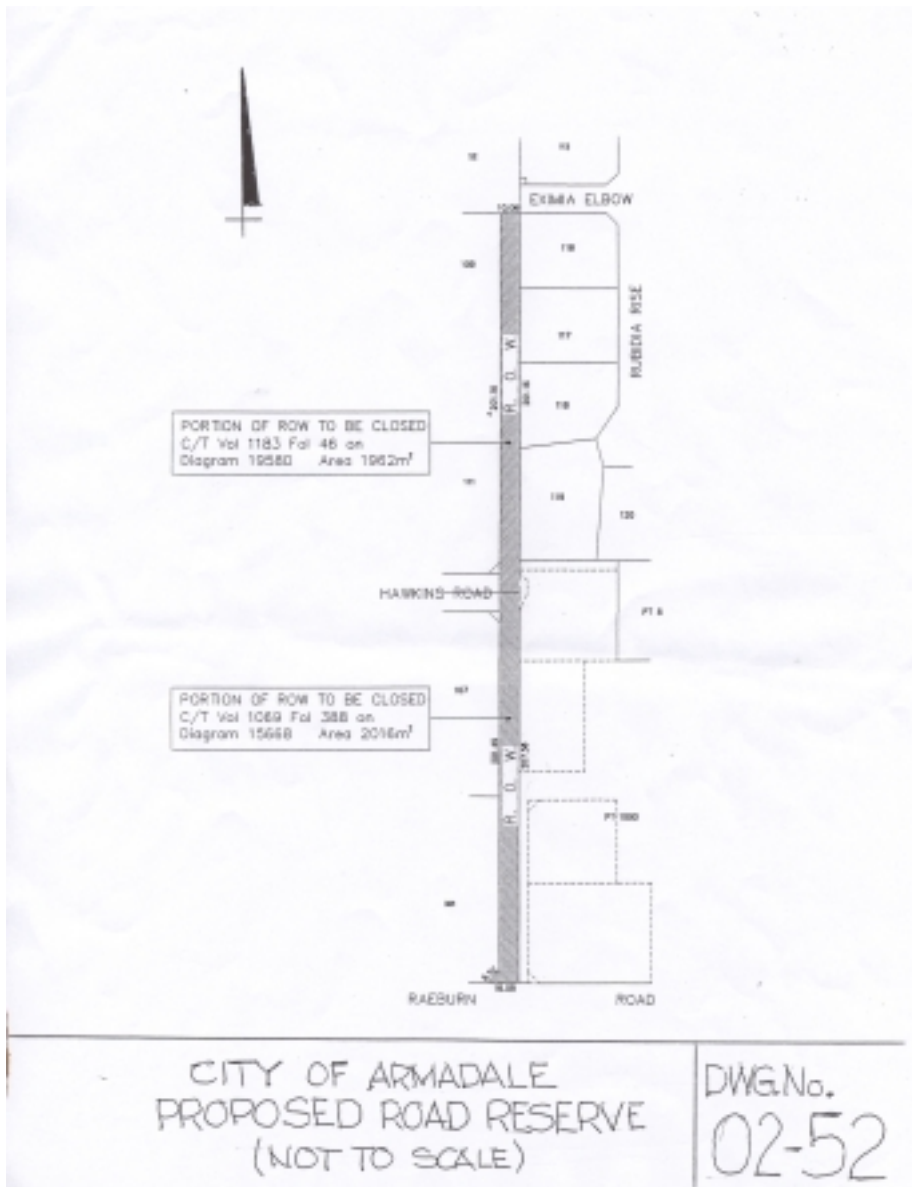
The approved Subdivision Guide Plan for the "Chevin Woods Estate" utilised the ROW as part of the road reserve to be created for the subdivision of Part Lot 1000, the remaining 6m would be given up from Pt Lot 1000. It now appears that the ROW was not excised from the

original Title at the time Lots 45 and 46 were subdivided and is still in the ownership of the heirs of the original owners.

DOLA was advised of the situation and requested to advise on the procedure to overcome this situation to enable to ROW to be dedicated.

Advice has now been received that there are two alternatives open to Council in such a situation:

1. If the land (ROW) has had uninterrupted use by the public for a minimum of 10 years then Council can request the ROW to be dedicated under Section 56(1)(c) of the Land Administration Act 1997 (LAA 1997).
2. That the Minister acquire the land under Section 52 (LAA 1997, Regulation 6).



DETAILS OF PROPOSAL

It is proposed that as the ROW has been in ‘public ownership’, that is the public has unrestricted access over the land, for a period greater than 10 years that Council can request the Minister to have the ROW dedicated as a road.

COMMENT

There is no evidence that access along the ROW has ever been restricted by fences, barriers or gates.

The ROW is shown on the Outline Development Plan for the “Chevin Woods Estate” as an “Emergency Corridor” which may indicate that it was intended to be used as a secondary outlet for residents in Hawkins and Barbara Roads in case of an emergency blocking access to Holden Road.

Options

Council has the option to allow the existing situation to continue and the ROW remain in its state of vacant possession. This means that it will continue to be unmaintained, a potential fire hazard, a dumping ground for rubbish and a route for unauthorised access between Raeburn Road and Hawkins Road.

Taking this option also has the affect of reducing the Lot sizes created by the subdivision of Part Lot 1000, although they are still above the minimum lot size of 2,000m², as the full road reserve (16m) will need to be taken from Pt Lot 1000.

The second option entails asking the Minister to dedicate the ROW under Section 56 (1)(c) of the Land Administration Act 1997 so that the ROW can be utilised as part of the future roadway to service the subdivided Part Lot 1000.

T95/02 **RECOMMEND**

That the Minister for Planning and Infrastructure be requested to dedicate as road reserve under Section 56 (1)(c) of the Land Administration Act, the land indicated as ‘Right of Way’ in Certificate of Title Volume 1183 Folio 46 and Certificate of Title Volume 1069 Folio 388, as shown on Drawing No. 02-52, bearing in mind that the Right of Way has had uninterrupted use by the public for a minimum of 10 years.

MOVED Cr Hopper
MOTION CARRIED (6/0)

**AUSTRALIAN INSTITUTE OF TRAFFIC PLANNING AND MANAGEMENT
NATIONAL CONFERENCE – TRAFFIC AND TRANSPORT “ON THE MOVE”**

WARD All
FILE REF: ENG/1
DATE 11 July 2002
REF LP
RESPONSIBLE MANAGER MTS

In Brief:

- Outline of proceedings for 2002 Australian Institute of Traffic Planning and Management National Conference.
- Recommend that Councillors Reynolds, Zelones and Munn be nominated to attend the 2002 Australian Institute of Traffic Planning and Management National Conference to be held at the Sheraton Hotel, Perth on 8th – 9th August 2002 inclusive.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Corporate Services

To foster an effective professional environment for the governance and administration of the City's Services.

To create a workplace where staff are innovative, confident and continue to learn.

Legislation Implications

General assessment of relevant legislation (eg Local Government Act) has not revealed any restrictions.

Council Policy/Local Law Implications

Assessment of Policy/Local Law indicates that the following are applicable: -

1.2.5 – Conferences, Seminars and Training.

Budget/Financial Implications

The cost to attend the conference is \$750 per delegate.

Consultation

Nil.

BACKGROUND

The Australian Institute of Traffic Planning and Management (AITPM) National Conference will be held on 8th – 9th August 2002 inclusive at the Sheraton Hotel, Perth. The theme of the conference is Traffic and Transport “On the Move”. Normally the AITPM Conferences are held interstate and unfortunately in the past officers have not been able to attend these conferences due to our support of the IPWEA and ARRB Conferences. The Senior Projects Engineer attended one of the AITPM Conference in Sydney whilst employed by another local authority and advises that the conference has excellent content.

Council policy requires that Council Members who wish to attend the Conference need to nominate at the Technical Services Committee for approval at the Ordinary Meeting of Council (to be held on 5th August 2002). Therefore, any Councillor who is not a member of

the Technical Services Committee but wishes to attend will need to advise the Chair of their request.

Due to the time constraints involved, Councillors wishing to attend all or part of this conference are required to be nominated on the night of the July Technical Services Committee Meeting to enable registrations to be processed.

The Executive Director Technical Services, Manager Technical Services (shared registration), Senior Design Engineer and Senior Projects Engineer will be attending the conference on both days.

COMMENT

The conference outline is as follows:

Thursday, 8th August 2002

Technology

Urban Road Pricing / Congestion Charging : Overcoming the barriers to implementation.
Guidelines for the Use and Operations of Variable Message Signs in Queensland.

Terra Pounders

Pedestrian Facilities Guidelines
Crawl before you can Walk – Increasing pedestrian safety around schools
Disability Planning

Key Players or Wise Virgins – Are we really making a difference?

A Strategy for Professional Sustainability
Growing Traffic Skills and Knowledge for Sustainable Transport
Empowering the Technical and Political Process with resourceful competence

Trauma

Road Safety Engineering – From Principles to Practice
Road Safety Strategy – Western Australia
The Signing of Sub-Standard Curves – A Credibility Problem Exists

Friday, 9th August 2002

Traffic Management

Traffic and Transport for Special Events – Learning from the Experience
Four-Way Stop Signs : The Newcastle Experience
Simulated Solution for the Incremental Retrofitting of ETC lanes in Toll Plazas : A Case Study for the Gateway Bridge Toll Plaza.

Transit

The Liverpool-Parramatta Transitway
Multimodality into Seamless Mobility
Achieving Positive Outcomes for Mode Choices in Greenfields Sites
Bus Public Transport Planning – Issues and Implications

Transport and Land Use

The City of Melville Transport Strategy

The Lessons from an Urban and Regional Design Approach to Roads and Transport by the RTA NSW
Balancing Traffic Planning Objectives and Community Opinion in a Rapidly Growing Tourist Town

T96/02 RECOMMEND

That Councillors Reynolds, Zelones and Munn be nominated to attend the 2002 Australian Institute of Traffic Planning and Management National Conference to be held at the Sheraton Hotel, Perth on 8th – 9th August 2002 inclusive.

MOVED CrZelones
MOTION CARRIED (6/0)

ARALUEN TULIP FESTIVAL - 2002

WARD Roleystone
FILE REF: EVT/1
DATE 15 July 2002
REF CB
RESPONSIBLE EDTS
MANAGER

In Brief:

- Letter received from Araluen Botanical Park Foundation (Inc) advising of the Tulip Festival and seeking Council's permission to modify traffic operations along Croyden Road.
- Recommended that road modification along Croyden Road for the 2002 Tulip Festival be approved to cope with traffic demand on specific days.

Tabled Items

Araluen Botanical Park Foundation (Inc) – Traffic Management Plan.

Officer Interest Declaration

Nil.

Strategic Implications

Nil.

Legislation Implications

Assessment of legislation indicates that the following regulations apply: -

Section 3.50 of the Local Government Act 1995

(1) A local government may, by local public notice, order that a thoroughfare that it manages is wholly or partially closed for the passage of vehicles.

Council Policy/Local Law Implications

Assessment of Policy/Local Law indicates that the following are applicable: -

Council Policy 2.1.41 Events on Roads – Road Closures

Applicants for road closures for events on roads other than for Minnowarra Festival, Araluen Tulip Festival and Armadale Cycling Classic be required to lodge "various fees and bonds".

Budget/Financial Implications

Nil.

Consultation

Technical Services Officers have discussed road modifications with Ranger Services, the owner of the Brenton Rose Farm and the management of Araluen Botanical Park Foundation (Inc).

BACKGROUND

The importance and relevance of the Tulip Festival to the tourism and marketing strategies of the Araluen Botanical Park Foundation (Inc) and the City of Armadale is strongly acknowledged as it attracts crowds in excess of 60,000 visitors during the course of the Festival with peak visitation on weekends.

In order to cope with this traffic demand, Council in previous years approved the temporary modification of Croyden Road, Roleystone by restricting traffic movement to a one-way system between the Brenton Rose Farm and the Park entrance. Also, in order to allow easy access to and from the Rose Farm a two-way traffic system was put in place from the Rose Farm to the Croyden Road / McNess Drive intersection.

At its Ordinary Meeting on 7 August 2001, Council resolved to approve the temporary road modification of Croyden Road (T89/01) for the 2001 Tulip Festival. However following the approval Council received a petition dated 20 September 2001 signed by 17 residents from the Croyden Road / Bristol Road area with an accompanying covering letter expressing concerns to the road modification.

Officers of the Technical Services Directorate investigated the residents concerns that resulted in a further report to Council. At its Ordinary Meeting on 3 December 2001, Council resolved (T152/02) that the Araluen Botanic Park Foundation (Inc) be requested to implement a Traffic and Parking Management Plan prior to the commencement of the 2002 Tulip Festival. The Araluen Botanic Foundation (Inc) was advised on 19 December 2001 of Council's requirements.

Technical Services Officers met with the Araluen Botanic Foundation (Inc) early in June 2002 requesting the Plan be submitted without delay.

DETAILS OF PROPOSAL

Council received on 10 July 2002 a copy of the Traffic Management Plan with a request to modify traffic movements on Croyden Road on Sunday September 1, 8, 15, 22, 29 and Monday September 30, 2002.

Though the proposals of the Araluen Botanic Foundation (Inc) as stated in their Traffic Management Plan are generally supported, there is some concern that with the time remaining (because of the lateness in submitting the Plan) some the recommendations may not be fully achievable in time for this year's festival

In particular, the use of the area (that has been nominated for temporary parking) currently belonging to CALM that serves as an access road of McNess Drive to the pump-back dam station operated by Water Corp may not be resolved in time as necessary approvals are yet to be obtained. In this regard, the Araluen Botanic Foundation (Inc) have also requested Council's assistance to clear the area and lay a suitable road base to maximize the parking facility. The cost of this work is estimated at \$4,000.

It should be noted that there has been insufficient time to assess the impact the clearing of vegetation will have upon the surrounding area.

COMMENT

As previously stated, Council has tried various alternate modified traffic movements over a number of years where it was found that the traffic alterations introduced in 1999 through to 2001 inclusive have worked best causing the least amount of disruption to visitors who attended the Park.

This however does not alleviate the concerns expressed by local resident of Croyden Road / McNess Drive / Bristol Road area who are inconvenienced on the days the modified traffic arrangements are in operation.

The question that Council needs to consider is whether to continue with the temporary modification of Croyden Road or not support the application of the Araluen Botanic Foundation (Inc).

On a final note, though Council resolved at its Ordinary Meeting of 7 August 2001 (T89/01) (5) to deal with future road modification of Croyden Road for the Araluen Tulip Festival administratively by delegated authority to the Chief Executive Officer, it is believed that in this instance because of the petition from local residents and the insufficient time to implement and investigate all of the recommendations made in the Traffic Management Plan that Council be fully informed of proceedings to date.

CONCLUSION

It is recommended that Council approve the modified traffic arrangements along Croyden Road on Sunday September 1, 8, 15, 22, 29 and Monday September 30, 2002 and that Council supports the proposal to erect additional signage along Brookton Highway and requests the Araluen Botanic Foundation (Inc) to obtain approval from MRWA to erect appropriate signage advising of an alternate route to the Park via Gardiner Road.

It is also recommended the Araluen Botanic Foundation (Inc) implement the recommendations as stated in the Traffic Management Plan, in particular to areas relating to Parking Priorities, Car Parking Attendants, Advertising, Brochures and Signage and to continue negotiations with CALM to secure temporary parking for the 2002 Tulip Festival.

It is not recommended that Council support Araluen Botanic Foundation (Inc) request for assistance to clear vegetation and their request for suitable road base to maximize the parking facility off McNess Road.

T97/02 RECOMMEND

- 1. That approval be granted to the Araluen Botanic Foundation (Inc) for the modified traffic arrangements to operate on Croyden Road, Roleystone on Sundays - September 1, 8, 15, 22, 29 and Monday September 30 2002 as per Drawing No: 98-20 and that the Araluen Botanic Foundation (Inc) bears all costs for the advertising of the road modifications.**
- 2. That all relevant authorities and surrounding landowners be advised of the proposed traffic arrangements.**
- 3. That the Araluen Botanic Foundation (Inc) implements the Traffic Management Plan and in particular the areas relating to Parking Priorities, Car Parking Attendants, Advertising, Brochures and Signage.**
- 4. That Council supports the request to erect additional signage on Brookton Highway and requests Araluen Botanic Foundation (Inc) seek approval from Main Road WA to erect appropriate signage advising motorists of an alternate route to the Park via Gardiner Road.**
- 5. That subject to Araluen Botanic Foundation (Inc) obtaining the necessary approval to clear the area off McNess Drive for additional parking, Council carry out the necessary earthworks subject to Araluen Botanic Foundation (Inc) paying full costs of the works.**

MOVED Cr Cumming
MOTION CARRIED (6/0)

Councillor Zelones

Councillor Zelones thanked the officers for their time and efforts, especially Simon Buxton, with the issue of Ecko Road and also the Chair and other Councillors for their support and assistance.

MEETING CLOSED 8.55PM.