

Mayor welcomed all attendees and introduced City staff, Cr Zappa and Margaret Quirk, Member for Girrawheen.

Harminder Singh, Director Assets, outlined the evening's proceedings.

Graeme Budge, Project Manager Infrastructure Projects, presented the details of the Gnangara Road realignment project, including:

- Responsibilities of the City and MRWA
- Land acquisition requirements
- Traffic modelling and alternative options to connect to Windsor Road.

Lindsay Broadhurst, Main Roads WA's Manager Road Planning, also made a presentation on the Gnangara Road realignment outlining:

- MRWA's current position on the at-grade intersection
- The possible traffic implications
- Need for budget allocations.

Questions taken from the floor at this time included:

Q: So we are looking at a minimum of 6-7 years maybe 10 years for funding and approvals?

A: *Lindsay - we are unsure. Normal funding decisions work on a 3-4 year timeframe.*

A: *Graeme - there is an existing scheme whereby developers contribute to provide funding for infrastructure works. There is money to do the project to Windsor Road only. This money can be used for the section of realignment for which the City is responsible for. MRWA funding is required for the responsible section of road such as the red road. We are looking at staging options.*

Q: What is the process? Does MRWA sit on its hands? Will it not do anything? What figure for money?

A: *Lindsay - we have some work to do to identify the scope, do up a concept and cost estimate.*

Q: We've done similar work. What is the figure? \$100M? \$5M?

A: *Lindsay - land will be about \$5-8M, intersection upgrade \$8-9M, so \$15-20M.*

Q: Am I getting it right, four lanes are needed but right now there is only one lane in each way?

A: *Lindsay - for the anticipated growth, yes, it is not here and now sort of traffic. That is based on regional traffic growth given the direct connectivity to the freeway.*

Q: Cr Zappa - we don't want to see another four way intersection to add to congestion.

A: *Lindsay - that section of Wanneroo Road is not one of our major congestion spots and is not causing regional traffic issues. We supported the planning but when it is done, it must be done right.*

Q: We already know all of this. Congestion is where we live. We want to keep traffic away from Buffalo Loop and don't want them to come through where we are.

A: *Graeme - the next part of the presentation will address that.*

Q: Traffic is backed up on Gngangara Road now so there is a congestion issue. Why are there traffic tapes?

A: *Harminder - the next part of the presentation will address that.*

Comment: Traffic is coming from Ellenbrook. The speed limit is too high.

Q: Two lanes right onto Whitfords, there is only one lane now and it is congested. Two lanes onto Hepburn could prevent this. Traffic lights should be adjusted.

A: *Lindsay - extra lanes will share the load and create an east-west link. Traffic lights synchronise on a corridor by corridor basis and synchronisation of signals is the best solution.*

Q: Has anyone checked the synchronisation? The other night at 11pm there were no cars and I still had to stop

A: *Lindsay - I will take that question on notice.*

Q: This all seems very long term. What do we do in the interim?

A: *Graeme - 1. Acquire land will be around two years. Stage 1 could be Buffalo Avenue left out connection to Windsor Road as ultimate Gngangara Road alignment. We are looking at options but have to wait for the land.*

Q: Whose bright idea was it to change the industrial area sign?

A: *Lindsay - MRWA is assessing the removal of the sign.*

Q: Could we change the sign to say Local Traffic Only?

A: *No.*

Harminder outlined the details of the matters so far and presented the site specific part of the presentation.

Following update on the items completed since 22 October session was provided:

- Maintenance completed at the end of Buffalo avenue
- *No Through Road* sign installed in Buffalo Avenue near Owen Link
- *Local Access Only* sign installed in Buffalo Avenue new Gngangara road
- Order placed for the installation of colour bond fence at the end of Buffalo Avenue

Details of a number of access options were presented:

- Full new intersection at Gngangara Road/Marathon Loop (east)
- Traffic signal a Gngangara Road/Buffalo Avenue
- Roundabout at Marathon Loop (west)/Gngangara Road
- Roundabout at Gngangara Road/Buffalo Avenue
- LGIS Risk Assessment and an emergency driveway access of Gngangara Road/Marathon Loop (east)

Trevor Prentis, Manager Community Safety & Emergency Management, outlined the reason that an emergency exit would be required.

Questions were again taken from the floor:

Q: This is not allowing for an emergencies for us getting out.

A: *Harminder - no, not residents*

Q: Council has members on the Metro North Development committee. Why did they approve of the subdivision?

A: *Manoj Barua – Coordinator Transport & Traffic - the development application goes to WAPC then referred to the City, however WAPC can override the City's decision.*

Q: Mayor Roberts - given these concerns, are there any opportunities for improving timeframes?

A: *Lindsay - we need to get the solution right in the first instance. It comes down to cost to the Government.*

Q: Mayor Roberts - what more do we as a City need to do to catapult this project as there is a concern of fatalities?

A: *Lindsay - the congestion issues are not high on our priority.*

Q: Cr Zappa - I don't think we got an answer to the question the Mayor asked.

A: *Lindsay - the process is cost related. Lobbying is part of the solution.*

A: *Harminder - scheme funding is only responsible for the infrastructure under scheme and can't be used for other purposes.*

A: *Lindsay - there are lots of other priorities across the state.*

Q: It was put to me by a local MP that City of Wanneroo can approach WAPC to buy that lot. Has the City asked WAPC to do so?

A: *Harminder – yes, the City wrote to WAPC and was advised that it has other priorities and this is not one.*

A: *Lindsay - MRWA pays the land costs to WAPC and this would need funding allocation.*

Q: Marathon Loop east and west is not popular. Why can't traffic lights be put there?

A: *Manoj - traffic lights don't meet the warrant for installation at this location. MRWA will not give approval.*

Q: Why is there an access road on the south side of Gnangara Road opposite of Buffalo Avenue intersection?

A: *Manoj - it is to provide parking facilities.*

Q: Buffalo Avenue is a concern.

A: *Manoj - volume is low in comparison to many other locations in the City, such as, Susan Road, Russell Road and Westport Parade.*

Q: All those locations have other access.

A: *Manoj – in comparison with Russell Road, Buffalo Avenue traffic volume is not that great.*

Q: Why can't that option of Windsor Avenue be explored?

A *Harminder - we need to acquire half the lot to the north; if that is possible, we can look at Windsor Avenue connection from Buffalo Avenue.*

Q: Can we purchase lots from the new development?

A: *Harminder – these are strata lots and roads, are not public roads; they already have approval from WAPC. Access is not possible from those roads.*

Q: Mayor Roberts - What are we now proposing?

A: *Harminder – given that at the Community Information Session on 22 October, a number of community members did not support the new intersection at Gnangara Road, Marathon Loop (east), emergency access option with left-in to Marathon Loop (west) will be presented to Council for consideration in February 2016. These works can be scheduled later in the financial year, subject to Council's approval to allocate funds.*

Q: Will Windsor Road definitely be closed?

A: *Harminder - if we implement the structure plan (ultimate) then Windsor Avenue will be a cul-de-sac, however with at-grade option at Gnangara Road/Wanneroo Road, Windsor Avenue will remain.*

Q: There are 260 new lots. The whole concern is another 500 cars going onto Buffalo.

A: *Harminder - the maximum will be approximately 1500 cars.*

Q: Can there be a roundabout on Buffalo Avenue with an offset lane?

A: *Manoj - it is difficult to tie in with the existing alignment of the existing intersections.*

Q: Has the heavy haulage ban been implemented?

A: *MRWA has sent compliance teams.*

Q: Do the counters record the time?

A *Harminder - yes they record time so MRWA knows when to target non-compliance.*

Q: Can we have No Heavy Haulage Vehicles sign?

A: *Harminder - we have raised this with MRWA, but MRWA wants to increase enforcement.*

Mayor concluded the meeting stating that the City would continue to put pressure on MRWA and continue to ask questions and keep residents informed. A report on these matters will now be considered by Council at its meeting on 2 February 2016

Meeting closed at 8.00pm.