

GNANGARA ROAD / MARATHON LOOP ACCESSIBILITY

COMMUNITY INFORMATION SESSION NOTES

22 OCTOBER 2015 AT 5.30PM

CHAIR – MAYOR ROBERTS

ELECTED MEMBERS PRESENT – CRS TREBY, ZAPPA, NGUYEN, SIMPKINS, NEWTON, CVITAN

Mayor's opening – Welcomed all attendees advising that the Session is being held in Council Chambers to allow a presentation by Director Assets and answer queries which would not have been possible to do on-site. An on-site meeting with representatives is able to be held next week if necessary.

Director Assets presented the details of the issues involved. During the presentation, questions/comments were taken as noted below:

Q: Buffalo Avenue traffic counts are flawed as traffic doesn't exit through Buffalo Ave, they use Botev Lane.

A: *Due to a low traffic count, the impact on overall numbers would be very low.*

Q: Was MRWA invited here?

A: No

Q. Resident stated that the speed limit reduction was approved in May 2015 and no one actioned it.

A: *It was intended that all three issues to be addressed together ie heavy haulage, speed limit and review of vehicular access Marathon Loop.*

Comment - community consultation responses - there are mainly renters in the area and they don't care. Only rate payers care.

Q: Have you considered future traffic volumes?

A: *Based on the existing traffic count, the traffic may double and likely to be less than 2000 vehicles per day based on the fully developed area figure.*

Comment – it is an emergency services issue due to current access issue. This is a health and safety issue

Comment – it is difficult to try and get out of my driveway, daughter had a near miss due to high traffic volume.

Comment – 2000 vehicles is a lot.

Comment – they are not going to use Marathon loop, they are going to use Buffalo Ave.

Q: Why were the subdivisions approved?

A: *WAPC approves development in a fragmented way. The main issue is the delay in the Gnangara Road re-alignment which requires connection to Wanneroo Road/Whitfords Avenue intersection and requires Main Roads WA's approval.*

Comment - Developers were told that subdivision was approved based on Gnangara Rd alignment

Comment - You have a responsibility to ensure the road network can support development.

Q: How could you approve it if you knew MRWA didn't support it?

A: *The development has occurred in a fragmented manner as per the approved structure plans. Development is approved by the WAPC.*

Q: Why is Windsor Rd being closed? This is a safety issue. Why direct 1000 vehicles through Buffalo Loop? Use Windsor Road to connect with the new development.

A: *Timing. Windsor Road section is needed for the grade separated interchange for the realignment.*

Comment - In an emergency in the new development, the only access is Buffalo Ave. Consider an access to Windsor Road for the new development.

Comment - the verge is large enough at Susan Park for the roundabout.

Q: Why was the Marathon Loop western end constructed if it doesn't meet sightline requirements.

A: *In accordance with the realignment connection of Gnangara Road into the Wanneroo Road / Whitfords Avenue intersection, the redundant section of Gnangara Road is to be reassigned to a local distributor road which will realign to connect into Marathon Loop (as the name suggests) to complete the loop. Once this redundant section of Gnangara Road has been downgraded, Main Roads can then reduce the speed limit to 50km/hr resulting in the Marathon Loop western end connection with Gnangara Road sightlines being adequate for all movements. As Gnangara Road continues to connect between Wanneroo Road and Hartman Drive, it is classified as a District Distributor B type road and is therefore at this stage unable to be speed reduced to 50km/hr. As the speed is to remain at the reduced 60km/h speed limit at this stage the Marathon Loop western end connection on to Gnangara Road is unable to operate with exit movement permitted at the sightline criteria is not met for 60km/h, therefore the left-in movement is the only movement being considered at this stage.*

Q: If the speed is not reduced to 50 km/h on Gnangara Road, an accident will happen?

A: *MRWA can only make a decision based on history, not what may happen.*

Q: How do trucks get policed?

A: *MRWA Heavy Haulage Office to affect compliance. The City will write to MRWA and request compliance checks.*

Q (Cr Nguyen) – would Council consider submissions to address issues?

A: *Administration intends to bring these 3 issues to the November Council meeting in a single report including access, speed limit and heavy haulage. Therefore residents have only a few days to make further comments for consideration by the City as part of the report for the November meeting, the deadline for which is 29 October 2015.*

Q: What is the timeline for something to happen?

A: *Speed limit 4 weeks, design 6 months, service locations, street-lighting etc 2 to 3 months. Construction early next financial year around July 2016, subject to Council allocating funding in the budget.*

Q (Cr Treby) – Can a staging plan for Windsor Rd be looked at and the City should ask MRWA about it. Is it possible to consider an option to provide a connection through Windsor Road?

A: *Yes, the City will investigate an option to provide a connection through to Windsor Road at the northern end.*

Comment – Buffalo Avenue needs fencing and No Through Road.

Q (Mayor Roberts) – can we do 2 reports? *Speed issue* at Nov meeting, meeting with MRWA here and defer the design.

A: Yes

Q (Mayor Roberts): Can residents have another say?

A: Yes

Mayor Roberts summarised the conclusions from the session for all attendees:

- **Heavy haulage confirmed as actioned;**
- **Speed limit report to November meeting;**
- **Administration to investigate other options including a Windsor Road connection and report back at another meeting with residents and invite MRWA to attend;**
- **Further community consultation;**
- **Further report to Council with recommendation.**

Meeting closed at 6.45pm.