



CONFIRMED MINUTES

SPECIAL COUNCIL MEETING

20 NOVEMBER 2017

I certify that the minutes of the Special Council Meeting held 20 November 2017, pages 1 to 32, were confirmed on 12 December 2017.

A handwritten signature in black ink, which appears to read "John Daw", is written over a horizontal line.

Presiding Person



**CONFIRMED MINUTES
SPECIAL COUNCIL MEETING
20 NOVEMBER 2017**

ATTENTION/DISCLAIMER

These minutes are subject to confirmation.

The purpose of this Special Council Meeting is to discuss and, where possible, make resolutions about items appearing on the agenda. Whilst Council has the power to resolve such items and may in fact appear to have done so at the meeting, no person should rely on or act on the basis of such decision or on any advice or information provided by an Elected Member or employee, or on the content of any discussion occurring during the course of the Meeting. Persons should be aware that regulation 10 of the *Local Government (Administration) Regulations 1996* establishes procedures to revoke or change a Council decision. No person should rely on the decisions made by Council until formal written advice of the Council decision is received by that person.

The Shire of Mundaring expressly disclaims liability for any loss or damage suffered by any person as a result of relying on or acting on the basis of any resolution of Council, or any advice or information provided by an Elected Member or employee, or the content of any discussion occurring during the course of the Council Meeting.

CONTENTS

1.0	OPENING PROCEDURES	4
1.1	ANNOUNCEMENT OF VISITORS	4
1.2	ATTENDANCE/APOLOGIES/APPROVED LEAVE OF ABSENCE.....	4
2.0	ANNOUNCEMENTS BY PRESIDING MEMBER WITHOUT DISCUSSION	5
3.0	DECLARATION OF INTEREST	5
3.1	DECLARATION OF FINANCIAL INTEREST AND PROXIMITY INTERESTS	5
3.2	DECLARATION OF INTEREST AFFECTING IMPARTIALITY	5
4.0	PUBLIC QUESTION TIME	5
	SC1.11.17	6
5.0	REPORTS OF EMPLOYEES	7
5.1	GREAT EASTERN HIGHWAY UPGRADE STAGE TWO	7
	SC2.11.17	
6.0	CLOSING PROCEDURES	32
6.1	DATE, TIME AND PLACE OF THE NEXT MEETING.....	32
6.2	CLOSURE OF THE MEETING.....	32

SPECIAL COUNCIL MEETING COUNCIL CHAMBER

1.0 OPENING PROCEDURES

The Presiding Person declared the meeting open at 6.30pm.

Acknowledgement of Country

Shire of Mundaring respectfully acknowledges Noongar elders past and present and their people (specifically the Whadjuk people who are from this area) who are the traditional custodians of this land.

Recording of Meeting

Members of Council and members of the gallery are advised that this meeting will be audio-recorded.

1.1 Announcement of Visitors

Nil

1.2 Attendance/Apologies/Approved Leave of Absence

Elected Members	Cr John Daw (President)	East Ward
	Cr Kate Driver	East Ward
	Cr Stephen Fox	East Ward
	Cr Lynn Fisher (Deputy President)	Central Ward
	Cr Toni Burbidge	Central Ward
	Cr Doug Jeans	Central Ward
	Cr Darrell Jones	South Ward
	Cr David Lavell	South Ward
	Cr James Martin	South Ward
	Cr Tony Brennan	West Ward
	Cr Ian Green	West Ward
	Cr Jason Russell	West Ward

Staff	Jonathan Throssell	Chief Executive Officer
	Megan Griffiths	Director Strategic & Community Services
	Steve Trlin	Acting Director Statutory Services
	Paul O'Connor	Director Corporate Services
	Shane Purdy	Director Infrastructure Services
	Anna Italiano	Minute Secretary

Apologies Nil

Absent Nil

Leave of Absence Nil

Guests Nil

Members of the Public 4

Members of the Press Liam Ducey

Echo Newspaper

2.0 ANNOUNCEMENTS BY PRESIDING MEMBER WITHOUT DISCUSSION

The Presiding Person confirmed the purpose of this meeting was to consider a motion regarding the Great Eastern Highway upgrade works.

3.0 DECLARATION OF INTEREST

3.1 Declaration of Financial Interest and Proximity Interests

Elected Members must disclose the nature of their interest in matters to be discussed at the meeting (*Part 5 Division 6 of the Local Government Act 1995*).

Employees must disclose the nature of their interest in reports or advice when giving the report or advice to the meeting (*Sections 5.70 and 5.71 of the Local Government Act 1995*).

Nil

3.2 Declaration of Interest Affecting Impartiality

An Elected Member or an employee who has an interest in a matter to be discussed at the meeting must disclose that interest (*Shire of Mundaring Code of Conduct, Local Government (Admin) Reg. 34C*).

Nil

4.0 PUBLIC QUESTION TIME

15 minutes (with a possible extension of two extra 15 minute periods) are set aside at the beginning of each Council meeting to allow members of the public to ask questions of Council.

Public Question Time is to be conducted in accordance with Shire of Mundaring Meeting Procedures Local Law 2015.

Nil

**COUNCIL DECISION
MOTION**

SC1.11.17

Moved by

Cr Fox

Seconded by

Cr Fisher

That the meeting be adjourned to 6.45pm.

CARRIED 12/0

For: Cr Daw, Cr Driver, Cr Fox, Cr Fisher, Cr Burbidge, Cr Jeans, Cr Jones, Cr Lavell, Cr Martin, Cr Brennan, Cr Green and Cr Russell

Against: Nil

6.33pm the meeting was adjourned

6.46pm the meeting resumed with all elected members and officers present.

5.0 REPORTS OF EMPLOYEES

5.1 Great Eastern Highway Upgrade Stage Two

File Code	Gr 3
Author	Shane Purdy, Director Infrastructure Services
Senior Employee	Jonathan Throssell, Chief Executive Officer
Disclosure of Any Interest	Nil
Attachments	<ol style="list-style-type: none">1. Attachment One - Past Lobbying Efforts2. Attachment Two - Minutes of meeting 24 May 20163. Attachment Three - MRWA - Project Overview Flyer

SUMMARY

The Shire President has called a Special Meeting of Council to enable Council to determine its position on the vegetation removal works proposed on the Great Eastern Highway - Stage Two Upgrade Works.

Councillor Burbidge has provided a notice of motion to assist Council in determining its position.

BACKGROUND

Councillor Burbidge has provided the following notice of motion:

1. "That Council confirms its view on Stage Two of the Great Eastern Highway upgrade as:
 - a. Trees and other vegetation are not removed along Great Eastern Highway Stage 2 Upgrade until Council and the community are made fully aware of the proposed extent of clearing by way of extensive consultation and communication methods; and
 - b. Trees and other vegetation removal is, as a principle, to be kept to a minimum allowing for safety outcomes.
2. That a delegation of Council including the President, Deputy President, Central and South Ward Councillors, the Chief Executive Officer and Director Infrastructure Services:
 - a. Meet with all state government members representing the area including the Great Eastern Highway from Bilgoman Road to Craven Road (Mr Hughes, Mr Urban, Minister Roberts) and with representatives from Main Roads WA and Western Power; and

- b. Present Council's views on the clearing of vegetation and trees along Stage Two of the Great Eastern Highway upgrade; and
- c. Request to hold this meeting with urgency due to the imminent commencement of vegetation clearing."

Cr Burbidge provided the following reasons for submitting this notice of motion:

"Council, residents and Community Groups have expressed concern about the lack of involvement, communication and coordination of the GEH Stage 2 Upgrade between community stakeholders, MRWA and Western Power. Specific feedback to councillors regarding a concern of possible vegetation removal has been voiced by the community.

There is very little easily understood knowledge on the extent of vegetation clearing within the proposed works. As a newly formed council, we need to be informed to effectively communicate with our community on this issue.

These motions seek to address the above issues and establish a meaningful coordination of community concerns about the natural environment with the State Government departments."

The safety upgrade of the Great Eastern Highway between Mann Street and Bilgoman Road has been the subject of significant lobbying efforts by the Shire over many years, following requests and petitions from the community to improve safety.

As part of this lobbying effort, Council resolved in June 2010 (C03.06.10) that:

1. "The CEO prepare and implement a lobbying program of State and Federal politicians to get funding allocated to enable safety improvements on Great Eastern Highway between Greenmount and Mundaring to be undertaken as a matter of urgency.
2. Council request EMRC assist the Shire of Mundaring to achieve the objective in 1. above."

Since that time various letters and meetings have occurred to obtain the subsequent funding, which enabled the project to be designed and commenced (refer attachment one).

STATUTORY / LEGAL IMPLICATIONS

Nil

POLICY IMPLICATIONS

Nil

FINANCIAL IMPLICATIONS

Nil

STRATEGIC IMPLICATIONS

Mundaring 2026 Strategic Community Plan

Priority 3 - Natural environment

Objective 3.2 – A place where the environment is well managed

Strategy 3.2.1 – Identify and mitigate threats to the natural environment

Mundaring 2026 Strategic Community Plan

Priority 4 – Built environment

Objective 4.1 – A place that is connected, safe and easy to move around

Strategy 4.1.1 – Improve safety on road, cycle and footpath networks
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SUSTAINABILITY IMPLICATIONS

Road improvements will create a safer road for motorists and pedestrians. The works need to be sensitive to the natural vegetated environmental aesthetics of the Great Eastern Highway.

RISK IMPLICATIONS

Natural Environment (Consequence Rating – High, Likelihood Rating - Certain)

The impact to the natural environment is being minimised as much as practical within standards of road safety designs. Revegetation works are planned on completion to assist with the offset of some of the loss.

Reputation (Consequence Rating – Moderate, Likelihood Rating - Likely)

The Shire's reputation will be adversely impacted should the Shire not actively seek to ensure Main Roads WA retains as much vegetation as possible and keeps the community well informed on what they are doing, as well as the reasons for the work, to the extent that this is practical and possible. Equally, should the Shire seek to abandon its support for these road improvements the Shire's reputation with key stakeholders in Government, as well as those residents who have actively supported this project, will be adversely impacted.

EXTERNAL CONSULTATION

The Shire has previously lobbied various state and federal politicians for funding to undertake road safety improvements as part of its lobbying strategy.

Since the project received funding and has been in design, Main Roads WA have undertaken three presentations to Councillors. One was at a briefing prior to the December 2015 Council meeting by the Main Roads WA Design Leader. A second was held on 24 May 2016 with Councillors and representatives from the Mundaring Resident and Ratepayers' Association, Hovea Resident and Ratepayers' Association and Glen Forrest Resident and Ratepayers' Association.

The most recent presentation to councillors was provided by the Main Roads WA Project Manager on 1 August 2017. This briefing specifically covered the proposed stage two works.

COMMENT

Main Roads WA is aware of the Shire's desire to preserve vegetation, as reflected in the first dot point under the heading of Design in the minutes of the 24 May 2016 meeting (refer attachment two). It is considered that the importance of minimising vegetation loss is well understood.

Main Roads WA is required to adhere to clearance zones in accordance with Australian Standards for highways. As these clearance zones would have required significant vegetation removal within the median, Main Roads WA has incorporated a significant amount of guard rail to enable the protection of most of the vegetation in the wider medians.

In the first stage of the roadworks it is noted that the road reserve width is narrower than the stage two section. This feature, combined with the need for a footpath on the north side of the Highway from Mann Street to Kintore Road, required the road carriageway to be moved southwards, resulting in all of the median having to be shifted and thus vegetation removed.

The re-planting for stage one will occur just prior to winter 2018. Main Roads WA are to undertake a walk through with Shire staff to determine an appropriate re-planting plan. As part of this walk through particular attention will be paid to the entrance approach to Mundaring, as this has previously been identified as an opportunity for enhancement. This location may require additional funding from the Shire, noting there is a current allocation of \$35,000 in 2019/20 of the Long Term Financial Plan for horticultural / tree planting works in the Mundaring Town Centre.

In August 2016 Main Roads WA sent a project overview flyer to residents in all suburbs adjoining the section of Great Eastern Highway between Bilgoman Road and Mann Street (refer attachment three). The greatest amount of feedback received related to the proposed intersection changes of Hardey Road and Park Street.

Main Roads WA prepared a clearing impact and vegetation management plan in which submissions were sought by March 2017. The Shire's Environmental Service provided feedback which reiterated the aesthetic appeal and character that the treed highway provides.

Following feedback and further review some changes, such as the inclusion of additional u-turn pockets, were included in the design. These changes were presented via a large plan to Councillors at a meeting on 1 August 2017. It was explained that while some vegetation was required to be removed it would be significantly less than was required in the first stage.

Main Roads WA committed at that meeting to re-do the vegetation clearing plan so Shire officers could view the extent of proposed clearing: this would enable officers to respond to Councillors and the community with greater clarity. Shire officers have also been invited to undertake a walk-through with the successful contractor and the Main Roads WA environmental officer to ensure the extent of clearing is very well understood.

The pegging of stakes with coloured ribbon, which can now be seen on sections of the highway, is part of this process: the pink ribbon reflects the extent of proposed clearing and the red ribbon is the proposed location of the lighting poles.

While the pegging confirms the extent of clearing, it also shows that many of the trees will be retained, thus the aesthetics and character the trees provide will also be retained. The updated Main Roads WA report is expected to be available at the end of November 2017.

It is intended that once the updated vegetation management plan is finalised the information will be presented to Councillors. It is noted that Main Roads WA staff have been positive in accommodating Shire requests for information and attendance at meetings.

The Western Power work, which will involve some clearing of vegetation in order to meet Australian Standards, is planned to commence in January 2018. The roadworks, with associated clearing for that work, is planned to commence immediately after winter 2018. The earliest any clearing works would occur is therefore January 2018.

As Main Roads WA has sought to minimise the clearing of vegetation, it is considered that the only practical way to prevent any clearing of vegetation (as shown in the plans) is for the road safety works not to proceed. However, this approach would be contrary to Council's earlier lobbying efforts to seek improvement to the safety of this portion of the Great Eastern Highway.

In regards to the motion's proposal for a delegation of councillors to meet with relevant politicians, Council might consider this a premature action until the updated vegetation management plan is presented to Councillors and the extent of and reasons for any clearing is understood. However, should Council wish to proceed with this delegation, it is suggested that the number of Shire representatives be reduced to comprise the President and CEO, as is usual custom. The addition of the Deputy President and presence of the Director Infrastructure Services (as directed by the CEO) might be a further alternative. The outcomes of the delegation, if held, would be communicated to all councillors.

Should Council form the view that a delegation at this time is premature, yet wished to clearly articulate its views regarding the importance of trees on that portion of the Great Eastern Highway located within stage 2 of the proposed roadworks, an alternative to the motion as presented by Cr Burbidge, which may be considered, is as follows:

That Council -

1. Confirms its view that, due to the importance as a tree corridor and a tourist route, every effort should be made by Main Roads WA to minimise vegetation removal on Great Eastern Highway whilst achieving the desired road safety outcomes; and
2. Requests Main Roads WA undertake a comprehensive communication program to advise the community on the project works and associated efforts to minimise vegetation removal prior to January 2018.

VOTING REQUIREMENT

Simple Majority

MOTION

Moved by Cr Burbidge Seconded by Cr Fisher

1. That Council confirms its view on the Stage Two of the Great Eastern Highway upgrade as:
 - a. Trees and other vegetation are not removed along Great Eastern Highway Stage 2 Upgrade until Council and the community are made fully aware of the proposed extent of clearing by way of extensive consultation and communication methods; and
 - b. Trees and other vegetation removal is, as a principle, to be kept to a minimum allowing for safety outcomes.

2. That a delegation of Council including the President, Deputy President, Central and South Ward Councillors, the Chief Executive Officer and Director Infrastructure Services:
 - a. Meet with all state government members representing the area including the Great Eastern Highway from Bilgoman Road to Craven Road (Mr Hughes, Mr Urban, Minister Roberts) and with representatives from Main Roads WA and Western Power; and
 - b. Present Council's views on the clearing of vegetation and trees along Stage Two of the Great Eastern Highway upgrade; and
 - c. Request to hold this meeting with urgency due to the imminent commencement of vegetation clearing.

Preamble to Council Decision

With the agreement of the mover and seconder, point 2 of the motion was amended to delete Central and South Ward councillors from the delegation.

COUNCIL DECISION MOTION	SC2.11.17		
Moved by	Cr Burbidge	Seconded by	Cr Fisher

1. That Council confirms its view on the Stage Two of the Great Eastern Highway upgrade as:
 - a. Trees and other vegetation are not removed along Great Eastern Highway Stage 2 Upgrade until Council and the community are made fully aware of the proposed extent of clearing by way of extensive consultation and communication methods; and
 - b. Trees and other vegetation removal is, as a principle, to be kept to a minimum allowing for safety outcomes.
2. That a delegation of Council including the President, Deputy President the Chief Executive Officer and Director Infrastructure Services:
 - a. Meet with all state government members representing the area including the Great Eastern Highway from Bilgoman Road to Craven Road (Mr Hughes, Mr Urban, Minister Roberts) and with representatives from Main Roads WA and Western Power; and
 - b. Present Council's views on the clearing of vegetation and trees along Stage Two of the Great Eastern Highway upgrade; and
 - c. Request to hold this meeting with urgency due to the imminent commencement of vegetation clearing.

CARRIED 12/0

For: Cr Daw, Cr Driver, Cr Fox, Cr Fisher, Cr Burbidge, Cr Jeans, Cr Jones, Cr Lavell, Cr Martin, Cr Brennan, Cr Green and Cr Russell

Against: Nil

**BRIEFING NOTE
18 April 2012**

Hon. Troy Buswell MLA, Minister for Transport



REGIONAL TRANSPORT INFRASTRUCTURE

GREAT EASTERN HIGHWAY (MUNDARING TO GREENMOUNT) ROAD SAFETY IMPROVEMENTS - \$20 M

Shire of Mundaring is seeking:

- **The Government of Western Australia's commitment to seek inclusion of the Great Eastern Highway (Mundaring to Greenmount) Road Safety Improvements project in the first tranche of the next round of funding in the Nation Building Program**
- **The Government of Western Australia's budget commitment to fund its contribution to the project commencing in 2012 – 2013**
- **The Government of Western Australia's commitment to use its funding contribution to commence implementation of the project in 2012/2013, in advance of the availability of the Nation Building funds**

Background

Great Eastern Highway is a National Highway (part of the Perth – Adelaide transport Corridor) and carries large volumes of traffic including a large number of trucks. A traffic count in 2006 east of Roe Highway showed 37,700 vehicles per week day. The amount of traffic is increasing each year with a forecast growth in interstate freight traffic of 3.0 - 3.5 % each year alone. This section of the National Highway has significant and growing safety issues.

A range of required safety improvements has been identified through a Road Safety Audit (RSA) conducted in September 2004. The focus area is Great Eastern Highway between Mann Street Mundaring and Bilgoman Road Greenmount. The cost of the works was recently estimated by Main Roads WA at \$20 million.

1

The RSA was conducted after community concerns following a crash fatality at the intersection of Homestead Road. Discussions with Main Roads WA officers in 2004 indicated the identified works were to be put into future programs. Recent discussions indicate that these works have not been considered to be of sufficiently high priority to be included in future programs.

Crash Data

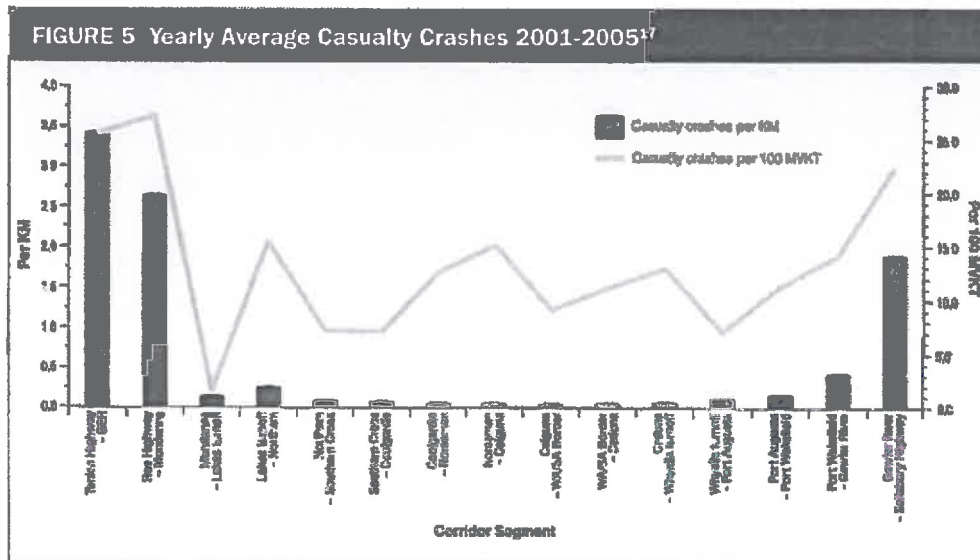
Traffic crash data for the section of Great Eastern Highway between Bilgoman Road Greenmount and Mann Street Mundaring is as follows:

Crash Severity	2007	2008	2009	2010	2011	Totals
Fatal		1	1			2
Hospital	3	3	3	2	3	14
Medical	10	4	7	8	9	38
Major Property – Damage Only	27	27	20	16	15	105
Minor Property – Damage Only	6	3	10	9	9	37
Totals	46	38	41	35	36	196

National Significance

The Perth – Adelaide Corridor Strategy (2007) provides guidance to decision-makers and project proponents formulating network initiatives. The Strategy highlighted several key challenges including managing congestion and capacity on urban and near-urban sections of the road in Perth and Adelaide, especially the impact of expected increases in traffic on the efficiency, safety and amenity of the Greenmount Hill entrance to Perth. A short-term priority is managing mixed traffic conditions and general traffic growth on higher trafficked points along the corridor.

The second-highest proportion of casualty crashes and the second-highest highest crash density across the whole Perth – Adelaide corridor occurs between Roe Highway and Mundaring (see below).



(Perth – Adelaide Corridor Study 2007, p.8)

Regional Significance

Great Eastern Highway is a significant contributor to the major air, road and rail transport hub for movement of freight and passengers throughout Perth, intrastate, interstate and overseas. The Eastern Metropolitan Regional Council has developed a Regional Integrated Transport Strategy Action Plan in partnership with Member Councils, the Department of Transport, Department of Planning, Public Transport Authority, Main Roads WA, Perth Airport Pty Ltd and the Transport Forum WA.

A key focus of the Action Plan is to ensure efficient and safe road access to the region's key industrial activity centres and protect regionally significant corridors and freight routes from encroachment from urban activities and incompatible land uses.

Funding for identified road safety improvements between Bilgoman Road, Greenmount and Mann Street, Mundaring has been identified as a high priority for this Plan and also supported through the EMRC Regional Advocacy Strategy.

Local Significance

Great Eastern Highway also plays a significant local role. Of the estimated 12,266 people who live in the Shire of Mundaring and work elsewhere, 80% travel to work by car. The vast majority of these workers use Great Eastern Highway. There are limited public transport options, and only 4% of these workers travel by bus and/or train. (data

from Remplan, based on 2006 ABS Census of Population and Housing). Most of the buses also use Great Eastern Highway.

Although Mundaring is mature retail service centre, the nearest regional centre for durable goods and specialist services is Midland – also accessed via Great Eastern Highway.

Great Eastern Highway is also the logical local access link between Mundaring townsite and neighbouring local villages and communities.

Required Works

The required works include additional and upgraded lighting, modifying drains and widening shoulders, installing sealed bus bays, removing boulders and vegetation, installation of frangible bollards, guide posts and audible edge lines, additional road markings and advance warning signs, and a new shared path between Mann Street and Kintore Road Mundaring.

Links to Government Plans and Strategies

Consistent with EMRC Regional Integrated Transport Strategy, which in turn complements Network City and the Metropolitan Transport Strategy

Consistent with Perth Adelaide Corridor Strategy 2007

Contact details

Jonathan Throssell
Chief Executive Officer
Shire of Mundaring
7000 Great Eastern Highway
Mundaring WA 6073
Tel 9290 6666



FACT SHEET

March 2014

Great Eastern Highway Mundaring to Greenmount ROAD SAFETY IMPROVEMENTS

The Great Eastern Highway between Greenmount and Mundaring is a national highway (part of the Perth – Adelaide Transport Corridor) and carries high volumes of traffic including a large number of trucks.

A traffic count in 2006 east of Roe Highway showed 37,700 vehicles per week day. The amount of traffic is increasing each year with a forecast growth in interstate freight traffic of 3.0-3.5% each year alone.

Whilst the Metropolitan Region Scheme national highway route connection to Toodyay Road remains unconstructed, this section of the Great Eastern Highway has significant and growing safety issues.

The Key Challenges

The Australian Government completed the Perth – Adelaide Corridor Strategy in 2007 to provide guidance to decision makers and project proponents formulating network initiatives.



The Strategy highlighted several key challenges including managing congestion and capacity on urban and near urban sections of the road in Perth and Adelaide, especially the impact of expected increases in traffic

on the efficiency, safety and amenity of the Greenmount Hill entrance to Perth on the Great Eastern Highway. A short term priority is managing mixed traffic conditions and general traffic growth on higher trafficked points along the corridor.



Safety Improvements Identified

A range of required safety improvements have been identified through a Road Safety Audit (RSA) conducted in September 2004. The works will require funding of \$24 million to implement.

The RSA was conducted after community concerns were raised as to road safety of Great Eastern Highway following a traffic crash fatality at the intersection of Homestead Road. Main Roads WA have costed the required works and business cases have been prepared for State and Federal Governments.

Funding a Priority

The WA State Government has advised the project has been put forward and considered for the next round of Nation Building funding. The State Government has indicated its commitment of \$12million and is awaiting Federal funding.

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Shire of
MUNDARING



FACT SHEET

March 2014

Identified Required Works

Main Roads WA has undertaken a detailed survey and commenced design works in readiness for funding.

- Upgrade road lighting including intersections between Mann St and Seaborne St (2.3km).
- Install flag lighting to the intersections at Robinson, Swan, Weller, Tomlinson, Marri, Mons, Bailey, Clare, Flint and Margaret roads.
- Replace drainage headwalls at driveways with trafficable headwalls.
- Install road lighting (from verge) to the west bound carriageway between Park/Hardey Road and Bilgoman Road (1.5km).
- Install intersection lighting to V3 category at Park/Hardey Rd, McGlew Rd, Brooking and Homestead Rd.
- Widen left shoulders to 3.0m with 2.5m seal, except east bound carriageway between Kintore Road and Mann Street which will remain without shoulder.
- Install retaining walls/stone pitching to support wider shoulders.
- Remove vegetation at intersections to improve sight distances.
- Modify table drains or open drains to allow wider shoulders.
- Provide sealed bus bays; unkerbed and sealed min 3.0m wide with 0.5m shoulder.
- Remove horizontal pine railings in median and replace them with frangible bollards.
- Install frangible bollards to prevent illegal U-turns in median.
- Install additional road markings and advance warning signs in accordance with the 2004 Road Safety Audit Report.
- Install new guide posts and audible edge lines.
- Install retaining wall to support the 2.0m wide concrete shared path.
- Install 2.0m wide concrete shared path between Mann Street and Kintore Road, east bound carriageway.
- Install pipe drains beneath the shared path as replacement to the existing open drain.
- Relocate overhead power supply underground to enable the shared path construction.
- Upgrade existing drainage system to prevent water ponding and overflows.
- Remove boulders in median.

Traffic crash data for the section of Great Eastern Highway between Bilgoman Road and Mann Street :

Crash Severity	2007	2008	2009	2010	2011	2012	Totals
Fatal		1	1			1	3
Hospital	3	3	3	2	3	2	16
Medical	10	4	7	8	9	4	42
Major Property Damage Only	27	27	20	16	15	17	122
Minor Property Damage Only	6	3	10	9	9	4	41
Totals	46	38	41	35	36	28	224



FACT SHEET January 2012

Great Eastern Highway Mundaring to Greenmount ROAD SAFETY IMPROVEMENTS

The Great Eastern Highway between Greenmount and Mundaring is a national highway (part of the Perth – Adelaide Transport Corridor) and carries high volumes of traffic including a large number of trucks.

A traffic count in 2006 east of Roe Highway showed 17,700 vehicles per week day. The amount of traffic is increasing each year with a forecast growth in interstate freight traffic of 3.0-3.5% each year alone. Whilst the Metropolitan Region Scheme national highway route connection to Toodyay Road remains unconstructed, this section of the Great Eastern Highway has significant and growing safety issues.

The Key Challenges

The Australian Government completed the Perth – Adelaide Corridor Strategy in 2007 to provide guidance to decision makers and project proponents formulating network initiatives. The strategy highlighted several key challenges including managing congestion and capacity on urban and near urban sections of the road in Perth and Adelaide, especially the impact of expected increases in traffic on the efficiency, safety and amenity of the Greenmount Hill entrance to Perth on the Great Eastern Highway.

A short term priority is managing mixed traffic conditions and general traffic growth on higher trafficked points along the corridor.

“... this section of the national highway has significant and growing safety issues.”

Safety Improvements Identified

A range of required safety improvements have been identified through a Road Safety Audit (RSA) conducted in September 2004. The works will require funding of \$20 million to implement.

The RSA was conducted after community concerns were raised as to road safety of Great Eastern Highway following a traffic crash fatality at the intersection of Homestead Road. Main Roads WA have costed the required works and business cases have been prepared for State and Federal Governments.



Funding a Priority

Minister Buswell has advised the project will be put forward and considered for the next round of Nation Building funding.

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FACT SHEET January 2012

Great Eastern Highway Mundaring to Greenmount ROAD SAFETY IMPROVEMENTS

Main Roads WA have undertaken a detailed survey and commenced design works in readiness for funding.

Traffic crash data for the section of Great Eastern Highway between Bilgoman Road and Mann Street :

Identified Required Works

- Upgrade road lighting (from the median) including the intersections between Mann St and Seabome St (2.3km).
- Install flag lighting to the intersections at Robinson Rd, Swan Rd, Weller Rd, Tomlinson Rd, Marri Rd, Mons Rd, Bailey Rd, Clare Rd, Flint Rd and Margaret Rd.
- Replace drainage headwalls at driveways with trafficable headwalls.
- Install road lighting (from verge) to the west bound carriageway between Park/Hardey Road and Bilgoman Road (1.5km).
- Install intersection lighting to V3 category at Park/Hardey Rd, McGlew Rd, Brooking and Homestead Rd.
- Widen left shoulders to 3.0m with 2.5m seal, except east bound carriageway between Kintore Road and Mann Street which will remain without shoulder.
- Install retaining walls/stone pitching to support wider shoulders.
- Modify table drains or open drains to allow wider shoulders.
- Provide sealed bus bays; unkerbed and sealed min 3.0m wide with 0.5m shoulder.
- Remove vegetation at intersections to improve sight distances.
- Remove boulders in median.
- Remove horizontal pine railings in median and replace them with frangible bollards.
- Install frangible bollards to prevent illegal U-turns in median.
- Install new guide posts and audible edge lines.

Crash Severity	2007	2008	2009	Totals
Fatal		1	1	2
Hospital	3	3	3	9
Medical	10	4	7	21
Major Property – Damage Only	27	27	20	74
Minor Property – Damage Only	6	3	10	19
Totals	46	38	41	125

- Install additional road markings and advance warning signs in accordance with the 2004 Road Safety Audit Report.
- Install 2.0m wide concrete shared path between Mann Street and Kintore Road, east bound carriageway.
- Install retaining wall to support the 2.0m wide concrete shared path.
- Install pipe drains beneath the shared path as replacement to the existing open drain.
- Relocate overhead power supply underground to enable the shared path construction.
- Upgrade existing drainage system to prevent water ponding and overflows.

Shire of Mundaring • 7000 Great Eastern Highway • Mundaring WA 6073

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TR.RDT
168969

Office of the President
Our Ref: TR.RDT

24 April 2012

Hon Troy Buswell
Minister for Housing, Transport & Emergency Services
12th floor Dumas House
2 Havelock Street
WEST PERTH WA 6005

Dear Minister

GREAT EASTERN HIGHWAY (MUNDARING TO GREENMOUNT) ROAD SAFETY IMPROVEMENTS

Thank you for making the time to visit Mundaring last week. You will recall at the meeting I expressed our commitment to working co-operatively with the Government of Western Australia, and noting your portfolio areas of Transport and Emergency Services are particularly important to Mundaring.

I appreciate your commitment to seek inclusion of the Great Eastern Highway (Mundaring to Greenmount) Road Safety Improvements project in the first tranche of the next round of the Nation Building Program, and to seek allocation of other unspent Nation Building round 1 funds to this project in advance of the next round of Nation Building should unspent funds become available.

I also appreciate your commitment to seek confirmation of the State contribution to the project.

We look forward to any further advice or updates that you can give on the project after your discussions with Commonwealth officials later this year.

Your announcement of the pedestrian safety works in the Mundaring townsite is also very welcome, and we look forward to the project being completed in coming weeks. The improved road crossings will be make Mundaring a safer place for residents, visitors and other road users.

Your recognition of the contribution of Volunteer Brigades and their value to the FESA restructure was appreciated. I would like to take you up on your offer to come up and join them at an informal gathering where you would update them on FESA's procedures etc.

Yours faithfully



Cr Helen Dullard
SHIRE PRESIDENT

TR. RDT
247539



Office of the President
Our Ref: SMP:mt
File Code: TR:RDT

22 November 2013

Hon Troy Buswell MLA
Minister for Transport
13th Floor, Dumas House
2 Havelock Street
WEST PERTH WA 6005

Dear Minister Buswell MLA

GREAT EASTERN HIGHWAY (MUNDARING TO GREENMOUNT) ROAD SAFETY IMPROVEMENTS

You will recall visiting Mundaring in April 2012 to discuss and inspect the requirements for road safety improvements on Great Eastern Highway between Mundaring and Greenmount.

I noted with appreciation that the State Government funding commitment of \$12 million to the project was announced earlier this year.

I would be pleased if you could confirm details of the State Government's commitment to the project, and advise the latest information on matching Commonwealth funding from the Nation Building Program.

A number of factors continue to raise community concerns about the capacity of the Great Eastern Highway through Mundaring to safely handle further growth in heavy vehicle movements.

Shire of Mundaring appreciates the State Government's commitment to this project and we look forward to your continued efforts to bring it to implementation soon.

Yours sincerely

A handwritten signature in cursive script, appearing to read "Helen Dullard".

Cr Helen Dullard
SHIRE PRESIDENT

TR.RDT
278382



Office of the Chief Executive
File Code: TR.RDT

21 November 2013

Hon Christian Porter, MP
Member for Pearce
PO Box 1005
MIDLAND WA 6936

Dear Christian

GREAT EASTERN HIGHWAY (MUNDARING TO GREENMOUNT) ROAD SAFETY IMPROVEMENTS

I was pleased to catch up with you at last month's Swan Chamber of Commerce breakfast.

I was particularly pleased to hear you articulate your priorities for the electorate of Pearce. One of your priorities, improving transport in the electorate, is also a priority for Shire of Mundaring. You might recall the Shire President and I met with you while you were still in the Western Australian Parliament to discuss our priorities for an upgrade of the Great Eastern Highway between Mundaring and Greenmount. To this end I wish to invite you to the Shire so that the Shire President and I may discuss our shared priorities in more detail.

I therefore respectfully request your office contact my Personal Assistant, Ms Anna Italiano on 9290-6602 to arrange a meeting.

Yours sincerely

A handwritten signature in black ink, appearing to read "Jonathan Throssell".

Jonathan Throssell
CHIEF EXECUTIVE OFFICER

18.5FC1
12/4/11

Shire of Mundaring



7000 GREAT EASTERN HIGHWAY MUNDARING WA 6073 TELEPHONE (08) 9290 6666 FACSIMILE (08) 9295 3288
ABN: 204 3148 7930 WEBSITE: www.mundaring.wa.gov.au EMAIL: shire@mundaring.wa.gov.au

Office of the Chief Executive
Our Ref: SMP:mf
File Code: Gr 5 xr Gr2
13 May 2011

Hon Troy Buswell MLA
Minister for Transport; Housing
12th Floor, Dumas House
2 Havelock Street
WEST PERTH WA 6005

Dear Minister

STATE FUNDING SUBMISSION FOR SAFETY IMPROVEMENTS ON GREAT EASTERN HIGHWAY, MUNDARING THROUGH TO GREENMOUNT

The Shire of Mundaring has been strongly advocating for safety improvements to be undertaken on Great Eastern Highway between Mundaring and Greenmount (part of the National Highway) since 2004.

Shire officers have been working closely with Main Roads WA in examining the safety improvements required along the highway. Following a comprehensive Road Safety Audit a detailed business case submission has been prepared and submitted to State Treasury.

I understand a budget submission is under serious consideration for funding within the 2011/12 State Budgets.

The works, totalling \$20 million, will go a long way towards improving the safety along this section of the Great Eastern Highway for motorists, pedestrians and adjoining residents. Your support in securing the funding at this critical stage would be much appreciated.

Should you desire a briefing on this project Mr Lou Rho, Manager Metropolitan Road Assets from Main Roads WA has been the Shire's primary contact. Alternatively, I would be pleased to meet to enable more detailed information to be provided.

Yours sincerely

Jonathan Throssell
CHIEF EXECUTIVE OFFICER

Keeping Western Australians

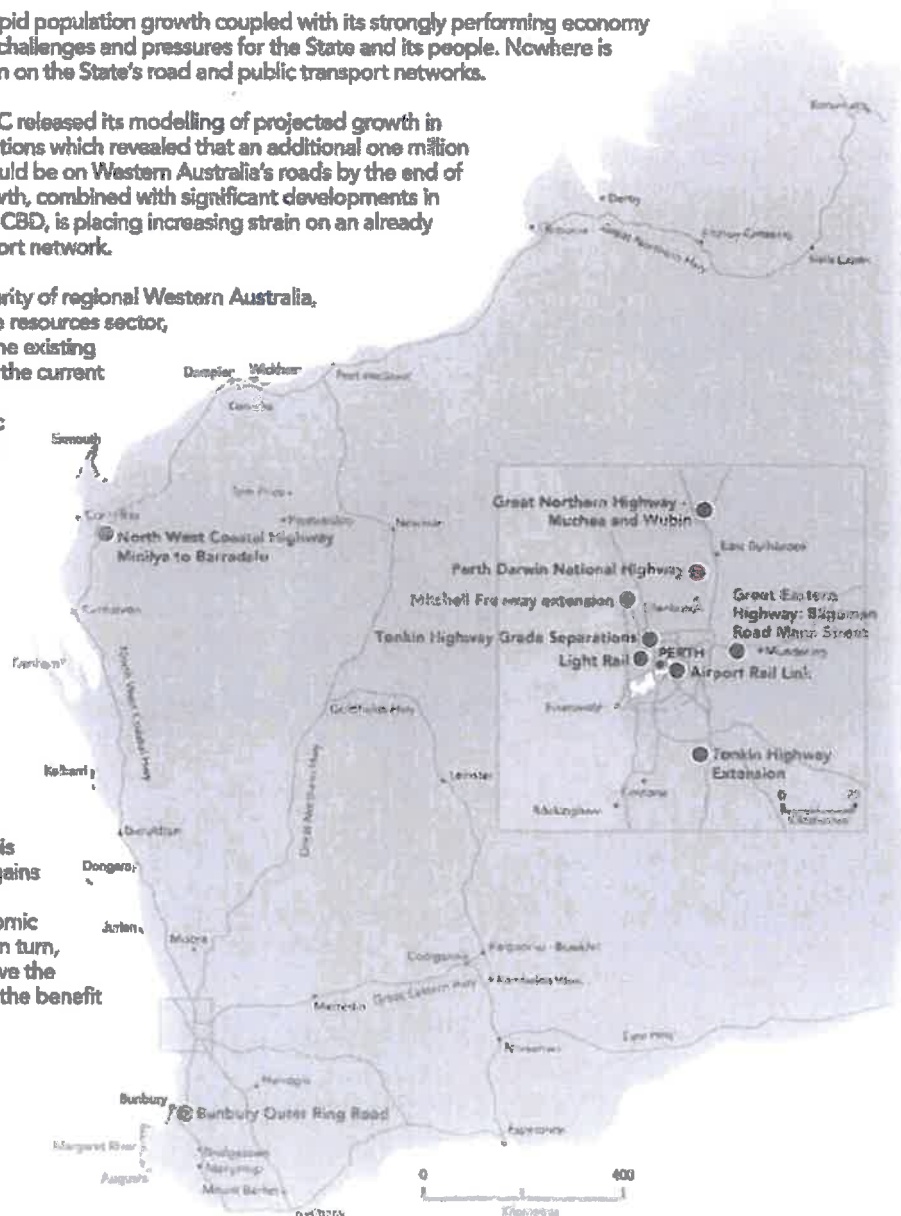
Federal priorities for Western Australia

Western Australia's rapid population growth coupled with its strongly performing economy is creating significant challenges and pressures for the State and its people. Nowhere is this more obvious than on the State's road and public transport networks.

In March 2013 the RAC released its modelling of projected growth in motor vehicle registrations which revealed that an additional one million motorised vehicles could be on Western Australia's roads by the end of this decade. This growth, combined with significant developments in and around the Perth CBD, is placing increasing strain on an already over-stretched transport network.

The continued prosperity of regional Western Australia, primarily driven by the resources sector, has highlighted that the existing roads do not support the current or future resources, tourism and economic growth, both in terms of road safety and handling increased traffic volumes.

The RAC, as the representative of more than 750,000 members, believes that a strong argument exists for Western Australia to receive an increased share of Federal funding for road and public transport projects. This will ensure the State gains the maximum benefit from its current economic opportunities which, in turn, helps support and drive the national economy for the benefit of all Australians.

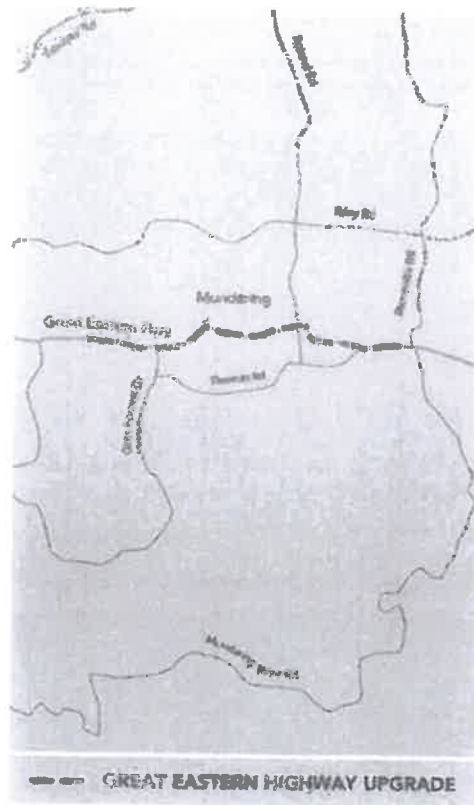


10. Great Eastern Highway: Bilgoman Road Mann Street

Great Eastern Highway is the main route to and from the Eastern States. The Highway also connects Perth to important intrastate destinations including the Wheatbelt and the Goldfields. The Highway is part of the National Highway Network and is therefore a road of national significance. It connects to Roe Highway, Great Northern Highway, Great Southern Highway, Tonkin Highway and the Coolgardie-Esperance Highway.

The upgrade of the section of Great Eastern Highway between Bilgoman Road in Greenmount and Mann Street in Mundaring is a key priority. This section of Great Eastern Highway carries in excess of 20,000 vehicles per day including a large number of trucks which conflict with directly abutting properties. There are currently no sealed shoulders along much of its length and there are safety issues with pedestrians walking in the unsealed shoulder to access (unsealed) bus stops. Sealing the shoulders will additionally provide safer access to Great Eastern Highway from adjacent properties.

Safety improvements were identified within a comprehensive Road Safety Audit conducted in 2004 and a detailed business case submission has been prepared for this \$20million project which is a strong candidate for Nation Building 2. The State Government has committed to the project with a funding allocation of \$12million.



Project Stage:	Construction
Need:	Funding



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GREAT EASTERN HIGHWAY SAFETY UPGRADE: BILGOMAN ROAD TO MANN ST

MEETING SUMMARY

TUESDAY 24 MAY, 6PM

SHIRE OF MUNDARING CIVIC AREA

PRESENT:

Des Snook, Executive Director Metro and Southern Regions, Main Roads

Peter Ward, Project Manager, Main Roads

Leanne Pitcher, Community Relations Consultant, Main Roads

Shane Purdy, Director, Infrastructure Services, Shire of Mundaring

Tamara Clarkson, Community Engagement Facilitator, Shire of Mundaring

Cr Lynn Fisher

Cr Doug Jeans

Tom Burbidge, Mundaring Residents and Ratepayers Association (MRRA)

Julie Smith, MRRA

Michael Kyd, MRRA

Max Hore, MRRA

Jenny Johnson, Hovea Residents and Ratepayers Association (HRA)

Max Williams, HRA

Simon Whittington, Glen Forrest Residents and Ratepayers Association (GFRRA)

Susie Fox-Mooney, GFRRA

SUMMARY OF DISCUSSION:

Peter Ward

Background:

- In 2004 a Road Safety Audit identified a number of deficiencies along the highway in this location, including unsealed shoulders, substandard pedestrian and cyclist facilities, roadside hazards, poor street lighting, substandard turn facilities, median too wide (confusing to navigate) and unsealed bus bays.



mainroads
WESTERN AUSTRALIA

- Constraints include 180 connecting driveways to a primary distributor road, 24 intersecting roads, 28 bus stops and a constrained road reserve making it difficult to widen without land resumption.
- Shire been active in assisting with funding applications and we now have State and Federal funding available for the project.

Design:

- Main Roads has made several attempts to complete a design and adhere to shire guidelines relating to water flow and the preservation of vegetation, and now has an 85% design complete which complies with Main Roads and Austroads standards.
- Design includes two typical cross sections to suit built up or bush areas, with sealed carriageways of 8.5-9.5m, sealed 2m verge shoulders to provide space for breakdowns/entering and exiting from driveways and sealed median shoulders.
- Intersection improvements planned at three current 4-way intersections, including turning pockets of a minimum 70m to meet current standards.
- Most significant change at GEH-Park-Hardey Roads, where right turns to GEH will be restricted to minimise chance of right-angle crashes. This addresses high crash rate at this intersection, which has resulted in 3 fatalities. U-turn facilities to be provided within 3-400m of each turn.
- Drainage will be improved with a 'pit and pipe' network to divert run-off into existing filtration systems.
- New paths to be included between Kintore Rd and Mann St (2.2km) westbound and 400m between Hardey and McGlew Rds.
- Sealed bus bays every km, extended to provide emergency stopping area.
- Solid hazards such as boulders to be removed in the median and replaced with safety barriers, as per Safe Systems. This allows almost all vegetation to be preserved.
- Driveway improvements and rationalization, where possible, to reduce access points to the highway. Will be working with property owners to refine this design and reach agreement. Currently 171 properties along entire length with 181 access points. Driveway standard width will be 5m.

Delivery:

- MR has completed some potholing to determine location of services.
- Working towards a staged delivery, starting with 1.7km at eastern end.
- Western Power planning to underground all services in this location between September and the end of the year.
- Telstra also needs to do some service relocations prior to construction and will be going to tender shortly.
- Work could start in March-April 2017 on Stage 1.



- This allows time for final design refinements etc on remaining 5.5km (Stage 2), including negotiations with Western Power, which could start in second half of 2017.
- Both stages could be completed by 2018.

QUESTIONS:

Question	Response
Has LED lighting been considered for street lights?	<i>No, planning sodium lighting for this project. LED still needs to be tested in WA. Lighting is owned by WP and running costs split 50/50 with shire.</i>
Will U-turns have lighting?	<i>Yes, flag lighting will be installed at all U-turns to Australian standards.</i>
WP made an undertaking to underground all new cabling in the hills due to fire risk. Stage 2 doesn't reflect this, why?	<i>MR will raise this issue with WP. MR has no additional funds for this work so WP would need to cover costs. ACTION: PETER WARD</i>
Does the design retain as much vegetation as possible in the central median?	<i>Yes.</i>
Is there any realignment of the highway planned to address issues with sight distances?	<i>Whole design reflects Australian standards for sightlines etc.</i>
There's a lot more traffic on Bilgoman Rd as Helena College has taken two more year groups. Why is there no left turn pocket into this road from GEH?	<i>Latest traffic surveys done in 2015. MR to investigate inclusion of left turn pocket here. ACTION: PETER WARD</i>
Is there enough room to safely get across to U-turn facility from Hardey-Park Rds intersection? Traffic is doing well over 80kmh at this location.	<i>There is currently 400m one way and 280m the other way. MR can consider whether the 280m needs to be extended. ACTION: PETER WARD</i>
Can you look at changing the speed to 60kmh just before Copplin Rd eastbound, as this intersection is difficult to negotiate because of the number of vehicles on the highway.	<i>The speed limit change was included in the design but MR will confirm and also look at if there can be any other improvements to the intersection. ACTION: PETER WARD</i>
Will you be talking to the business people at Park-Hardey? Residents will be inconvenienced but they will be impacted.	<i>Yes, this is the next communication task for MR. ACTION: LEANNE PITCHER</i>
Request for a right-turning pocket on Great Eastern Highway westbound on the median at the Bilgoman Road intersection to allow vehicles to do U-turns.	<i>Main Roads to investigate if this is possible. ACTION – PETER WARD</i>

NEXT STEPS:

- 1) Leanne Pitcher to summarise meeting and circulate minutes.
- 2) Peter Ward to send latest designs (Rev D) to the shire which will make them available for all to view. Leanne to forward to attendees.

Planning for Great Eastern Highway safety upgrade

BILGOMAN ROAD TO MANN STREET

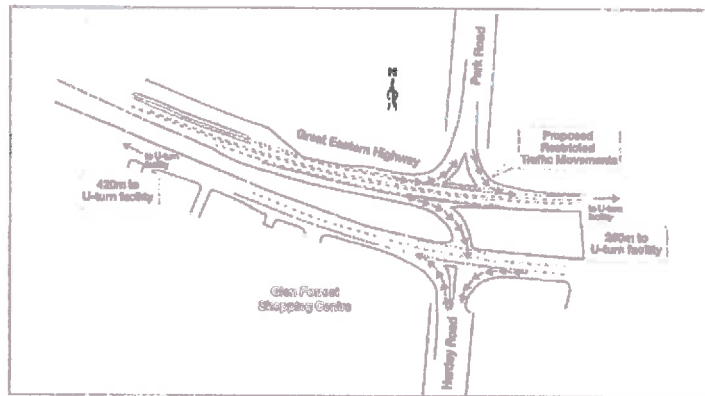
We are planning for a major safety upgrade of Great Eastern Highway, from Bilgoman Road in Glen Forrest to Mann Street in Mundaring.

This 7.2km section of Great Eastern Highway was built in the 1950s and upgraded to a dual carriageway in the 1970s. It now carries about 25,000 vehicles per day and 70 per cent of this traffic is generated from within the Shire of Mundaring.

The improvements being planned have been carefully designed to improve safety and minimise any loss of vegetation. They include:

- Widening the highway to provide sealed shoulders;
- Intersections with turning pockets;
- Improved street lighting;
- Sealed bus bays;
- Separated shared use path between Mann Street and Kintore Road eastbound;
- New road markings, advance warning signs, guide posts and audible edge lines;
- Traffic barriers in the verge and median; and
- Improved driveway access.

We are also proposing to upgrade the current four-way intersection of Great Eastern Highway with Hardey Road and Park Road, which has been the site of many road crashes. The proposed design for this intersection removes right-turn movements from Hardey and Park roads onto Great Eastern Highway, reducing the potential for vehicle conflict. Road users wishing to turn right will be provided with safe, alternative u-turn facilities within a short distance of this intersection.



The proposed design for the intersection of Park and Hardey roads with Great Eastern Highway

Construction timeframe

This project is currently funded with \$24 million from the Australian and State Governments and supported by the Shire of Mundaring. We are planning to complete construction in two stages to allow for complex service relocations, starting with the 2km section between Kintore Road and Mann Street, at the eastern end of the highway. In the final quarter of 2016, Western Power will embark on a program to underground its power lines in this area. Once this is complete, we will begin the highway works in early 2017. Construction of the remaining 5.2km from Kintore Road to Bilgoman Road is subject to additional planning and funding.

Both stages will include further consultation with property and business owners along Great Eastern Highway.

FURTHER INFORMATION

A full set of plans for this proposed upgrade can be viewed at the Shire of Mundaring offices, 7000 Great Eastern Highway, Mundaring, during business hours.

You may also contact Leanne Pitcher, Main Roads' Community Relations Representative:

Email: leanne.pitcher@mainroads.wa.gov.au

Tel: 0408 923 249

www.mainroads.wa.gov.au

6.0 CLOSING PROCEDURES

6.1 Date, Time and Place of the Next Meeting

The next Ordinary Council meeting will be held on Tuesday, 12 December 2017 at 6.30pm.in the Council Chamber.

6.2 Closure of the Meeting

The Presiding Person declared the meeting closed at 7.19pm.