



Enquiries: Les Buchanan on (08) 9227 0233

Our Ref: 06/1399

Your Ref:

17 January 2007

Rod Henderson
Chairman
Swan Valley Progress Association
Lot 55 Saunders (western end off Robert St)
HENLEY BROOK WA 6055

Dear Mr Henderson

REID HIGHWAY EXTENSION

Thank you for your letter dated 14 December 2006 in which you expressed support for this project and raised a number of issues.

Retention of Whiteman Bridge

As was outlined in the Swan Valley Progress Association meeting, the need to remove the existing Whiteman Bridge arises from the need to minimise the upstream backwater flooding impacts in the 100 year flow. Our investigations show that the two bridges in close proximity will result in backwater effects that exceed the currently allowable upstream flooding levels on which development requirements are set. These levels are set by the Department of Water. As you would be aware the Whiteman Bridge and Middle Swan Rd are under the control of the City of Swan and they have indicated clearly that they will only agree to its removal if access issues can be resolved satisfactorily. If our investigation into local access alternatives shows that the bridge is required then further negotiations will be required with the Department of Water to demonstrate that the actual impacts of going outside the backwater guidelines are acceptable.

Diversion of traffic from Bandyup Prison and Middle Swan reserve through the residential area between West Swan Rd and Bandyup Prison

Following the strong response to the local access issues at the briefing sessions and subsequent written responses, we have formed a Community Working Group (CWG). This group comprises members of the community, which includes residents of the area between Bandyup Prison and West Swan Rd, to work with both Main Roads and the City of Swan to address local issues and in particular the access to Bandyup Prison and the Middle Swan reserve.

The CWG met before Christmas and suggested a range of access options, including your suggestion of incorporating an underpass, for further evaluation against the criteria of safety, cost, local amenity, ultimate requirements and design considerations. The issues you raised in respect to the safety of the intersection of Victoria Rd and West Swan Rd will also be considered as part of this process. A further CWG meeting is proposed at the beginning of February to consider the evaluation and recommend a preferred option. It is my hope that we will be able to come up with a viable option that will continue to make Victoria Rd and the surrounding area a safe place to live in.

In the meantime if you want information on the outcome of the CWG or wish to input further into the process then I would suggest that you contact one of the community representatives listed below.

Ernie Avery Ph: 9274 1011
Ron Mackay Mob: 0409 371 887 Email: ron.mackay@bigpond.com
Darelle Ellis Email: darelle.ellis@bigpond.com.au
Marian Welsh Ph: 9274 5295 Email: marianwelsh@bigpond.com
Charlie Zannino Ph: 9296 1147 Email: swan@swan.wa.gov.au

Great Northern/Roe/Reid Highway intersection

As you would be aware, the proposed extension of Reid Highway will involve modifications to the existing signalised Great Northern Hwy/ Roe Hwy/ Reid Hwy intersection to cater for current and future traffic. The most significant changes to the intersection are as follows;

- Provision of an additional right turning pocket for westbound vehicles turning right from Roe Hwy onto Great Northern Hwy
- Provision of an additional right turning pocket for eastbound vehicles turning right from Reid Hwy onto Great Northern Hwy
- Provision of an additional shared right turning pocket for southbound vehicles turning right from Great Northern Hwy onto Reid Hwy
- Lengthening of all turning pockets to provide adequate storage.

Of interest is the widening of bridges on Great Northern Hwy immediately north of the intersection which will allow for improvements in vehicle storage prior to the signals and improve the level of service for all vehicles on Great Northern Hwy including those turning left onto Roe Hwy.

Traffic studies show that the proposed modifications will allow the intersection to operate at an acceptable level of service and will be significantly better than that experienced currently. It is, however, acknowledged that the level of service for the intersection as proposed is not ideal and that some delays may be experienced within a period of ten years after completion.

It is considered that the cost of upgrading the existing signalised intersection in conjunction with the extension of Reid Hwy from West Swan Rd to Great Northern Hwy is justified based on the short to medium term benefits arising from the improvements and the high cost of providing a grade separated interchange at this location. You should also note that the planning of the interchange has not yet been fully developed due to recent changes in the proposed configuration and the need to provide for a future public transport facility. The Department of Planning and Infrastructure have recently engaged a consultant to progress these matters. The timing of these studies and the likely flow on effects on Midland Brick and Jack Mann Oval preclude the adoption of the grade separated interchange as part of the current Reid Highway extension project.

Noise Mitigation

A noise impact assessment based on the preliminary design has been undertaken and shows that a noise wall will be required adjacent to the residential area west of Bandyup Prison to ensure noise levels fall within the guidelines provided by the Department of Environment and Conservation. Other noise mitigation measures will be necessary for individual properties along the route to ensure that the allowable noise levels are not exceeded.

Congestion on Reid Highway between Beechboro Road and West Swan Road

It is acknowledged that traffic would be expected to grow on the adjacent section of Reid Hwy between Beechboro Rd and West Swan Rd following the completion of the Reid Hwy extension. This section does have some capacity to handle additional traffic as it is subject to controlled access and there is some dual lane storage capacity at the signalised intersections. Main Roads has identified the need to upgrade the section of Reid Hwy from Beechboro Rd to West Swan Rd as part of its Road Needs Program and it will be considered as part of the development of future State Budgets together with other high priority projects across the State.

Signals at the Lord Street/Reid Highway intersection

In regard to the installation of traffic signals at the intersection of Lord Street and Reid Highway, Main Roads considers that traffic signals, while a very useful traffic management tool, is not always the most effective treatment. Experience has shown that while signals address the more serious right angle category accidents, they often result in an increased level of rear-end type crashes.

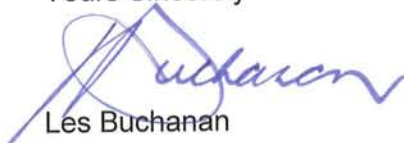
Crash data indicates that of the 71 crashes reported in the five years from January 2001 to December 2005, 53 were rear-end crashes involving vehicles on the Lord Street approach. Note that this does not include a fatal crash that, as you are aware, occurred on 21 December 2006 at the intersection of Reid Highway and Lord Street. Investigations into the circumstances of this incident have still to be finalised. I understand a safety issue identified at this location is the geometry of Lord Street. As you may be aware, Lord Street, a local road under the care and control of the City of Swan, curves on its approach to the Highway, masking the intersection and, despite the installation of an advance intersection warning sign, confuses some motorists.

However, Council proposes to realign this section of Lord Street and has sought funding under the 2007/08 State Black Spot Funding program. It would be appropriate to monitor this location following Council's modifications to determine the impact of these improvements on the high rear-end crash rates at this site.

Notwithstanding the above, Main Roads has future plans to install traffic signals once development on the southern side of Reid Highway has occurred, creating a fourth leg to the intersection. In the meantime you are assured that Main Roads will continue to monitor safety and the growth in traffic at this location and working co-operatively with Council, will undertake all practical safety enhancements as necessary.

If you require any further information please contact me on 9227 0233.

Yours Sincerely



Les Buchanan

Community Relations Consultant