

Tonkin Highway Community Working Group
Meeting 4 Minutes
19th February 2013

Item 1 – Welcome - Meeting purpose and process (Andrew Huffer)

Bruce Moore opened the meeting and welcomed all CWG members.

The purpose of Meeting 4 was to:

- Review the outputs from the Value Management Workshop
- Get an update on the ROM modelling process
- Identify how we can enhance the value proposition of the project to help build the business case

Item 2. Previous minutes and actions arising (Andrew Huffer)

Note – these comments relate to the Value Management Workshop report. Feedback from CWG members prior to this meeting indicated that:

- There were several CWG members in favour of commencing the construction phase within the coming five years
- Some of the participants comments in the reflection session were attributed to the wrong people. (This has since been corrected)

See Attachment One for attendees

Item 3. Review of outputs from the Value Management Workshop (Andrew Huffer)

Workshop participants discussed the options to be considered using the assessment criteria derived from the Key Result Areas. Each option was mapped out and discussed and then scored using individual scoring and weighting sensitivity. Workshop participants reviewed and briefly discussed the sensitivity analysis and agreed that the CWG collectively supports the adoption of either Option A or Option B.

- Option A - Extend Tonkin Highway to South Western Highway to a suitable location south of Lakes Road;
- Option B - Extend Tonkin Highway to South Western Highway to a suitable location south of Mundijong Road;

This was subject to a better understanding of:

- More detailed route definition;
- Better understanding of the freight rail re-alignment impacts and implications out of Mundijong;
- More information with regard to the associated enabling land acquisition implications;
- There may then be some sensitivity to that resulting in a change to the final preference; and
- The views of the southern adjoining local government authorities.

Questions & answers

Q	When do we approach neighbouring shires about Option A?
A	When we have something more detailed to show them that fits within the scope and Terms of Reference of the CWG.
Q	Has any work been done on travel times associated with Options A & B?
A	Not yet. There's a lot of information to be put into the ROM model. Accessing the information is a key issue at the moment.

Item 4. Update on Regional Operations Modelling (ROM) process (James Brooks, Main Roads)

James is spending two days per week in the office of the Shire of Serpentine-Jarrahdale. This will enable him to work with Shire planners, engineers and other staff to identify key local information that can be utilised as part of the ROM process.

ROM is a transport model which is used as a forecasting tool to predict the behaviour of trip makers when network, or land use conditions change. It identifies the traffic volumes and associated speeds on major regional and local roads. The model analyses land use, network and travel behaviour inputs. These are run through the model in a four step process of generation, distribution, mode split and assignment.

The ROM process for the Tonkin Highway extension was based on five network options identified by the CWG. It included three sub-options based upon intersection control – traffic signals, grade separation and roundabouts. Land use inputs were sourced from DoP as was travel mode split shares.

ROM Traffic Forecasts

Location	Option	2021 Forecast - Combined Direction					
		Tonkin Hwy			South West Hwy		
		Traffic Signals	Grade Separations	Roundabouts	Traffic Signals	Grade Separations	Roundabouts
North of Thomas	A	35,200	35,900	33,400	28,900	29,000	29,200
	B	34,600	35,100	31,700	28,700	28,400	29,700
	C	29,700	29,700	29,100	29,900	29,900	30,300
	D	28,200	28,300	28,200	30,600	30,700	30,600
North of Bishop	A	24,000	25,800	20,200	7,300	6,600	8,600
	B	18,900	21,100	14,600	8,400	7,500	9,900
	C	12,200	12,900	11,500	10,800	10,300	11,000
North of Mundijong	A	22,700	24,100	15,800	7,100	6,500	8,600
	B	13,700	16,000	9,200	8,000	7,100	9,300
North of Karnup	A	15,500	17,100	12,600	4,500	3,800	5,300
North of Elliott	A	9,000	10,600	8,000	1,900	1,100	2,200
North of Lakes	A	8,700	10,500	6,800	1,900	800	3,000

Questions & answers

Q	Can the ROM identify and predict impacts of users coming across from the Peek region to use the Tonkin – in preference to the Kwinana freeway.
A	Yes
Q	Does the model predict the amount of traffic using SW highway to get onto Albany and Brookton Hwy?
A	Data for the model comes from specific sources. Will need to test and verify this with other agencies (i.e. DoP, DoT.) The model will also need to reflect the needs of the community within the area of focus and area of influence.
Q	I have trouble trusting this model given my previous experience of meetings with Main Roads on the SW Hwy duplication
A	The model will work as long as Main Roads works in collaboration with key agencies, local government and community to ensure transparency. The model will need quantifiable, verifiable and justifiable inputs. It's reasonably accurate on the major arterials, although accuracy may vary on local roads. The model is only as good as the information that goes into it.
Q	Are there updated population figures for this area?
A	We're using WA Tomorrow 2011 Census figures and information from the Rural Strategy of the Shire of Serpentine-Jarrahdale
Q	Are you working on the Byford to Armadale infill density model?
A	It's difficult to see that area being zoned as urban within the timeframe being used.

Note – some of the areas modelled are showing population figures that need to be verified (i.e. Keralup.) Information used is based on the views of local government. Often there's a concentration on urban zoned land rather than rural residential and industrial.

Item 5. detailed and objective data on the KRA description and Criteria

CWG members split into groups to review the Key Result Area (KRA) descriptions and criteria. The aim of this exercise was to identify how the CWG can add value to the value proposition for the project. Option A and Option B were both examined in this process.

There was some concern expressed about the scale of the maps used from the ROM process. The ROM modelling showed SW Highway appearing closer to the proposed Tonkin routes for Option A and Option B. The ROM maps highlight the traffic movements so may have resulted in some distortion of the scale of the map.

The reviewed description and criteria are shown below. This will be compared against National Criteria to develop final versions of the descriptions and criteria.

Option A – Description of KRA

KRA	CURRENT DESCRIPTION	QUANTIFIED DESCRIPTION
Access and urban form	Significant population growth predicted for the area.	Population growth of 250,000 by 2031 is predicted for the area. (Concern amongst CWG members that this is too high).
		Localised predictions include populations of 43,000 for Mundijong-Whitby; 35,000 for Byford; 10,000 for Serpentine and 5,000 for Keysbrook.
	Likely to see impact on local traffic networks from extension of Tonkin Hwy	Encourage some trucks and traffic off South Western Highway
		Extension of Tonkin Highway will: see or require: <ul style="list-style-type: none"> • Reduced traffic on SW Hwy through no duplication of current lanes except for passing lanes • Reduced traffic on Hopkinson and Kargotich Roads • Impact on Hopelands Rd
	There is a need to develop a total transport plan within the Shire and external to the Shire	A total transport plan covering the Shire of Serpentine Jarrahdale should be developed within the next two years. A plan covering the Area of Influence (?) should be developed within five years, particularly given the likely influence of Mundijong Light Industrial area.
		The total transport plan should incorporate east-west links and include a plan for public transport. The plan should also include the SJ Trails Master Plan.

KRA	CURRENT DESCRIPTION	QUANTIFIED DESCRIPTION
Economic Health	Rail corridor alignment around Mundijong is causing problems for proper planning of the expansion of the Mundijong and Whitby town sites	The rail corridor around Mundijong and Whitby needs to be realigned to enable more effective development of the town sites
		Realignment of the freight rail is required to avoid the Mundijong and Whitby town sites and instead include the West Mundijong Industrial hub. Freight hubs to Kwinana and Welshpool via Tonkin Hwy.
	There is a low level of local employment self-sufficiency	The level of local employment self-sufficiency is currently ~10%
		Cardup Industrial site, access to Tonkin
Environmental Health	There's a need to determine the environmental as well as the community and economic impacts of access points identified	Consideration of the environment impacts of the access points should include moving the alignment to the west (Hopelands Road) to preserve the scarp, reduce environmental impacts, avoid high quality agricultural land and address noise issues
		Option A will impact on the floodplain. Bush Forever sites need protection

KRA	CURRENT DESCRIPTION	QUANTIFIED DESCRIPTION
Community wellbeing	Heavy vehicle traffic through town site and residential areas	Extending Tonkin Highway will have a positive impact on lifestyle by reducing heavy vehicle traffic through the Byford town site. This will be enhanced through a Hopelands Rd alignment
		The SW Hwy divides Byford with heavy haulage having a negative impact on business and residential properties along SW Hwy.
	Traffic noise and visual impacts	Traffic noise and visual impacts will be reduced through alignment of the route along Hopelands Rd.
		The SW Hwy divides Byford with heavy haulage having a negative impact on business and residential properties along SW Hwy.
Governance	Need to see value delivered for the whole community	Value will be delivered to the whole community through using a route aligned with Hopelands Rd to provide better synergy between Mundijong Industrial Area and Nambelup Industrial Area. This will assist agricultural deliveries and enable alternative passenger routes
		A quieter and safer Byford will result from decreased traffic for private and business purposes

Option A – SMART Criteria (The current criterion is shown in *italics*. Each groups’ suggestions for SMART criteria are shown below the italicised version.)

KRA	SMART CRITERIA	
Access and urban form	A1	<i>Allows for sound public transport and other transport options</i>
		Tonkin Hwy does not allow for public transport. Does allow for alternate (alternative?) routes for cars and trucks
		Would like to see a split of 70:30 split of private/business vehicles and public transport (Currently is ~98:2)
	A2	<i>Separates regional traffic from local traffic networks</i>
		Tonkin Hwy enables excellent freight movement (needs to be moved west towards Hopelands Rd.)
		ROM model shows significant change in vehicle usage and meets criteria
	A3	<i>Provides good connections to Tonkin Hwy from key areas and roads (e.g. Industrial estates)</i>
		Current connections work well – would be improved if moved west towards Hopelands Rd.
		Roads selected for access points provide for good feeder routes (e.g. Cardup Industrial area using Bishop Rd and western area.)
Economic Health	E1	<i>Provides a good level of connectivity with Tonkin Hwy to service and sustain the existing and planned industrial areas to separate heavy/regional traffic from local traffic</i>
		Needs to be moved west towards Hopelands Rd.)
		The figures have been calculated and this makes the figures SMART
	E2	<i>Provide a road system to cater for future planned growth (Tonkin Hwy and connecting roads) to facilitate growth (population, employment – targets required in time, etc)</i>
		Needs to be moved west towards Hopelands Rd.)
		Create two new industrial sites at Cardup and Mundijong within the next XX years
	E3	<i>Provides justifiable benefit for the required investment to enable sound forward investment planning (using input from statutory planning authorities including the Peel Development Commission and WA Planning Commission) as an identified regional priority</i>
		Needs to be moved west towards Hopelands Rd.)
		Moving the rail with the road alignment creates significant financial benefit

KRA	SMART CRITERIA	
Environmental Health	Env 1	<i>Positively adapts east-west hydrological flows in the project area for groundwater and surface water – water quantity</i>
		Project is engineered correctly
		Need further information and hydrological surveys
	Env 2	<i>Identifies and avoids ecological impacts wherever possible – flora and fauna and other ecological communities and linkages in an environment of climate change</i>
		Will minimise ecological impacts through an alignment with Hopelands Rd
		See Serpentine Trails Master Plan
	Env 3	<i>Capacity to manage nutrient impacts for regional catchment flows – water quality</i>
		Western alignment (Hopelands Rd) would allow for development occurring in Peel region. Needs to be completed within 10 years
		Install nutrient stripping systems to allow water to pass under Tonkin Hwy

Community wellbeing	C1	<i>Noise and visual impacts are manageable with options to address them</i>
		Western alignment (Hopelands Rd) will reduce noise and visuals impacts on townships and residential properties
		Tonkin Hwy will assist Byford and create noise for Mundijong
	C2	<i>Plan appropriately for likely future impacts of heavy vehicle movements on feeder roads</i>
		Upgrade Elliots Rd. Karnup Rd is OK. Lakes Rd is currently being upgraded
		Need to use screened sound walls with heavy tree planting
	C3	<i>Produces the best (safe, optimal, peaceful, harmonious and other) outcomes for the community (road users and land use planning wise)</i>
		Safe outcomes for the community produced through western (Hopelands Rd) alignment.
	Governance	G1
Timeline is achievable if Treasury support is attained. Planning support is needed, together with effective communication between government agencies involved.		
Is achievable if the funds are available and extra distance is justifiable		
G2		<i>Builds government agency support for the proposed solution as part of the planning process</i>
		The western route along Hopelands Rd will help increase the support from a number of government agencies
		Support will be gained through the value provided by Tonkin Hwy to Industry
G3		<i>Level of key stakeholder support – community, business sector and other</i>
		Hopelands Rd route would gain the support of the agricultural, industrial and extraction sectors, along with the support of the Peel Development Commission, Main Roads, Department of Agriculture and Water Corporation
		Support will be gained from the increased employment, businesses and faster traffic movement

Option B- Description of KRA

KRA	CURRENT DESCRIPTION	QUANTIFIED DESCRIPTION
Access and urban form	Significant population growth predicted for the area.	Department of Planning estimates show that population (within the area of influence?) will reach 250,000 by 2031, with a population within the area of focus of 100,000.
		Local population estimated to reach 40,000 in Byford; 45,000 in Mundijong and 8,000 in Oakford
	Likely to see impact on local traffic networks from extension of Tonkin Hwy	
		Could see up to 200,000 vehicle movements with Tonkin Hwy becoming a major priority route. Intersections will need to be well thought out with Abernethy Road intersection reconsidered
	There is a need to develop a total transport plan within the Shire and external to the Shire	
		Should account for intermodal terminal and replacement of railway line

KRA	CURRENT DESCRIPTION	QUANTIFIED DESCRIPTION
Economic Health	Rail corridor alignment around Mundijong is causing problems for proper planning of the expansion of the Mundijong and Whitby town sites	
		Doesn't clash with Town Planning Scheme and provides access to West Mundijong industrial area by 2021. Allows TPS to proceed.
		A long-term target of 67% employment self-sufficiency for the area is required with a minimum of 50% by 2021 (?)
	There is a low level of local employment self-sufficiency	Need to achieve a target of at least 40-50% employment self-sufficiency for the area. Not possible without the extension of the Tonkin Hwy

Note – Environmental Health, Community Wellbeing and Governance were not covered in the updated descriptions for Option B

Option B SMART Criteria (The current criterion is shown in *italics*. Each groups' suggestions for SMART criteria are shown below the *italicised* version.)

KRA	SMART CRITERIA	
Access and urban form	A1	<i>Allows for sound public transport and other transport options</i>
		Enables a modal split of 72% to 28%
	A2	<i>Separates regional traffic from local traffic networks</i>
	A3	<i>Provides good connections to Tonkin Hwy from key areas and roads (e.g. Industrial estates)</i>
		Provides access to commercial centres with South West Hwy speed limited through Byford to 40km/hr and parking provided along SW hwy through Byford
Economic Health	E1	<i>Provides a good level of connectivity with Tonkin Hwy to service and sustain the existing and planned industrial areas to separate heavy/regional traffic from local traffic</i>
	E2	<i>Provide a road system to cater for future planned growth (Tonkin Hwy and connecting roads) to facilitate growth (population, employment – targets required in time, etc)</i>
E3	<i>Provides justifiable benefit for the required investment to enable sound forward investment planning (using input from statutory planning authorities including the Peel Development Commission and WA Planning Commission) as an identified regional priority</i>	
	Meets investor needs. Only limitation is sewerage and road access	

KRA		SMART CRITERIA
Environmental Health	Env 1	<i>Positively adapts east-west hydrological flows in the project area for groundwater and surface water – water quantity</i>
		Proper engineering will ensure safe flood plain management
	Env 2	<i>Identifies and avoids ecological impacts wherever possible – flora and fauna and other ecological communities and linkages in an environment of climate change</i>
		Establish corridors for flora and fauna
	Env 3	<i>Capacity to manage nutrient impacts for regional catchment flows – water quality</i>
		MUC – good planning in conjunction with developers
Community wellbeing	C1	<i>Noise and visual impacts are manageable with options to address them</i>
		Use buffer zones and innovative engineering design
	C2	<i>Plan appropriately for likely future impacts of heavy vehicle movements on feeder roads</i>
		May require some land acquisition, DCA and grants
	C3	<i>Produces the best (safe, optimal, peaceful, harmonious and other) outcomes for the community (road users and land use planning wise)</i>
		Safety outcomes will be achieved through moving major traffic flows off urban roads

Governance	G1	<i>The project timeline is realistic and achievable (by 2021).</i>
		Project is achievable by 2021
	G2	<i>Builds government agency support for the proposed solution as part of the planning process</i>
		They are now part of the process
	G3	<i>Level of key stakeholder support – community, business sector and other</i>
		There's a high level of support from all parties

Attachment 1. Tonkin Highway Extension CWG Meeting No. 2. Attendance List

In Attendance:

Michael Beaverstock	- Community representative
Lisa Brazier	- Community representative
Fred Cox	- Community representative
Phil Cuttone	- UDIA representative, LWP Property Group
Brian Duncan	- Community representative
Richard Gorbunov	- Acting CEO, Serpentine Jarrahdale Shire
Merri Harris	- Community representative
Charles Kingsford	- Department of Transport
Bret Lewin	- Community representative
Antony Missikos	- CWG Executive Officer, Main Roads
Bruce Moore	- CWG Deputy Chair, Councillor, Serpentine Jarrahdale Shire
Christine Randall	- Councillor, Serpentine Jarrahdale Shire
Colleen Rankin	- Community representative
John Rossiter	- Community representative
Craig Shepherd	- Department of Planning
Tony Simpson	- CWG Chairman, MLA, Member for Darling Range
Jan Star	- Community representative
John Symond	- Hanson Construction
Sheila Twine	- Community representative
Athol Wigg	- Community representative
James Brooks	- Main Roads
Andrew Huffer	- Independent Facilitator

Apologies:

Lindsay Baxter	- Department of Planning
Alan Clarkson	- Community representative
Luke Freeman	- Community representative
John Kirkpatrick	- Community representative
Michael Southwell	- Community representative

Meeting closed: 8.15pm