



Swan Valley

RATEPAYERS & RESIDENTS ASSOCIATION INC.

Comments on GHD's Summary report "Henley Brook Avenue Urban Growth Corridor Traffic Modelling" (2022)

Conclusions

- The modelling in this report **has not** been carried in accordance with the spirit of the motion (Ordinary Council Meeting 17 March 2021, page 96) adopted by the City of Swan Council.
- The motion adopted by the City of Swan Council **does not** restrict or limit making any report relating to the motion public before advice or feedback has been received from the Minister.

Aim of this Document

This document has been prepared to provide an independent critique of the 2022 summary report "*Henley Brook Avenue Urban Growth Corridor Traffic Modelling*" by GHD Consultants.

We look forward to providing a detailed analysis of the modelling once the full report and data have been provided.

Background

The City of Swan Council adopted the following motion on 17 March 2021.



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MOTION that the Council resolve to:

- 1) Put on hold all works and land resumptions in relation to Henley Brook Avenue South of Park Street (highlighted by author of this report).
- 2) Immediately contact the Minister for Transport; Planning for confirmation on the proposals and discussions recently held with community groups with regards to the future of Henley Brook Avenue including any alternative alignments.
- 3) Upon receiving advice from the Minister's Office in regards to point 2 above, the City Officers give a presentation to a future City of Swan Briefing meeting to provide updated information, seek direction and advice of Council including proposed methods of community consultation moving forward.
- 4) Record the reason for changing the officer recommendation as:
 1. As noted in the City of Swan Agenda Item 5.2 - 17 March 2021 it highlights that Henley Brook Avenue is a "blue road" in the Metropolitan Regional Scheme and therefore its planning control is under the Western Australian Planning Commission through the Department of Planning, Lands and Heritage, thereby supporting this recommendation.
 2. Given the relevant and important community concerns raised on the current proposal regarding Henley Brook Avenue, it is necessary to seek immediate clarification and advice from the State Government as a matter of priority.

(Cr Zannino – Cr Parry)

The adopted Motion does not state that any report prepared by the City of Swan, consultants or others pertaining to Henley Brook Avenue cannot be made public before feedback or advice has been received from the Minister's office.

Introduction

GHD consultants were commissioned by the City of Swan to undertake traffic modelling in order to ascertain if Henley Brook Avenue is a viable option.



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The resultant report by GHD describes the scope of the work, however the Terms of Reference provided to GHD Consultants by the City of Swan are not included in the report. This is an unfortunate oversight that makes it impossible for anyone (including presumably City of Swan Councillors and Staff) to be satisfied the consultants have delivered on their brief.

The GHD report is a summary report, the report on which it is based was not provided. This makes it impossible to review outcomes as there is no access to original data, methodology and modelling.

Comments on the Consultant's Report

The GHD report describes three modelling scenarios and their physical extent are shown in figure 1 (note that scenario 2, marked in blue, intersects with Park Street).

This scenario 2 is counter intuitive as the City of Swan motion clearly defines Park Street as a boundary. That means that any modelling using different scenarios must use Park Street as a boundary.

The only conclusion possible from scenario 2 is that the report prepared by GHD has not adhered to what was agreed to by City of Swan Council.

To achieve a balanced outcome of the traffic modelling different scenarios must be considered where existing or new roads are in- or excluded in the modelling. The report lists three scenarios which are the same as the construction stages planned prior to the commencement of this report.



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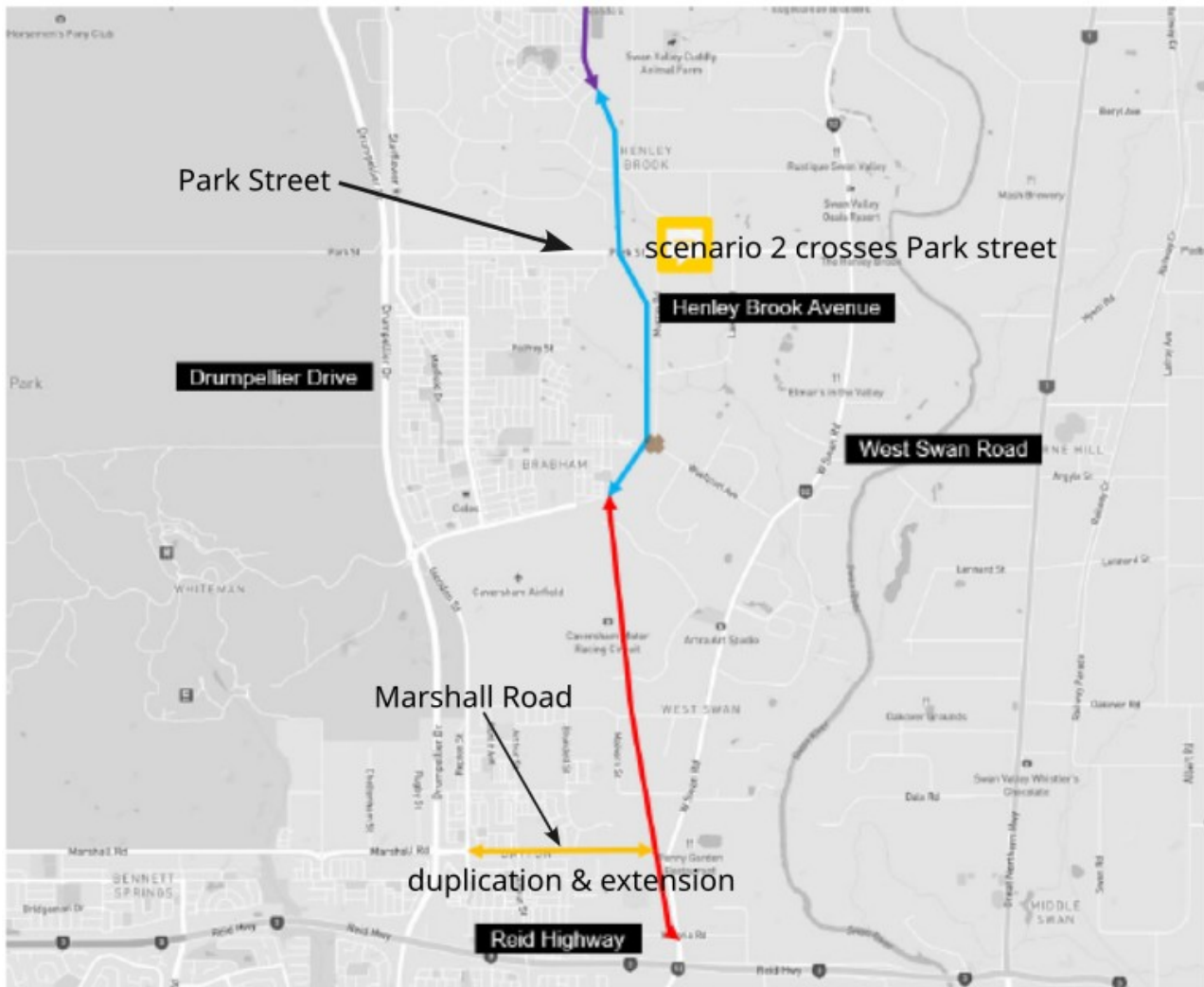


Figure-1 : Image from report figure 6 Henley Brook Avenue extension staging detail. Legend in figure 2.

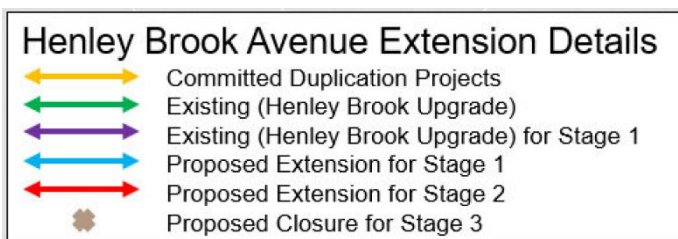


Figure-2 : Extension details as shown in report figure 6.



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The problems with these scenarios are twofold.

- Scenarios modelled follow the construction stages.
 - Resulting in Stage / Scenario 2 to cross Park Street.
- There are no scenarios that show modelling without Henley Brook Avenue or other constraints.
 - Examples of possible scenarios are described in SVRRA's comments on City Swan's Transport Strategy (2022a).

Then there are queries about the maps that depict on the 3 "scenarios" (figures 11 and 12 of the report). Our concerns, highlighted in figure 3, are.

- West Swan Road is broken up in segments and shows 3 sets of north-bound (NB) and south-bound (SB) vehicle/hr numbers. Then why is Drumpellier not broken up in segments like Ganangara- Park, Park – Youle-Dean, Youle-Dean – Marshall and Marshall – Reid?
- In top left for example there is a road that does not exist but still has a high count of vehicles/km. Linked to that error are very high vehicle/km counts along both sides of Gnangara Road west of Drumpellier Drive.
- Why are there high vehicle/km along Pinaster Parade but no counts along Starflower Road?

Another concerning matter is the "*committed duplication and extension*" of Marshall Road

- This extension intrudes significantly into the Swan Valley Planning Act area.
 - How did this get approved?

Why are there high vehicle densities along Reid Highway westwards from West Swan Road in a modelled forecast for 2041, because by then these intersections should be grade separated?



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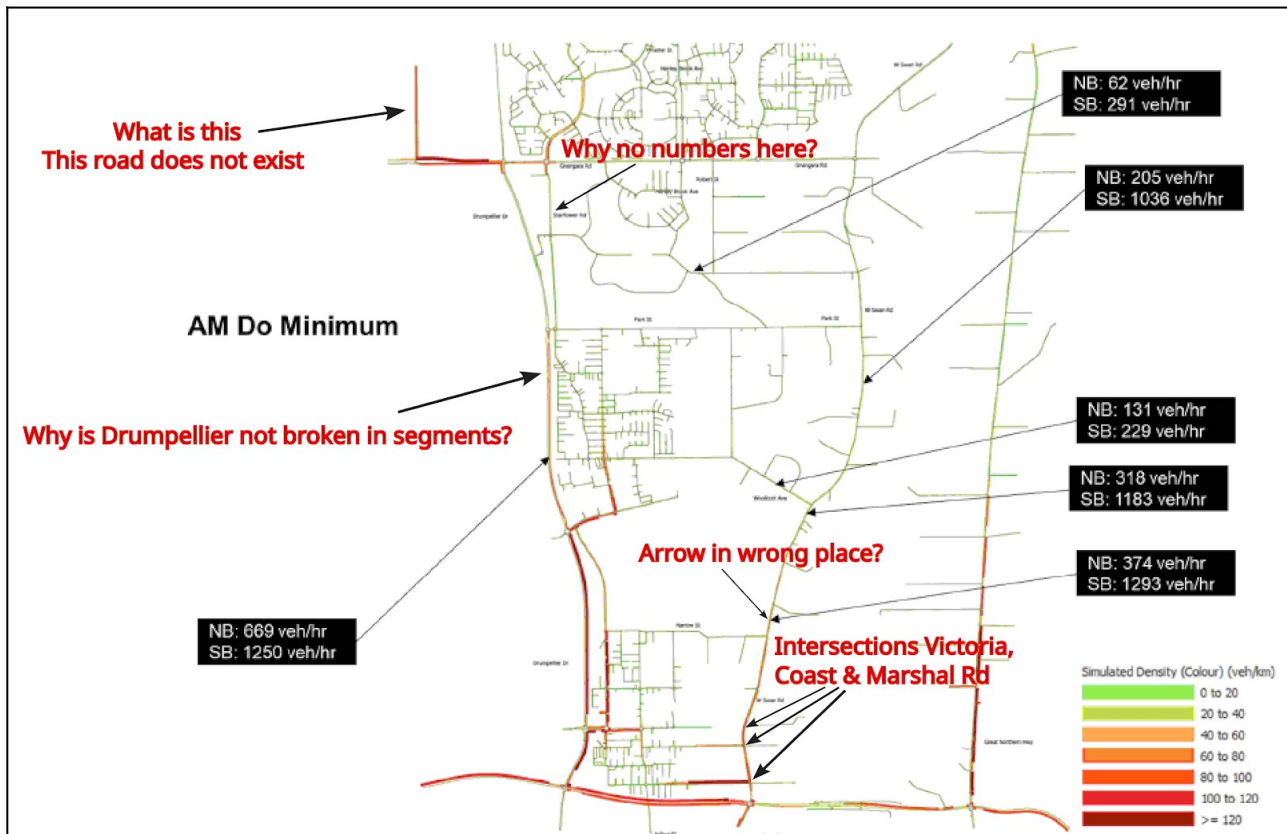
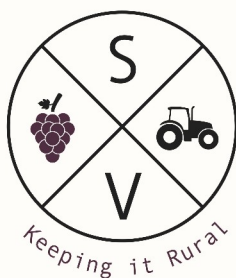


Figure-3: Questions from maps report figures 11 & 12.

A general comment on all the maps is that none of the maps have a scale bar, coordinates or north point on them. As well as their resolution is poor which precludes closer inspection because of pixelation.

The SVRRA used the numeric vehicle/hr values from the report's figures 11 & 12, as input for graphs shown in figure 4. That there are differences in AM and PM peak traffic numbers is expected and explainable. However, a difference of 67% between scenarios of north-bound AM traffic seems large. There is a difference of 37% total peak traffic movement. The input data for this modelling should all be the same, namely based on 2041 demographic projections.



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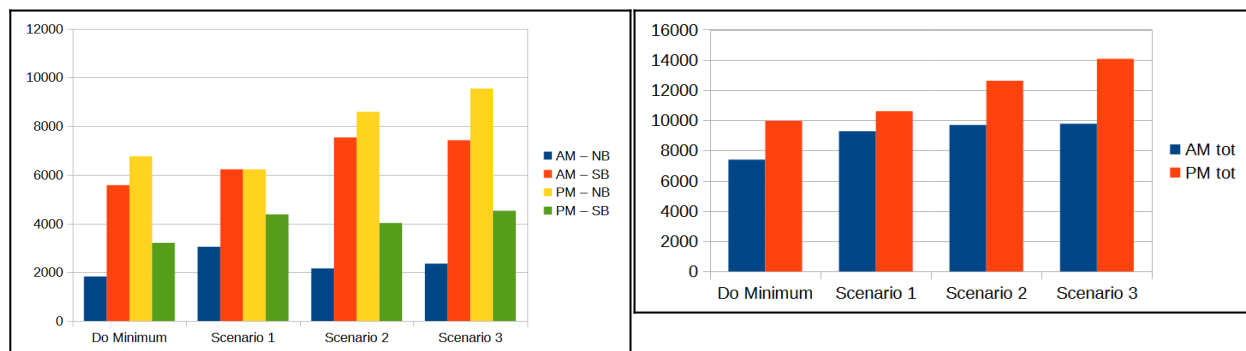


Figure-4 : Differences in south bound and northbound traffic in the morning an evening (veh/hr); also graphed as AM and PM volumes.

Bibliogarpthy

SVRRA, 2022a. *City of Swan Transportation Strategy Questions and Comments.*

SVRRA, 2022b. Letter to Australian Bureau of Statistics “*Swan Valley and Census Boundaries Conflict*”.

SVRRA, 2023a. *Henley Brook Avenue Main Roads Traffic Modelling 2023 – Comments SVRRA.*

SVRRA, 2023b. *President’s Report October 2023.*

SVRRA, 2023c. *Comments on MRWA Modelling Shapefiles.*

SVRRA, 2024a. *Motion to Cease all Work on Henley Brook Avenue South of Park Street.*
City of Swan Annual Electors Meeting 5 February 2024.

SVRRA, 2024b. *Assessment Current State of Traffic Modelling Swan Valley.*