

**SUMMARY OF SUBMISSIONS**  
**South Western Highway Draft Access Strategy**  
**Advertising Date: from 12 June 2023 to 11 July 2023**

Submitter	Submitter Comments	Shire Officer Comment and Recommendation
<b>Government Agencies</b>		
Main Roads Western Australia	<p>Main Roads advises as follows:</p> <ol style="list-style-type: none"> <li>1. This advice is limited to the proposed U-turn facility works only.</li> <li>2. Main Roads does not object to the U-turn facility, however, is not agreeable to funding the works. It is the responsibility of the Shire to arrange appropriate funding measures to deliver infrastructure to support new development. See State Planning Policy 3.6 - Infrastructure Contributions for further guidance.</li> <li>3. The Shire will be required to obtain all required approvals from Main Roads prior to construction. This includes, but is not limited to: <ul style="list-style-type: none"> <li>• Working on Roads application to undertake works within the road reserve.</li> <li>• Formal Road and Traffic Engineering design review.</li> <li>• Signs and lines application.</li> <li>• Submission of a Traffic Management Plan (TMP) addressing how traffic will be managed at all time during construction.</li> </ul> </li> <li>4. The Shire is to consider if further amendments are required to the Byford Town Centre Structure Plan and associated Vehicle Access Strategy. It is noted this is a separate process.</li> </ol> <p>If you have any queries, please do not hesitate to contact Planning Assessment Officer, [REDACTED] on (08) [REDACTED] or email <a href="mailto:planninginfo@mainroads.wa.gov.au">planninginfo@mainroads.wa.gov.au</a></p>	<p>The Shire acknowledges Main Roads Western Australia's position to not fund the U turn facility works.</p> <p>Further amendments to the Byford Town Centre Local Structure Plan (LSP) and its associated Vehicle Access Strategy are not required as a result of the proposed DAP amendment, as the affected portion of Character Area H is not located within the LSP area. As such, the approval of the DAP amendment is recommended.</p>
Public Transport Authority	With regards to your letter, dated 5 July 2023, the Public Transport Authority (PTA) advises that its recent response to the Shire's proposed amendment to the <i>Byford Townsite Detailed Area Plan - Character Area H</i>	The purpose of the Draft Access Strategy is to enable access to, and development of, the land on the western side of South Western Highway, which is designated for Highway Commercial

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	<p>(attached) is relevant to the Shire's proposed amendment of the <i>South Western Highway Access Strategy</i>. The PTA does not support the proposed amendment to the <i>South Western Highway Access Strategy</i> as it enables access/development of land abutting the railway corridor identified for future rail projects, which are highlighted in the PTA's attached letter dated 16 May 2023.</p>	<p>development and zoned as Mixed Use under Local Planning Scheme No.3.</p> <p>The Shire's response regarding the proposed amendment to Character Area H of the Byford Townsite Detailed Area Plan is the following.</p> <p>There is an established process surrounding the planning of future rail infrastructure. The PTA advised that no formal proposals or plans regarding future railway infrastructure works south of the Byford Station have occurred.</p> <p>Shire Officers met with PTA following receipt of submission, advising that there had been no formalised approach to the Shire for the requirement of the subject land for future railway works, and that there appears to be a range of options for the evolution of rail infrastructure south of Byford.</p> <p>Given the lack of certainty regarding future rail planning south of Byford, the Shire does not consider this submission to provide a sufficient reason to prevent the progression of the amendment. The Byford Townsite DAP is an existing Local Development Plan, and the proposed amendment does not propose changes to the ability of this land to be developed into the future. This land is also within walking distance of the future Byford Rail Extension, and should be preserved for development. The approval of the LDP amendment is recommended to allow for the development of the intended 'Highway Commercial' area, and to ensure the deliverance of the Shire's planning framework.</p> <p>Therefore, the Shire recommends that the proposed LDP amendment be approved, and that the Draft Access Strategy also be approved to allow a safe mechanism for access to the Highway Commercial precinct.</p>

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<b>Landowners/Residents</b>		
Survey # 1	This is much needed. I have to turn back north on the highway to access my workplace and it is not always an easy access.	Support is noted. The proposed U turn facility aims to provide a safe mechanism for traffic travelling southbound along South Western Highway to head back northbound, such is the situation described by the submitter.
Survey # 2	It will cause more accidents you f***ing retards.	There have been uncontrolled U turn manoeuvres observed at the Nettleton Road and South Western Highway intersection, from southbound traffic attempting to head northbound. As uncontrolled U turn manoeuvres are unsafe, the proposed U turn facility is expected to improve traffic safety and incidents.
Survey #3	Great idea it will relieve the pressure on Abernethy turn signals during peak period.	Support is noted.
Survey #4	There are more pressing road safety issues that need to be addressed. This is NOT a priority. Wake up and shake up Shire.	This advertising is in relation to the proposed Draft Access Strategy at the South Western Highway and Nettleton Road intersection location. The proposed U turn facility at this location resulted from a need for a safe mechanism to allow vehicle access into the Highway Commercial precinct, west of South Western Highway. As such, the Shire wrote to Main Roads requesting their support and funding of the project.
Survey # 5	As a person who has to do a loop around each day this would make getting to my work place a lot easier and safer.	Support is noted. The proposed U turn facility aims to provide a safer mechanism for traffic travelling southbound along South Western Highway to head back northbound, such is the situation described by the submitter.
Survey # 6	I believe it is a safer alternative to what is currently there for motorists.	Support is noted.

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Survey #7	I have worked at Byford Accountants previously and would daily have to go collect mail and come back to work. This means that I would have to complete that U turn every day. I no longer work there but I know that the next person will be doing the same trip I did. It was always a bit scary (especially when you have a truck next to you that goes flying past while you slow down to do a U turn). Also at times there was confusion between those turning off Nettleton and those doing the U turn as it seems they don't know who has right of way. I support this to make the road safer. I've even witnessed fair few near misses between other vehicles. In the end I would go into the Caltex and come ack out to turn around but this isn't ideal.	Support is noted. As described by the submitter, uncontrolled and unsafe U turn manoeuvres have been observed at the Nettleton Road and South Western Highway intersection. The proposed U turn facility aims to provide a safe mechanism for traffic travelling southbound along South Western Highway to head back northbound. This will provide improved safety for traffic accessing developments within the Highway Commercial precinct.
Survey #8	I think we need lights up at Eleventh Road more than this. Eleventh Road and South West Highway is such a dangerous intersection and will be more so when the overpass works start from Metronet. Metronet have said it's not in their Jurisdiction to put lights up there it's the Shires. So please do something.	This advertising is in relation to the proposed Draft Access Strategy at the South Western Highway and Nettleton Road intersection location. The proposed U turn facility at this location resulted from a need for a safe mechanism to allow vehicle access into the Highway Commercial precinct, west of South Western Highway. As such, the Shire wrote to Main Roads requesting their support and funding of the project.  South Western Highway is a Primary Regional Road, and as such any potential future upgrades at other locations are under the jurisdiction of Main Roads.
Survey #9	Please build the u turn.	Support is noted.
Survey #10	Nettleton Road X South Western Highway is very dangerous. A roundabout would make the intersection safer and a U turn would be safer following the roundabout instead of installing U turn lane.	A roundabout at the intersection of Nettleton Road and South Western Highway was one several options considered for delivering access to the Highway Commercial precinct on the western side of South Western Highway. However, the option for a U turn facility was ultimately progressed as a timely and cost-

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		<p>effective way to provide safe access to the precinct. This has also been supported by MRWA, as the preferred option.</p> <p>Main Roads currently have no plans, proposals or funding planned for a traffic light or roundabout treatment at the Nettleton Road and South Western Highway intersection. As such, this option would have uncertainty for providing access to the developments on the western side of South Western Highway.</p>
Survey # 11	Will be a lot safer as residents often U-turn here in its current state. Support!	Support is noted. As described by the submitter, uncontrolled and unsafe U turn manoeuvres have been observed at the Nettleton Road and South Western Highway intersection. The proposed U turn facility aims to provide a safe mechanism for traffic travelling southbound along South Western Highway to head back northbound.
Survey # 12	Needed.	Support is noted.
Survey # 13	Create safer access to businesses and houses.	Support is noted. The proposed U turn facility aims to provide a safe mechanism for traffic travelling southbound along South Western Highway to head back northbound.
Survey # 14	Safer place for U turn to get into the corner shops without having to go past Subway etc.	Support is noted. The proposed U turn facility aims to provide a safe mechanism for traffic travelling southbound along South Western Highway to head back northbound, allowing safe access to shops and development along the western side of South Western Highway.
Survey # 15	Doing a U turn is necessary to get to the houses and business along that section of the highway, but it is currently very dangerous with many near accidents when the cars and trucks behind do not realise or perhaps believe that car in front is going to turn.	Support is noted. As described by the submitter, uncontrolled and unsafe U turn manoeuvres have been observed at the Nettleton Road and South Western Highway intersection. The proposed U turn facility aims to provide a safe mechanism for traffic travelling

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		southbound along South Western Highway to head back northbound.
Survey # 16	This intersection is contested enough. It is badly planned. We have close calls daily on our motorcycles there. It needs a bridge like Denny Avenue in Kelmscott it never should have been built this way.	<p>Several options were considered for delivering access to the Highway Commercial precinct on the western side of South Western Highway. However, the option for a U turn facility was ultimately progressed as a timely and cost-effective way to provide safe access to the precinct. This has also been supported by MRWA, as the preferred option.</p> <p>Main Roads currently have no plans, proposals or funding planned for a traffic light, roundabout, or bridge treatment at the Nettleton Road and South Western Highway intersection. As such, these options would have uncertainty for providing access to the developments on the western side of South Western Highway.</p>
Survey # 17	The U turn of cars only will not resolve the underlying issue of too many vehicles using intersection of South Western Highway / Nettleton Road. Currently additional 200 plus vehicle will be using intersection with development currently being built on Nettleton Road and South Western Highway add in further development of quarantine station and surrounding land with increase this issue. Major issue with this intersection currently is vehicles trying to turn north onto South Western Highway from Nettleton Road.	<p>Expected future development along South Western Highway will likely result in an increase in vehicle traffic, particularly vehicles entering the Highway Commercial precinct on the western side of South Western Highway.</p> <p>The proposed Draft Access Strategy, paired with the proposed Amendment to the Byford Townsite Detailed Area Plan, addresses this issue. The Draft Access Strategy provides a safe mechanism for southbound vehicles to access the Highway Commercial precinct, whilst the design of the DAP Amendment ensures that the impacts of access into this precinct are reduced by proposing consolidated access points off South Western Highway and an internal, shared access road and carparking. Therefore, the DAP Amendment and the Draft Access Strategy work together to reduce the impact that traffic and access of future</p>

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		Highway Commercial developments will have on South Western Highway.
Survey # 18	<p>In 29 years I've seen about 20 U-turns at the Nettleton Road t-junction intersection. All done safely as they are visible from Nettleton Road. I would be concerned if the U-turn is happening before the intersection as the vehicle might pull out in front as you are turning right, especially at night. As the housing developments continue along Nettleton Road the t-junction will only get busier, already a busy junction. I would suggest that a roundabout would be more appropriate as it would facilitate vehicles to turn northward and easier access to turn right from Nettleton Road. With the Tonkin Highway extension we should see less heavy vehicle traffic through Byford but car traffic will continue to grow with housing growth. As it is already a 60km zone the speed approach to a roundabout would be acceptable, or reduce to 50km just before the petrol station. A roundabout facilitates a solution to a range of traffic management issues whereas the U-turn only partially relives one issue and not really a safe one in my opinion.</p>	<p>A roundabout at the intersection of Nettleton Road and South Western Highway was one several options considered for delivering access to the Highway Commercial precinct on the western side of South Western Highway. However, the option for a U turn facility was ultimately progressed as a timely and cost-effective way to provide safe access to the precinct. This has also been supported by MRWA, as the preferred option.</p> <p>Main Roads currently have no plans, proposals or funding planned for a traffic light or roundabout treatment at the Nettleton Road and South Western Highway intersection. As such, this option would have uncertainty for providing access to the developments on the western side of South Western Highway.</p>
Survey # 19	<p>I object to the proposal, as a Roundabout at Nettleton Road and Southwest Highway would fulfill the purpose of the U Turn more safely than what is being currently proposed. In addition, with the current housing development on the corner of Nettleton Road and Southwest Highway and further proposed housing and other developments in that area; the traffic flowing from Nettleton Road to Southwest Highway is and will become an issue. With the increased traffic and as indicated in your brief, the uncontrolled U turns, the danger of vehicle crashes will increase without better traffic management, such a roundabout. I am happy to discuss my comments in detail should you wish.</p>	<p>A roundabout at the intersection of Nettleton Road and South Western Highway was one several options considered for delivering access to the Highway Commercial precinct on the western side of South Western Highway. However, the option for a U turn facility was ultimately progressed as a timely and cost-effective way to provide safe access to the precinct. This has also been supported by MRWA, as the preferred option.</p> <p>Main Roads currently have no plans, proposals or funding planned for a traffic light or roundabout treatment at the Nettleton Road and South Western Highway intersection. As such, this option would have uncertainty for providing access to the developments on the western side of South Western Highway.</p>

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Survey # 20	I think safety has to be the highest priority in this proposal. I am for a U turn lane however I do hope careful consideration is given to its exact location to ensure the safety of those using the U turn lane and those exiting Nettleton Road to enter the highway.	Support is noted. Through formal Shire processes and collaboration with Main Roads, careful consideration has been given to the location of the proposed U turn facility through engineering design.
Survey # 21	This is an important access strategy for the Shire to consider for both safety and growth purposes. At the moment a significant number of vehicles going south on South Western Highway would need to make illegal movements o Nettleton Road (which is going to become increasingly busy due to residential development) in order to change direction on the Hwy. This access strategy if implemented, would provide a safer pathway for those vehicles and cause less disruptions at the intersection of the Hwy and Nettleton Road. Lastly, the access strategy and slip lane would activate the western side of South Western Hwy which currently has approval for commercial development, however, is constrained by access. Most commercial tenants and national groups would not consider a site which is limited in terms of an easy left in turn – and this would limit growth opportunities in the Shire by delaying development and additional services from entering into the community. This should be approved by the Shire and partly funded as commercial development on this stretch of the Hwy will increase the Shire's budget by increasing its rates base.	Support is noted. As raised by the submitter, the U turn facility aims to reduce illegal manoeuvres from southbound traffic turning back northbound off South Western Highway, aiming to provide a safe mechanism for access to development on the western side of South Western Highway. As stated by the submitter, increased commercial development within the Highway Commercial precinct west of South Western Highway is expected into the future, of which would be greatly aided by a safe access mechanism.  Regarding funding, the Shire has requested that Main Roads Western Australia fund the U turn facility. However, whilst Main Roads support the proposal, they do not agree to fund the works.