

11 CITY SERVICES

11.1 Arundel Road (West), Park Orchards - Proposed Road Closure

File Number:	IN21/592
Responsible Director:	Director City Services
Attachments:	1 Arundel Road Community Feedback Overall Summary ↓ 2 Summary of Community Feedback and Officers Comments ↓

EXECUTIVE SUMMARY

This report provides an assessment on whether a permanent closure of Arundel Road (west), at the intersection of Park Road, should proceed or not, following a comprehensive community consultation process.

1. RECOMMENDATION

That Council:

- A. Does not proceed with the closure of Arundel Road (west), having considered the community submissions following the statutory process under Section 223 of the Local Government Act and in review of safety improvement works that are to include:**
- 1. Construction of a footpath along Arundel Road (west), between Park Road and Knees Road, to reduce the safety risk associated with cyclists riding and pedestrians walking on the road.**
 - 2. With the funds to construct a footpath along Arundel Road allocated from the 2021/2022 Capital Works budget.**
 - 3. Noting that direct consultation will occur with the residents impacted by the proposed footpath works during the detail design stage and in planning the construction activity.**
- B. Notes that the community will be informed of the outcome of the Council decision via a written response to nearby residents and those who have made a written submission, with information included on the Council website.**

2. BACKGROUND

- 2.1** Knees Road, between Park Road and Falconer Road, is currently being upgraded. The upgrade works included the construction of a roundabout at the intersection of Knees Road and Arundel Road.
- 2.2** Residents of Arundel Road (west) have raised objections over the construction of the roundabout, stating it will make it more convenient for drivers, particularly school parents, to use Arundel Road (west) as a drive through route, between Park Road and Knees Road, to avoid traffic congestion.

- 2.3 Arundel Road, between Knees and Park Roads, is 4.8m wide, 425m long and contains chicanes, road humps and a road narrowing but does not have a footpath. The road is a convenient route for pedestrians walking to Park Orchards Primary School, St Anne's Primary School, Domeney Reserve and the 100 Acres Reserve.
- 2.4 An on-site meeting, arranged by Arundel Road residents, was held on 30 April 2021 to discuss their concerns about traffic and pedestrian safety, in particular, non-local traffic using this section of road during school pick up and drop off times, pedestrian safety for young children and vehicle speeds.
- 2.5 At the meeting, which was attended by around 25 residents, officers indicated that the construction of a footpath along Arundel Road was a high priority to improve pedestrian safety. With the footpath works included within the forward Capital Works Program. The residents suggested the closing of Arundel Road at Park Road to prevent non-local traffic using the road as a shortcut and to remove the need for the construction of a footpath along the street.
- 2.6 A petition with 33 signatories from residents of Arundel Road seeking the permanent closure of Arundel Road for the safety and welfare of the community was received and tabled at the Council meeting on 25 May 2021.
- 2.7 At the same meeting, Council resolved to support, in principle, the permanent closure of Arundel Road (west) to through traffic at the intersection of Park Road, subject to:
 - 2.7.1 No objection being obtained from the relevant service authorities and emergency service organisations that may be affected by the proposal;
 - 2.7.2 A report being obtained from the Department of Transport on the proposed road closure.
- 2.8 Council also resolved to commence the statutory process the Local Government Act 1989 (LGA), to permanently close Arundel Road (west), at the intersection of Park Road.

3. COMMUNITY CONSULTATION PROCESS

- 3.1 The statutory process under Section 223 of the LGA requires Council to:
 - 3.1.1 Publish a public notice informing the community about the proposed road closure;
 - 3.1.2 Provide an opportunity for the community to make submissions regarding the proposal; and
 - 3.1.3 If requested, allow a person making a submission to appear in person in support of the submission at a meeting of the Council or a committee determined by the Council.
- 3.2 The consultation period commenced on 2 July 2021 and closed on 13 August 2021. Initially the consultation period was to close on 30 July 2021, but it was extended for two weeks due to the Covid restrictions which limited the ability for residents to interact and to discuss the proposal.
- 3.3 The community has been notified by the following:

- 3.3.1 Notice published in the Herald Sun on 2 July 2021 and on Council's website;
- 3.3.2 Letters and emails sent to approximately 220 property owners, occupiers, shops, and schools in the vicinity of the road closure;
- 3.3.3 Signage installed at the Knees Road and Park Road ends of Arundel Road; and
- 3.3.4 'Your Say Manningham' online engagement platform.
- 3.4 Council has also notified and sought comments from the following service authorities and emergency service organisations on the proposed closure:
- The Department of Transport (DoT)
 - The Victorian Police
 - Ambulance Victoria
 - State Emergency Services (SES)
 - Country Fire Authority (CFA)
 - Fire Rescue Victoria (FRV)
 - Services Authorities (Yarra Valley Water, Telstra, NBN, Multinet, Ausnet)

4. COMMUNITY CONSULTATION RESULTS AND FINDINGS

Summary of Community Consultation Results

- 4.1 A summary of the responses received from the community is provided below. A number of households had several members making a submission on this matter. For the purposes of assessment, each household was taken as one submission.
- 4.2 During the community consultation period, three separate petitions opposing the closure were received – with 49, 66 and 17 signatories respectively (note some households have signed multiple submissions).
- 4.3 175 written submissions* were received in total:
- 21 responses were in favour of the proposed road closure
 - 150 responses objected to the proposed road closure
 - 4 responses were unclear and inconclusive
- * Note this include households that have signed the abovementioned petitions.
- 4.4 To support their objection to the proposed road closure, some residents of Arundel Road commissioned a traffic consultant to prepare a traffic engineering assessment.
- 4.5 It is further noted that a significant portion of objections were from households on Arundel Road, east of Knees Road. Their main concerns related to the removal of road access in the case of emergency, that traffic will be displaced to Euston Avenue and Dalry Avenue, and there would be additional traffic demand on the Knees / Park Road intersection.
- 4.6 Four submitters requested to be heard in support to their submission. In response to this, Council established a committee of the nine Councillors to hear these submissions on Tuesday 14 September 2021. The meeting was held virtually in accordance with the current State Government health directions.

- 4.7 Council also received feedback from the Department of Transport, Fire Rescue Victoria, Country Fire Authority, State Emergency Services and Ambulance Victoria all offering no objection to the proposal.

Comments and Issues Raised

- 4.8 Comments in support of the proposal included the following:

4.8.1 The proposed road closure will eliminate high vehicle speeds associated with through traffic along Arundel Road;

4.8.2 The proposal will improve the safety of pedestrians on Arundel Road;

4.8.3 The proposal will have minimal traffic and community impact, as evidenced by the temporary closure at the Knees Road end of Arundel Road implemented during the Knees Road upgrade works; and

4.8.4 'Near misses' crashes were witnessed, and the proposal will result in improved safety outcome.

- 4.9 Comments objecting to the proposal included the following:

4.9.1 The proposed closure would detrimentally affect access to the Neighbourhood Safer Place (Domeney Reserve) and escape route in the event of an emergency;

4.9.2 The proposed closure would detrimentally affect access for emergency vehicles;

4.9.3 Other traffic management measures should be considered before closing the road;

4.9.4 The intersection of Knees Road / Park Road intersection should be upgraded first, as congestion at the intersection during school drop off and pick up times has contributed to motorists using Arundel Road as a through route;

4.9.5 The proposed closure will result in further congestion of Knees Road / Park Road intersection;

4.9.6 The proposed closure will displace traffic to other narrow local streets;

4.9.7 The proposed closure will be inconvenient for those who live on Arundel Road, or use Arundel Road as a through route;

4.9.8 The proposed closure will set as a precedent for other street closure proposals; and

4.9.9 The proposed closure is not be compatible with truck and service vehicle access.

5. ASSESSMENT

5.1 Strategic Function of Arundel Road

5.1.1 Arundel Road, between Park Road and Knees Road, in Park Orchards, is a sealed road approximately 425m long, 4.8m wide and provides access to 23 properties.

5.1.2 Extensive traffic management devices, including chicanes, road humps and a road narrowing, were installed along this section of road to discourage through traffic when it was formally constructed in the 1990s. A traffic survey conducted in March 2021 indicated that it had a midblock traffic volume of 210 vehicles per day and an 85% speed of 42km/h (the speed which 85% of vehicle travel at or below).

5.1.3 The proposal to permanently close Arundel Road, west at Park Road, will not adversely impact traffic flows in the area, as this section of Arundel Road carries low traffic volumes, primarily serves to provide access to the abutting properties only and performs no strategic traffic function in Council's road network. The intersection of Knees Road and Park Road was widened to improve the capacity of the intersection as part of the current roadworks.

5.1.4 As part of the traffic management for the Knees Road upgrade project, Council temporarily closed Arundel Road at Knees Road. This is because Arundel Road (west) was experiencing more through traffic due to drivers avoiding potential delays associated with the roadworks and the temporary traffic signals used with the works.

5.1.5 The temporary closure has been in place since late April 2021. Council has received feedback that the amenity of Arundel Road has improved due to all through traffic being eliminated, and the traffic in the surrounding road network is largely unaffected.

5.2 Potential Alternatives to Road Closure

5.2.1 The primary objective for the proposed road closure is to address the safety concern of pedestrians and cyclists on Arundel Road mixing with non-local traffic which may be unaware of the nature of the road environment.

5.2.2 Time-based turn bans and local traffic signs have been suggested by some of the submitters. Arundel Road is used as a short-cut route during school peaks in both directions and as a result, the time-based turn treatments would need to be installed at both ends. Exemptions to the turn bans cannot be provided to residents and they would be greatly inconvenienced by them for limited benefit. Experience has also shown that turn ban signs or "local traffic only" signs are very ineffective. Turn bans require regular Police enforcement (local traffic only signs are unenforceable) and neither option is supported as effective traffic management tools.

5.2.3 A partial road closure has been suggested by some of the submitters. However this is not supported as heavy vehicles (such as waste trucks) movements need to be maintained and a turnaround area would still be needed and many motorists would merely drive around a partial closure.

A partial road closure would not allow waste management trucks to turnaround and load on the left side for one side of the street.

5.2.4 A footpath along Arundel Road will improve safety for pedestrians walking on the road as it will provide the spatial separation between vehicles and pedestrians and children riding bikes. Officers agree that a footpath will result in a change to the overall streetscape along Arundel Road, and there are a number of 'pinch points' along the road verge where the construction of a path will present challenges in relation to street tree retention and clearance from the road. Any footpath would need to have a significant clearance from the road due to the narrow road width.

5.2.5 Officers recognise that the construction of the footpath will present a number of challenges that will need to be worked through. There will also be a need for significant consultation in planning the works with residents that will be directly impacted by the footpath.

5.2.6 In conjunction with a footpath, Council could also implement a threshold treatment on Arundel Road at Park Road by raising the intersection to further enhance the residential nature of the road and to reduce the speed of traffic in that location.

5.2.7 Reducing the speed limit to 40km/h, to match the limit along Park Road at school times would be supported to reduce the risk of pedestrian, cyclist and vehicle conflict. The road environment and speeds recorded support the lowering of the default speed limit on Arundel Road and Council officers have obtained in-principle support from the DoT.

5.3 Community Feedback

5.3.1 It is the officer opinion that the submissions in support of the proposed closure would result in the highest improvement to safety and amenity outcomes for the Arundel Road residents. The proposal will also have minimal traffic impact for the Park Orchards community.

5.3.2 As discussed earlier, a number of concerns have been raised regarding the proposed road closure. The concerns are summarised with officer's comments in Attachment 2.

5.3.3 In addition, it is noted that a traffic engineering assessment of the proposed closure was commissioned by residents of Arundel Road objecting to the proposed closure. The objection contains 17 signatories from seven households along Arundel Road (west). The recommendations of the assessment have been carefully considered and officer's comments are also summarised in Attachment 2.

5.3.4 The most commonly raised concern from the Park Orchards community is that the closing of Arundel Road at Park Road would detrimentally affect access to Domeney Reserve (Neighbourhood Safer Place) and the escape route in an emergency. Arundel Road (west) has a narrow carriageway width and is extensively treated with traffic calming measures. As such the road was not designed as an emergency escape route for the community.

5.3.5 Another commonly raised concern from the community is that the closure of Arundel Road will adversely affect emergency services. Officers have consulted with emergency response organisations and they have all offered no objections to the closure. An emergency vehicle gate would be provided at the road closure.

5.3.6 Displacement of through traffic that is currently using Arundel Road (west) is another key concern raised by the community. The Knees Road upgrade has created separate left and right turn lanes at the approach to Park Road to improve capacity at the intersection. The increase in traffic demand to the intersection due to the displacement of traffic will not impact the capacity of this intersection, and vehicles are not expected to utilise other local streets such as Arundel Road (east) and Dalry Avenue to bypass the intersection during school peaks.

5.4 The View of Arundel Road (west) Residents

5.4.1 The view of the Arundel Road (west) residents is the key factor on whether the proposed road closure should proceed, as they will be most impacted by the closure.

5.4.2 The original petition seeking the permanent closure of Arundel Road that was tabled at Council meeting on 25 May 2021 contained 33 signatories from 16 households in Arundel Road (west).

5.4.3 During the consultation period, Council received comments from individual households and a counter petition (which was supported the abovementioned traffic assessment) from some individual households within the street containing 17 signatures from seven households opposing the closure.

The results of the community consultation with Arundel Road (west) households revealed:

- a. Support 14 (58%)
- b. Not supported 8 (33%)
- c. Uncertain 2 (9%)

5.5 Conclusion and Recommendations

5.5.1 The proposal to permanently close Arundel Road (west) at Park Road, will not adversely impact traffic flows in the area, as this section of Arundel Road carries low traffic volumes, primarily serves to provide access to the abutting properties only and performs no strategic function in Council's road network.

5.5.2 Whilst the closure of Arundel Road may result in the best safety outcome and is the most cost effective solution. Officers determine that construction of a footpath along Arundel Road in lieu of a road closure will result in the road operating at a similar safety performance level as other local access streets of similar characteristics and is therefore considered a reasonable outcome.

The proposed road closure received very strong objections from parts of the greater Park Orchards community. The comments raised by the community opposing the closure can be satisfactorily addressed and would not outweigh the benefits of the proposed closure, but the views of the community need to be taken into consideration as part of the decision making process.

5.5.3 In addition, the decision on whether the proposed closure would proceed should be heavily dependent on the views of the Arundel Road (west) residents as they will be most impacted by the proposal.

5.5.4 Following the consultation process where residents have the opportunity to further consider the merits of the proposal and to write to Council directly, it is noted that the proposed closure does not have the overwhelming support of the Arundel Road (west) residents.

5.5.5 The construction of a footpath on the one side of Arundel Road to be included within the Capital Works program, as a priority, in order to address the safety risk associated with pedestrians walking on the carriageway and mixing with vehicular traffic.

6. IMPLEMENTATION

6.1 Finance / Resource Implications

6.1.1 The footpath works within Arundel Road have been within the forward Capital Works Program. In recognising the priority of these works, in order to address the safety risk associated with pedestrians walking on the carriageway and mixing with vehicular traffic, the works to be brought forward.

6.1.2 The funds required to construct a footpath along Arundel Road will be in the order of \$120k and could be sourced from Council's 2021/2022 Capital Works budget.

6.1.3 The funds required to construct a threshold treatment at the Arundel Road / Park Road intersection will be in the order of \$40k and the merits of such treatment will need to be further assessed.

6.2 Communication and Engagement

Council would commence the process of community consultation regarding the design of a footpath if the closure does not proceed.

6.3 Timelines

It is anticipated that a footpath along Arundel Road can be constructed within the 2021/2022 financial year.

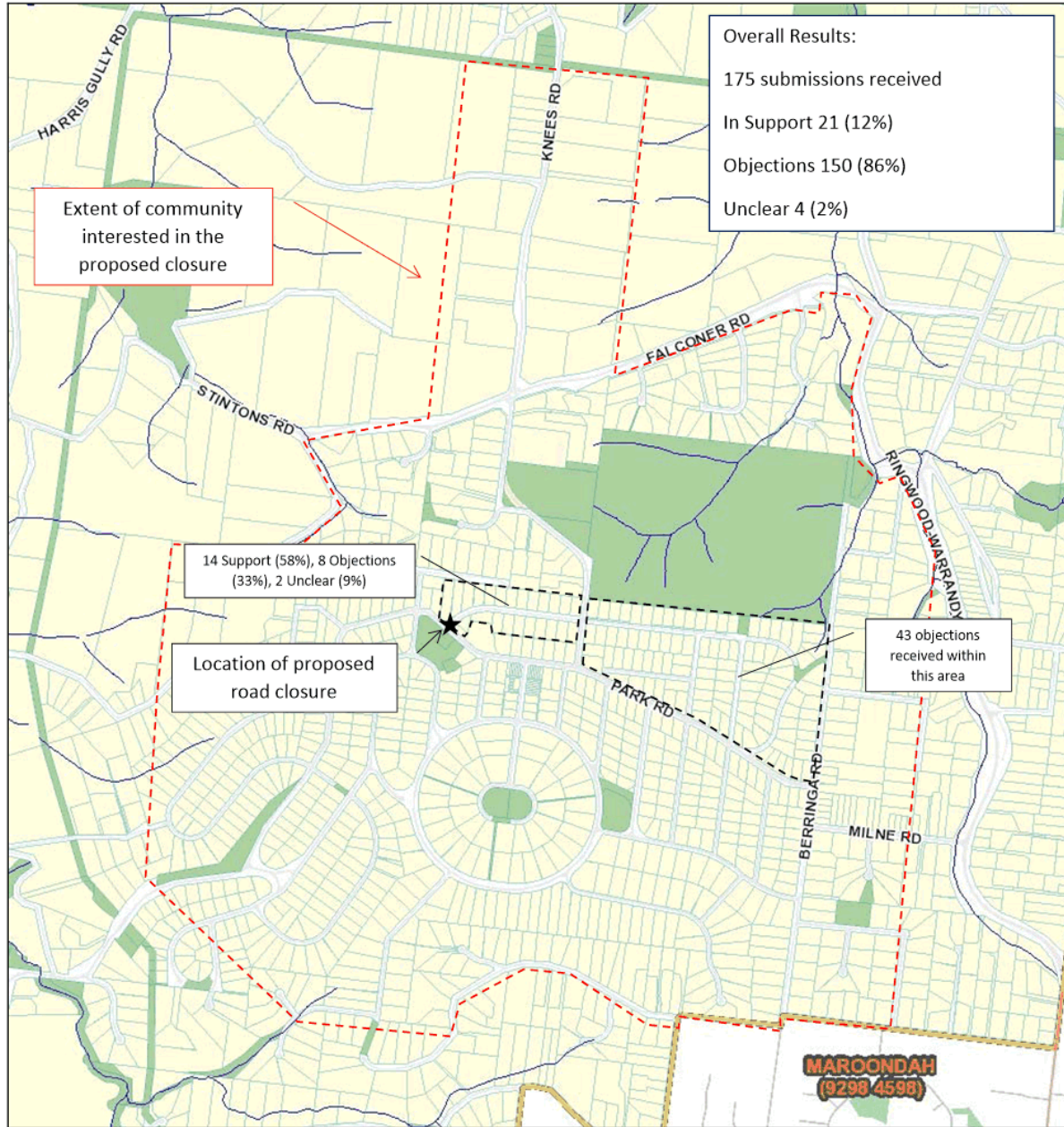
7. DECLARATIONS OF CONFLICT OF INTEREST

No officers involved in the preparation of this report have any general or material conflict of interest in this matter.

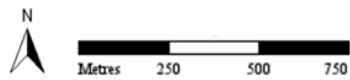


Maps of Manningham

Arundel Road (West) Proposed Closure - Community Feedback



Whilst all care has been taken in the preparation of this cadastral base map, Manningham and the State of Victoria accepts no responsibility for the accuracy of any information shown. Users should rely on their own enquiries in order to validate information shown on this map. This information is for Demonstration only.



Attachment 2 - Summary of Community Feedback and Officer's Comments

Table 1 – Concerns raised by the community regarding the proposed road closure and officer's comments

Concerns	Officer's Comments
<p>Closing of Arundel Road at Park Road would detrimentally affect access to the Neighbourhood Safer Place (Domeney Reserve) and escape route in an event of emergency.</p>	<p>This is the most commonly raised concern from the Park Orchards community.</p> <p>Arundel Road west of Knees Road has a narrow carriageway width and is extensively treated with traffic calming measures, which include chicanes and road humps to moderate traffic speed and to deter through traffic. As such, the road was not designed as an emergency escape route for the community.</p> <p>In the event of an emergency where resident need to assess the Domeney Reserve, the use of Arundel Road will not result in shorter travel time. This is because the entry movements into Knees Road from Park Road will not be saturated, and traffic from Arundel Road turning into Knees Road will still need to give way to northbound traffic on Knees Road.</p>
<p>The closure of Arundel Road at Park Road will adversely affect emergency services access.</p>	<p>Fire Rescue Victoria (FRV) advised that the proposed closure of Arundel Road at Park Road will not have any significant detrimental effect on FRV crews' ability to access the area in the event of a fire.</p> <p>Country Fire Authority (CFA) advised that the proposed road closure does not impact their ability to support FRV to attend an incident.</p> <p>Ambulance Victoria and SES also offered no objection to the proposed closure.</p> <p>Pedestrian access will be maintained at the Park Road end of Arundel Road and an emergency vehicle gate would be provided.</p>
<p>Other traffic management measures should be considered first before resolving to the proposed road closure (such as a footpath, time-based turn ban and /or one-way operation).</p>	<p>The provision of a footpath is considered essential if the proposed closure does not proceed to improve pedestrian safety. A footpath is not needed if the road is closed on one end, as traffic will be restricted to local resident traffic only.</p> <p>Other traffic management measures to discourage through traffic and improve safety will not be as effective as the proposed closure.</p> <p>Arundel Road is used as a short-cut during school peaks in both directions:</p> <ul style="list-style-type: none"> • Eastbound: Traffic using Arundel Road to bypass queues at the northern approach of Knees Road / Park Road intersection. • Westbound: Traffic using Arundel Road during school peaks.

Concerns	Officer's Comments
	<p>As a result, a time-based turn ban treatment would only be effective if a left turn ban entry ban and a right turn entry ban is installed at the Park Road and Knees Road ends respectively. Exemptions to the turn bans cannot be provided to residents, and this treatment will greatly inconvenience them. Experience has shown that turn ban signs have limited effectiveness and require regular Police enforcement.</p> <p>One-way operation will not be effective in deterring through traffic for the reasons discussed above.</p>
<p>The intersection of Knees Road and Park Road is congested during school drop off and pick up times. The issue of through traffic using Arundel Road will be eliminated if the capacity of the intersection is improved.</p> <p>Further, the closure of Arundel Road at Park Road would redirect through traffic back onto the intersection and therefore adding to the congestion.</p>	<p>The Knees Road upgrade has created separate left and right turn lanes at the approach to Park Road intersection to improve the capacity at the intersection.</p> <p>The intersection of Knees Road and Park Road only experiences heavy congestion during school drop off and pick up times, due to highly concentrated traffic demand within a short time period. Outside of the school peaks the intersection operates well within its capacity.</p> <p>Based on the above, the installation of traffic signals or a roundabout at the intersection is not justified given the very high construction and land acquisition cost.</p> <p>It is agreed that some traffic that is currently using Arundel Road to bypass the intersection would be redirected back to the intersection if the road was closed, but this volume increase would be minor.</p>
<p>Concern about inconvenience caused by the road closure for Arundel Road residents, and for those who use Arundel Road as a through route.</p>	<p>The road closure will result in the order of 70 vehicle movements per day by residents needing to travel up to an additional 980m per trip if heading to and from west from their properties. This equates to an additional of 2 minutes per trip on average.</p> <p>This level of inconvenience needs to be balanced against the safety and amenity improvement as a result of the closure.</p> <p>Pedestrian access will be maintained at the Park Road end of Arundel Road and an emergency vehicle gate could also be provided.</p>
<p>The new roundabout at Knees Road and Arundel Road is not warranted.</p>	<p>The new roundabout aligns very well with the objectives of Knees Road upgrade project regarding improved road safety and reducing speeds along Knees Road. The roundabout will also address the inherent safety performance associated with a cross road intersection and will improve safety for residential traffic turning movements to and from Arundel Road.</p>

Concerns	Officer's Comments
	<p>Furthermore, the roundabout will also serve as a gateway treatment reminding drivers to reduce speed as they enter the township of Park Orchards.</p> <p>The roundabout, after the road works are completed, will not attract additional traffic to Arundel Road because it will not effectively change the overall travel patterns. Vehicles along Knees Road will still have priority over exiting vehicles from Arundel Road.</p>
Traffic would be displaced to other local roads east of Knees Road (Arundel Road East, Dalry Ave, and Euston Ave).	There would be no reason for traffic that is currently using Arundel Road (west) to bypass the intersection of Knees Road / Park Road to utilise local roads east of Knees Road.
The proposed closure would set a precedent for other streets.	Any proposal for a road closure is assessed on its merits and the process for road closure prescribed in the Local Government Act must be followed.
Truck access would be adversely impacted.	A turnaround area would be constructed to facilitate large vehicle movements, such as waste collection, if the road was closed. The road at 4.8m wide with rollover kerbs allow access to trucks for garbage collections.
The proposed truck turnaround area at the western end of Arundel Road will be utilised as a drop-off zone for parents of the Park Orchards Primary School.	<p>Council has recently constructed footpaths on Brucedale Crescent which makes it safer and easier for parents and school children to park their vehicle on Brucedale Crescent and to walk to the Park Orchards Primary School.</p> <p>The proposed turnaround area Arundel Road is not considered to be an attractive place for school pick up/drop off for the school and that part of the road could be used now if people wanted to do that.</p>

Table 2 – Recommendations from Traffic Engineering Assessment and Officer's Comments

Conclusion from Traffic Engineering Assessment	Officer's Comments
Traffic volumes at the eastern end of Arundel Road (west of Knees Road) will not be significantly reduced after the closure.	The traffic volumes at the eastern end of Arundel Road will not be significantly reduced after the closure, however all traffic along the road will be limited to local only.
The additional travel distance for some residents as a result of the closure, particularly at the western end, will be significant (up to 980m).	This level of inconvenience needs to be balanced against the safety and amenity improvement as a result of the closure.
The closure will result in increased congestion at other nearby intersections.	<p>The Knees Road upgrade has created separate left and right turn lanes at the approach to Park Road intersection to improve the capacity of the intersection.</p> <p>Arundel Road has no strategic traffic function and the use of the road as a through route has been discouraged. Hence, concerns regarding through traffic will be displaced to nearby intersections due to the</p>

Conclusion from Traffic Engineering Assessment	Officer's Comments
	closure and adding to the congestions of other intersections cannot be supported.
The closure will cause some of the displaced traffic to infiltrate other narrow local streets.	The Knees Road upgrade has created separate left and right turn lanes at the approach to Park Road intersection to improve the capacity of the intersection. The displaced traffic as a result of the closure will not unduly impact on the operation of the intersection, encouraging the use of local streets east of Knees Road.
The proposed road closure is inconsistent with Arundel Road being within a Bushfire Management Overlay.	The relevant emergency service organisations have been consulted and offered no objections to the proposed road closure.
The existing two-way daily traffic volumes on Arundel Road are well within the environmental capacity of the street, while there is some through traffic on this section of road currently, it is not a significant volume in the context of the street's environmental capacity.	Two-way daily traffic volumes on the Arundel Road are within the environmental capacity of the street. Due its alignment and connectivity, Arundel Road is used by pedestrians accessing the nearby St Anne's and Park Orchards Primary Schools and the Domenev and 100 Acres Reserves. The proposed closure seeks to improve safety of pedestrians by reducing the number of through vehicles along road.
The existing traffic management treatments and vehicle speeds on Arundel Road are within expectation and are compatible with the street classification, however, the street would benefit from: <ul style="list-style-type: none"> • more prominent "Local Traffic Only" signs, and • a reduced speed limit of 40km/h. 	The installation of 'Local Traffic Only' signs is not effective in reducing through traffic. Council has obtained in-principle approval from the Department of Transport to reduce the speed limit of Arundel Road to 40km/h.
There is no crash record indicating any safety concerns.	The 'crashstats' database has confirmed that there is no crash records along Arundel Road, however an incident occurred between a child riding a bike along Park Road and a through vehicle using Arundel Road prior to the 30 April 2021 resident meeting. The lack of separation between pedestrians and vehicles is undesirable.
It would be appropriate to construct a footpath on one side of Arundel Road to separate pedestrian and vehicular traffic.	A footpath along Arundel Road to separate pedestrian and vehicular traffic is highly desirable. The proposed closure would remove the through traffic from Arundel Road, making the mixing of pedestrian and vehicular traffic safer.
Arundel Road is a public road declared in Council's Register of Public Roads.	Arundel Road is a public road under the control of Council.
The proposed road closure is contrary to the Road	The purpose of the Road Management Act is to establish a coordinated management system for public

Conclusion from Traffic Engineering Assessment	Officer's Comments
<p>Management Act in that it impacts on the efficient operation of the road of which the primary purpose is to carry traffic.</p>	<p>roads that will promote safe and efficient state and local public road networks and the responsible use of the roads.</p> <p>The proposed road closure will make it safer for pedestrians to use the road and will not adversely impact traffic flows in this area, and is consistent with the objective of the Act.</p>
<p>There is no traffic engineering justification for the proposed road closure but rather, there are strong traffic engineering reasons the road should remain open.</p>	<p>There are merits for the proposed road closure, and there are no strong traffic engineering reasons why the road must remain open.</p>