

PERTH FORESHORE REDEVELOPMENT

131. Hon KEN TRAVERS to the minister representing the Minister for Transport:

I refer to plans to close Riverside Drive and widen Graham Farmer Freeway as part of the Perth foreshore development.

- (1) What is the current width of lanes in the Graham Farmer Freeway?
- (2) What will be the width of lanes when it has converted to three lanes in each direction?
- (3) What is the total width of each tunnel at the narrowest point in the Graham Farmer Freeway?
- (4) Why will the government not table the traffic modelling it has done on the proposed changes to Riverside Drive contained in the Perth waterfront plan?
- (5) Does the modelling show an increase in congestion anywhere as a result of the decision to close Riverside Drive; and, if yes, where will this congestion occur?

Hon SIMON O'BRIEN replied:

I thank the member for some notice of this question.

- (1) 3.5 metres.
- (2) 3.4 metres.
- (3) 11.4 metres.
- (4) The Perth waterfront plan was prepared by the Department of Planning, and questions about traffic modelling specifically for that project should be directed to the Minister for Planning.
- (5) There is already congestion on inner city roads and the further development of the city will inevitably lead to greater congestion over time. The Department of Transport has recently commenced a major study to develop a transport plan for the CBD for the short, medium and long terms. This will take account of all development in and around the CBD, identify where there is significant pressure on parts of the transport system and propose solutions to address these pressure points.

Hon Ken Travers: After you've closed Riverside Drive.

Hon SIMON O'BRIEN: The member will still be able to fit his bike down the tunnel!

Hon Ken Travers: It won't fit a bus down there, though.

The PRESIDENT: Order! I think the minister has finished that answer.