

Minister for Planning; Culture & the Arts; Science & Innovation
Government of Western Australia

Our Ref: 33-16603
Your Ref: A330986

Hon Brian Ellis MLC, Chair
Standing Committee on Environment and Public Affairs
Parliament House
PERTH WA 6000

Dear Mr Ellis

PETITION NO 148 - PERTH WATERFRONT PROJECT

I refer to your letter of 29 March 2012 regarding Petition No 148 – Perth Waterfront project.

Perth Waterfront is the centrepiece of a long-term redevelopment plan that will transform our city into a more vibrant, contemporary and internationally recognised capital.

Please find in this letter comments in response to the above mentioned petition and the principal petitioner, Mr Max Hipkins, Mayor, City of Nedlands. The Mayor's letter of 19 March 2012 resitates the four key reasons cited in Petition No 148.

Riverside Drive

The petition states "the cutting of Riverside Drive will have serious impacts on traffic congestion in and around the Perth central business district".

- Perth is experiencing a period of unprecedented economic and population growth, with the metropolitan population forecast to grow up to 2.35 million by 2026. The City of Perth is forecast to be the fastest growing local government in WA, with population to grow by an extra 28,000 persons to reach 45,900 by 2026.
- The 'CBD Transport Plan to 2016 is an initiative prepared by the Department of Transport in partnership with the City of Perth, Main Roads WA and the Public Transport Authority, in consultation with the Department of Planning. The Transport Plan will ensure that the Perth CBD has a sustainable and integrated transport system that can accommodate and complement major city development projects and a growing population.

- The plan includes:
 - \$57 million for a third lane in the Graham Farmer Freeway tunnel and increased lane capacity on the Mitchell Freeway;
 - \$47.6 million from the Perth Parking Management Account would be used for
 - Active Traffic Management, which uses CCTV cameras to provide information to road users and to Incident Response Service crews which remove broken-down vehicles;
 - additional Red CAT buses in operation from July 2012; and
 - the introduction of a new Green CAT service from July 2013 that will travel between Leederville and Esplanade stations via City West every 10 minutes.
- The overriding aim of Perth Waterfront is to reconnect the Swan River to the city. In order to improve access to the Swan River, the one constant element across the designs has been the diversion of Riverside Drive.
- The Perth Waterfront project will re-design Riverside Drive to allow traffic to flow around the development via Barrack and William Streets. A through-route for traffic will still exist.
- Perth Waterfront will change the way traffic moves in and around the city in favour of lower speed and shared roads that are safer for our motorists, cyclists and pedestrians and more comfortable for workers, residents and tourists.

Western Suburbs residents visiting central Perth

The petition states “as a result [of Riverside Drive being diverted] residents and business people of the Western Suburbs, including the City of Nedlands, will experience increased difficulty visiting central Perth”.

- One of the many benefits of the Perth Waterfront project is that it will improve and encourage the use of public transport. The project capitalises on the site’s exceptional access to ferry, train, bus, cycling and pedestrian infrastructure.
- The two way reconfiguration of Riverside Drive between William Street and the Point Lewis Rotary (near the Narrows Bridge) will provide an alternative option to Mounts Bay Road for east-bound traffic.
- Detailed traffic modelling undertaken by the project team suggests that only 20 per cent of vehicles using Riverside Drive are making the east to west connection through the city. This traffic may continue to use Riverside Drive, along with Mounts Bay Road and The Esplanade to make the east to west movements.
- To help cater for the east-west traffic demand, the State Government has also committed to expand the capacity of the Graham Farmer Freeway by May 2013.

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Travelling to the Airport

The petition states "the said residents and business people [from Western Suburbs] will find it harder to travel to and from Perth Airport".

- For people travelling from the Western Suburbs to the Airport (and return), the most direct route is via the Graham Farmer Freeway.
- The State Government has committed to expand the capacity of the Graham Farmer Freeway by May 2013.

Construction time

The petition states "the lengthy construction time of the project – anticipated to be some 10 to 20 years, will result in continuous disruptions and traffic congestion for the foreseeable future".

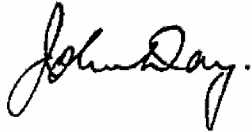
- Perth Waterfront is a major State Government priority project. These projects inevitably and unavoidably take time to complete.
- Diversions will be required while new roads and utilities are constructed around Perth Waterfront. Most of these will be short-term; however, some roads may be affected for several months.
- Construction works commenced in late April 2012 with all public works due for completion by mid-2015. Early private building construction will commence in parallel with public works and will continue after this time.
- Work will begin in mid-2012 on access roads around the Esplanade Reserve to relocate and upgrade infrastructure and reconfigure some road network links. Public access to Barrack Square as well as neighbouring properties will be maintained during works.
- Riverside Drive will be redirected in mid-2013. Traffic will still be able to move through the area using The Esplanade, Barrack and William Streets. Road works are anticipated to be completed in late September 2013.
- Ample warning will be given of any road or lane closures and temporary changes to routes. Access to properties along the impacted streets will be maintained during these construction works.
- Road closures, works updates and any changes to traffic and transport will be well communicated on site, through the media, online and through correspondences with key stakeholders and properties neighbouring the Perth Waterfront site. Updates will be sent to those who register with Metropolitan Redevelopment Authority.

Like many major projects, I expect there to be differing views and opinions about Perth Waterfront. These views reflect people's attachment to Perth and the foreshore. However, the potential to redevelop this area of Perth's CBD has been the subject of community and government discussions for more than 20 years and the State Government is now getting on with job and moving the project to the delivery phase.

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If you would like additional information about the Perth Waterfront project please do not hesitate to contact Stephen Barton, Principal Policy Officer on 6552 6200.

Yours sincerely

A handwritten signature in black ink, appearing to read "John Day". The signature is fluid and cursive, with a large initial "J" and a long, sweeping underline.

**JOHN DAY
MINISTER FOR PLANNING;
CULTURE AND THE ARTS;
SCIENCE AND INNOVATION
10 MAY 2012**

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