

**STANDING COMMITTEE ON
ENVIRONMENT AND PUBLIC AFFAIRS**

PETITION NO 148 — PERTH WATERFRONT DEVELOPMENT

**TRANSCRIPT OF EVIDENCE
TAKEN AT PERTH
WEDNESDAY, 24 OCTOBER 2012**

SESSION TWO

Members

**Hon Brian Ellis (Chairman)
Hon Kate Doust (Deputy Chairman)
Hon Phil Edman
Hon Colin Holt
Hon Lynn MacLaren**

Hearing commenced at 12.08 pm**WOOLDRIDGE, MR CRAIG,****Director, Network Planning, Moving People, Department of Transport, sworn and examined:**

The CHAIRMAN: Welcome along. I have to go through a formal process. I must ask that you take either the oath or affirmation.

[Witness took the oath]

The CHAIRMAN: You would have signed a document titled Information for Witnesses. Have you read and understood that document?

Mr Wooldridge: Yes, I have.

The CHAIRMAN: These proceedings are being recorded by Hansard. A transcript of your evidence will be provided to you. To assist the committee and Hansard, please quote the full title of any document you refer to during the course of this hearing for the record, and please be aware of the microphones and try to speak into them. Ensure that you do not cover them with papers or make noises around them.

I remind you that your transcript will become a matter for public record. If for some reason you wish to make a confidential statement during today's proceedings, you should request that the evidence be taken in closed session. If the committee grants your request, any public or media in attendance will be excluded from the hearing. Please note that until such time as the transcript of your public evidence is finalised, it should not be made public. I advise you that the publication or disclosure of the uncorrected transcript of evidence may constitute a contempt of Parliament and may mean that the material published or disclosed is not subject to parliamentary privilege.

[12.10 pm]

Before I ask you to make an opening statement, I will introduce our committee: Hon Phil Edman; Hon Lynn MacLaren; and deputy chair, Hon Kate Doust; and myself, Brian Ellis, chair. Hon Colin Holt is an apology. Could you give an opening statement on the planning that has been undertaken for, particularly, the traffic management in relation to the Perth waterfront plan?

Mr Wooldridge: I've been involved in this project since early last year, when I moved to the Department of Transport. Prior to that, I was the traffic manager at Main Roads in the operational space. We have been working very actively with the City of Perth, Department of Planning and, more recently, the Metropolitan Redevelopment Authority, to develop options for the whole of the CBD. Obviously, the CBD is going through a significant transformational stage, with critical approaches like City Link, Perth Arena, Elizabeth Quay, Riverside and other things, such as the stadium project. In the past those projects would have been assessed in isolation, but what we have done is taken the whole CBD as one piece and worked out the transport requirements for the next four years through to 2016. Beyond that period is part of the moving people plan, which is currently under development, and will be delivered to the government later this year, which covers a period up to 2031.

Earlier this year the government announced funding for those initiatives. The funding is there in totality. That covers a variety of options that we are planning as we speak for the active transport management on the network. We will see a more active management of traffic. In the past, probably over the last 30 or so years, people have travelled where they want to go—to, from, whatever time of the day. But Perth has become a big city and like any other city we need to manage congestion and manage that fairly carefully. So there are initiatives, like incident response services in there,

which will have vehicles go out and address crashes or breakdowns quickly before congestion starts to build. There are also more CCTV cameras so we can see what is happening out there. There is an investment in expanding the Graham Farmer Freeway from two lanes to three lanes each way and an additional lane on Mitchell Freeway northbound up to Hutton Street to allow a better flow of traffic around the CBD, so like a bypass. There is also some other parking initiatives there as well, so we are doing research on the Perth parking policy. The Perth parking policy has worked very well with the CBD. That has certainly reduced the demand for parking and what is allowed for parking in the CBD to provide more balance, and in that respect we are seeing significant growth in public transport and cycling—they are all in double digit growth this year. We expect that trend to go forward for a number of years as people start to weigh up the options of their travel.

So we are not saying that people must get out of their cars, we are saying there are viable alternatives. If people want to use their car, that's fine, but there are alternatives out there that people can consider as well so we have a more balanced approach to transport in the city.

Hon KATE DOUST: I understand that this traffic modelling report we are looking at was based on figures from 2009, and given we are now in 2012. We have seen significant growth in and around the city, and certainly a significant increase in the number of cars coming in and out of the city, and we have seen a range of changes to speed limits and traffic direction and people wanting access and so on. When I had a look through this I wanted to know, first of all, did you take into account the projected changes? We are being told 1 000 people a week are coming to live in Western Australia. We have increased density in and around the CBD. Obviously those people have their cars and they want to move in and around the city. We are going to have increasing numbers if the waterfront project goes ahead. We expect there will be increased numbers of people wanting to come in and out of the city. But with the proposal to shut off Riverside Drive, did you take those types of changes into account when the modelling was done, given that back in 2009 some of those figures might not have been thought about?

Mr Wooldridge: Yes, this modelling was validation modelling. Before that we used Main Roads' transport model and also the City of Perth's Saturn model and that factored in all of the growth we know of up to 2016. The results of both outputs are very similar. One benefit is we do have the Perth Parking Act and that does limit the amount of parking, so, really, the growth in figures going into the CBD is really growth in parking numbers, which is fairly small at the moment. And what we are trying to emphasise is that travelling through Perth is not really what we are planning for. Perth is a destination. If you want to travel through the city to go to other destinations, Graham Farmer Freeway is really your main option. Some people will still be using Riverside Drive. If they are going, say, from Vic Park to QEII, or whatever, that will probably still their best route, but if they are going further afield to Mitchell Freeway or those areas, they will generally be using Graham Farmer Freeway.

Hon KATE DOUST: How many cars a day currently use Riverside Drive?

Mr Wooldridge: It is around 40 000 a day.

Hon KATE DOUST: How many do you expect will continue to use Riverside Drive after the changes?

Mr Wooldridge: About half that number; so we expect about 14 500 to use Graham Farmer Freeway. The rest will disperse through the city or further beyond, like Manning Road, et cetera, and change their journey approach.

Hon LYNN MacLAREN: I am interested in the widening of the tunnel. How long will it be before we have reached capacity even though we have widened the tunnel?

Mr Wooldridge: We still have many years' capacity now. The tunnel can take about 150 000 vehicles a day. So we are still a number of years away before we get to capacity. This plan deals

with up to 2016. As I said, the plan for dealing beyond that period is part of the moving people plan and that will be going to government later this year.

Hon LYNN MacLAREN: You mentioned beyond the tunnel there are plans to widen the freeway, but my concern is more to do with the traffic that is going to come off to Loftus Street. Are there plans for widening Loftus Street?

Mr Wooldridge: There is in the medium term. So the part that is still only two lanes each way will be addressed. The City of Perth is looking at that at the moment.

Hon LYNN MacLAREN: Is that intersection going to be modified?

Mr Wooldridge: Which one?

Hon LYNN MacLAREN: The Loftus Street one.

Mr Wooldridge: Yes, that is part of the plan as well. So that will have an extra left turning lane there, and you would know that left turn does bank back, particularly in the morning peak, and that will be addressed as well.

Hon LYNN MacLAREN: And Thomas Street, which is a four-lane road—will that be widened?

Mr Wooldridge: It is not currently funded, but the City of Perth is looking at that in the medium term.

Hon LYNN MacLAREN: Of course there is a massive new car park at Winthrop Avenue, so are plans being made to cope with the traffic that is going to come into park there?

Mr Wooldridge: There is a traffic management plan for the QEII hospital, so the amount of parking on offer there was minimised compared to what was normally allowed, and, obviously, the light rail will link in there by 2018 as well. So there are various modes of transport being planned for that hospital precinct.

Hon LYNN MacLAREN: If we do bring light rail down Thomas Street and Thomas Street is going to be widened for the additional car traffic, what are we looking at, how big a freeway are we talking down Thomas Street?

Mr Wooldridge: It will be a fairly wide bit of the road, so we are not taking lanes away from Thomas Street. The light rail will be in addition to that road. So it will be quite a wide road, but half of it runs along Kings Park so there is no activation along that strip through there.

Hon LYNN MacLAREN: I am interested in the costing for that, because that is a huge impost and it has not been factored into the figures so far connected with the waterfront development and the Riverside Drive changes, so should those impacts not be factored into the cost?

Mr Wooldridge: In terms of the light rail?

Hon LYNN MacLAREN: Well, in terms of traffic management post Riverside Drive closure.

Mr Wooldridge: The traffic management costs, like the incident response service, is funded via the CBD transport plan, so all the initiatives we have put into the plan are funded under that plan, so that is all out in the public forum.

Hon LYNN MacLAREN: So that intersection widening at Loftus, the widening of Thomas Street, that is all costed?

Mr Wooldridge: The intersection works are part of the works, which is \$57 million for the expansion of the tunnel out to three lanes, which is just pavement marking and bitumen, and also the works on the freeway up to Hutton Street.

Hon LYNN MacLAREN: That's all?

Mr Wooldridge: Yes. That's including—

Hon LYNN MacLAREN: So anything that we have just discussed is not factored in that CBD plan?

Mr Wooldridge: The Thomas Street widening from two to four lanes and that small section left is not factored into those costings.

Hon KATE DOUST: Can we come back and talk about access in and around the city on Riverside Drive. Based on your figures, what is the heavier traffic? Is it east to west or west to east in terms of the numbers of cars per day?

Mr Wooldridge: It is reasonably balanced. Obviously people travelling east will probably have less of an impact. The only impact is they will have two sets of extra signals on The Esplanade. There are more signals going westbound, so there will probably be more impact there.

Hon KATE DOUST: I drive through there most days, and as I was coming through this morning, sitting at the lights, I thought, this is going to be interesting, because coming from the Causeway end, and as you come up to Barrack Street, you will be turning into Barrack Street, three lanes essentially collapsing down to one, maybe two, as you weave your way around the new development; so three lanes down to one or maybe two, during peak times. I understand there will also be some additional—I think you just mentioned some traffic lights at least two points as you work your way around in what is really a short distance. How much time is that going to add to a commuter's travel?

[12.20 pm]

Mr Wooldridge: Within the report we estimate between six and 10 minutes on top of what they are doing today.

Hon KATE DOUST: Is that realistic?

Mr Wooldridge: We think so. We basically had a chat with all of our signal staff, and the modellers, and that is a figure we feel comfortable with.

Hon KATE DOUST: Does that take into account that on the waterfront site, with the number of high rise buildings going up and offices and accommodation, be it public or private, there will be additional car bays allocated there, so you will have traffic coming in and out of that area as well? Does that take into account all those factors?

Mr Wooldridge: Yes, it does. You will find that the report does not take into account the extra traffic from the waterfront, but our other modelling does.

Hon KATE DOUST: It does not take into account?

Mr Wooldridge: But the estimate on that extra travel time does, but their modelling was based on 2009, but the other modelling we did, did include all the extra buildings going up in Perth up until 2016.

Hon KATE DOUST: So this modelling we are dealing with basically says we can shunt you around what will be the waterfront project, and it will take you an extra 10 minutes, maybe, but does not take into account that there will be additional cars in and around, increased traffic, just as a result of that project, and then there may be other factors that cause slow-downs. You will have construction ongoing for many years. How did you put that into the equation?

Mr Wooldridge: Initially, you will not have the full impact because you will not have all the buildings in place, so the pedestrian numbers will be lower than what you would expect at full build-out, and the car numbers as well, because obviously that will come about over probably a 10-year period. There are two types of parking in the parking bays in the buildings. You have residential. In those locations, most of those cars will not be out in the network during the peak period; they will generally be working in the CBD. They are generally off-peak usage. That's why we do not limit the number of residential parking bays within the CBD. Obviously, the tenant ones

for the commercial areas, they will be coming in generally during the peak period and there will be some off-peak usage as well.

Hon LYNN MacLAREN: So the modelling that you got, Craig, does take into account 200 000 square metres of office space and 25 000 square metres of retail space in that Perth waterfront area, and accommodating all the people who are going to come in and go out of that destination?

Mr Wooldridge: Yes, in the modelling we did for the City of Perth, we upgraded the City of Perth's Saturn model to 2016, which accommodated all known development—waterfront, Riverside, et cetera—up until that 2016 date.

Hon LYNN MacLAREN: I want to draw your attention to page 20 the Veitch Lister Consulting report from April this year, which has these really nice—it looks like someone's arteries are in trouble here. The red is showing a decrease and the blue is showing an increase, and from this 24-hour model on the Riverside—this is the impact on traffic after the Riverside Drive closure—I find it hard to believe that the Causeway is actually going to have less traffic on it and that this is the only real bypass to the city that is going to show an increase. Could you comment, because I know you are not with this company, but what's your view of this pictorial representation, where you have a very thick red line to indicate a decrease and then a very thin blue line which is almost—it almost feels like you should not be concerned about the increase of traffic on this road and we are really overall decreasing traffic, it is so important it is very red and thick. Is this a useful tool for you?

Mr Wooldridge: Yes, it is. What it does not show is the broader metro area, so there are some trips actually dispersed to other roads beyond this map, so that is why you do not see the full impact there. But it does show that Graham Farmer Freeway does take a fairly sizeable increase there and people do divert to Orrong Road further back for that as well.

Hon LYNN MacLAREN: But there is less traffic on the Causeway and less going north. How can that be?

Mr Wooldridge: Because you have people diverting to the freeway as well, and other roads, depending on where the trip origin and destination is.

Hon LYNN MacLAREN: And less on Mounts Bay Road.

Mr Wooldridge: I suppose because that trip through there is not as attractive as it used to be when Riverside Drive was not cut. So people are taking alternative routes, which the map does indicate through there. So they are travelling through roads like Wellington Street and Roe Street through the city as well.

Hon LYNN MacLAREN: My final question on this is: there is a blue line that goes through South Perth, but it is not—is that Mill Point Road? Apparently they are going on Canning Highway instead of Mill Point Road.

Mr Wooldridge: There is a bit of a build-up through there, so some of them will be going through to the freeway. As you see, the freeway has an increase in traffic going towards the city, a small increase, and there is other dispersed traffic through there. There is not a huge increase on Mill Point Road, because I suppose the model recognises that bit of road is already at capacity so people are not going to jump into congestion and wait even longer.

Hon KATE DOUST: I think the issue for some of us is that there have been a number of changes, and when we talk about access, particularly from the eastern side of the city, it is not just people in Belmont or Victoria Park, but it is people coming from further out, even Armadale, who are coming into the city for work or moving beyond the city perhaps to go over to universities or to the western suburbs. There are a whole range of factors that some of us believe will cause problems, and we do not believe they have been taken into account with this modelling, and that perhaps the modelling is unrealistic. So the idea of trying to force more people through an additional tunnel which is already

quite congested during the peak times—I do not know whether you travel on Orrong Road going in or out during those times so you know how difficult it is, but that will be exacerbated in the future with the government’s plan to build a stadium. So you will have increased truck flow and possibly partial road blockages. You will have that same type of problem when they look to either build a new or expand the current train station adjacent to Burswood. So that will have a significant impact on that entry point into the tunnel, and people will say, “I am not going to go there, I’m going to find another way of getting into the city”. So they will either push through the Causeway and through the city itself. We already know that coming up through the terrace is like travelling at a snail’s pace at 40 kilometres an hour, so people will say, “I’m not going to do that either”. And the idea that, as Lynn has talked about, with South Perth, of course people will find alternative routes and they will push around into that southern area. If you go anywhere from the Causeway to Mill Point Road, either at peak morning or afternoon, it is like being in a car park, and people will use those rat runs through those suburbs to try and shortcut it. That is why I think the modelling perhaps has not taken all of that into account, and I would really like to know, have you looked at all of those issues as well when these decisions were made?

Mr Wooldridge: The modelling is one tool. No-one will ever take a traffic model and say that it is the be-all and end-all, otherwise you would be building lanes and lanes of traffic until the cows come home. That was probably the approach of 30 years ago, and Los Angeles is a good example of what not to do. That is why we try to manage demand. That is the only way forward. Any city with a population over 1.5 million needs to manage the congestion and their transport network carefully, and that is what we are doing. That is why we have a suite of initiatives for all modes of transport, whether it be walking, cycling, public transport or cars, but we need to manage those carefully. As you mentioned, with the stadium project, a traffic management plan will be developed for that. A good example is the Belmont Park redevelopment. We have already had discussions with them to see if we can tie the time frames together so we have one outcome. There will be a minimal impact on Graham Farmer Freeway and Orrong Road. Most of the work is away from that, so the through-routing there will have a minimal impact on the works out there.

Hon LYNN MacLAREN: I want to take you back to your initial comments, which were about alternatives and how the government is trying to make Perth a destination. It strikes me as putting the cart before the horse. We do not have light rail yet, we do not have those alternatives, and yet we are dramatically reducing the capacity to handle cars in the city, knowing there is an increase of population and people are still dependent on cars until we get those alternatives in place. How much consultation was done with the RAC, for example, in looking at these alternatives?

[12.30 pm]

Mr Wooldridge: The people we consulted with were the City of Perth, the Department of Planning, the Metropolitan Redevelopment Authority later on in the piece, Department of Transport, Main Roads, Public Transport Authority. They were the ones who worked with us on the strategic transport plan.

Hon LYNN MacLAREN: Does that mean the RAC was not part of this?

Mr Wooldridge: The RAC is part of the steering group for the moving people plan, so they are involved in the longer term options.

Hon LYNN MacLAREN: But not this?

Mr Wooldridge: No.

Hon KATE DOUST: Did your department have any discussion with the State Government about traffic management prior to the announcement of the Perth waterfront project?

Mr Wooldridge: There were discussions back in the old DPI days, I think. I was somewhat involved in that in Main Roads, but that was mainly the planning branch involved back then.

Hon KATE DOUST: Have there been any discussions between your department and, say, the City of South Perth about how they might manage the increased traffic flow through their suburbs?

Mr Wooldridge: The model does indicate there is a minimal change in the City of South Perth area.

Hon KATE DOUST: The City of South Perth has actually expressed quite strong concern about the traffic—

Hon LYNN MacLAREN: That it will not be so minimal.

Mr Wooldridge: The City of South Perth have been actively involved in the long-term planning for Perth as well, so we have had every level of government authority in Perth and the Peel area involved in the long-term planning. So we have adopted the SmartRoads process from Victoria as part of the long-term planning, where it basically sets out a network for every mode of transport. Some of those will be in the same corridor, some will be separated, but that is the modern way of managing traffic, and the City of South Perth was an active player in that and in the draft map we developed for Perth.

Hon LYNN MacLAREN: Would you say that the City of South Perth's concerns about the increased traffic due to the closure of Riverside Drive have been dealt with?

Mr Wooldridge: I think the CBD plan does address that, so I do not think there are any real concerns there.

Hon LYNN MacLAREN: So you are not aware that the City of South Perth is still very concerned that the increased traffic in their city is going to cause chaos.

Mr Wooldridge: I am aware that elected members have their concerns, yes.

Hon KATE DOUST: They are representing the community there.

Mr Wooldridge: We are happy to give a presentation to the City of South Perth council if they want some more detail.

Hon LYNN MacLAREN: Is there anything else that can be done to reduce the impact on South Perth for people who are trying to get around the congestion that will be Perth?

Mr Wooldridge: South Perth is a very well supported by public transport, so options are there. Obviously there is regional traffic travelling through Canning Highway; that is a regional road, so you would expect Canning Highway to be a busy road. As we deal with the SmartRoads concept and other details, the City of South Perth might work with us and actually develop other options for their more local roads.

Hon KATE DOUST: But we are talking about their concerns about how other people will be using their road to get in and out of the city. The vast majority of those people are not necessarily locals to South Perth; they are people coming from a range of other places. So we cannot really say to those people who might be coming from Armadale or perhaps Southern River or Carousel or Langford—I just pick those out as examples, because I know some of those places do not necessarily have access to good public transport—"it might get a bit more congested on the roads, so you want to think about alternatives." It is all very well to talk about an established suburb like that. But the people we are talking about who are going to take these other routes are coming from other places.

Mr Wooldridge: Part of our work as we move forward, before Riverside Drive is cut, is to give information to the public on alternative routes. That does not involve impacts on more local roads as well. With any project of this nature, Main Roads does a very good job, through the traffic operations centre, working with the media to get information out to the public well in advance of any road closures, and that works very well.

The CHAIRMAN: Just on that, to handle those other areas that are going through the traffic, my understanding is that you are working on an education program to bypass the city—you have catered for that?

Mr Wooldridge: That is right, and there is information on the Main Roads website as well, giving people information on where they can travel as well. Main Roads also has a customer contact centre, so people can call up and inquire further as well.

Hon LYNN MacLAREN: I have a question about the report. The modelling work looked at the current users of Riverside Drive. I do not know if you noticed that. But I was surprised that the current users of Riverside Drive seem to be originating in Stirling, Perth, Subiaco and Nedlands. So not any of my southern suburbs constituents are using Riverside Drive?

Mr Wooldridge: Further in the report it does mention people from the Gosnells area, et cetera, as well, and the South Perth people.

Hon LYNN MacLAREN: But no-one is coming up from Freo, getting on the freeway and getting off at Riverside Drive?

Mr Wooldridge: If you are coming up from Fremantle, you would be more inclined to jump on the freeway. That would be a more direct route.

Hon LYNN MacLAREN: And they are not coming off at Riverside Drive?

Mr Wooldridge: Some of them would, if their destination is the city, but they generally come out at Mounts Bay Road, though.

Hon LYNN MacLAREN: How do you work that out? Are you doing a licence plate analysis? How do you work out where a trip originates?

Mr Wooldridge: The model is based on travel survey information, census data and origin destination data. That model is updated generally every five years, and that is basically the stem model, which is the Department of Planning, which then feeds into Main Roads model and then feeds into other models like Saturn, or if you go to micro-simulation, where you take that information as well.

Hon LYNN MacLAREN: I find that amazing.

Hon KATE DOUST: At page 36 of this report, under the heading “Travel Time Impacts near the closure”, the last paragraph of that part reads —

To more accurately estimate the delays that might be caused by the closure of Riverside Drive would require use of either a macro-dynamic model (such as Streamline within OmniTRANS), or a micro-simulation model such as VISSIM, Paramix or Aimsun. Zenith cordon matrices could be used as input to such modelling.

This is implying that there is another form of modelling, perhaps a much more intense form of modelling, that could be done to provide a much clearer, detailed picture of the real impacts of this closure in and around the city. Is there any intention by your department, or by the government, to do further modelling of this nature?

Mr Wooldridge: Just to explain, there are three types of modelling. There is a strategic level, which is Department of Planning stem model and Main Roads ROM model. Then there is a mesoscopic, which is the Saturn model of the City of Perth. That takes intersection delays. Then there is the microscopic, which is almost like sitting in a helicopter above the road network and seeing how it is operating. As the light rail project does evolve, that will include some microscopic modelling as well. But until we firmly have the routes in place for that one, you would not jump in there and do it straightaway.

Hon KATE DOUST: That light rail area is more focused on the West Perth area, is it not?

Mr Wooldridge: It is also coming down Fitzgerald Street and where it runs through Hay Street.

Hon KATE DOUST: I am interested in finding out whether they are going to do this more detailed type of modelling around the waterfront project precinct.

Mr Wooldridge: The waterfront project did have some micro simulation work done for that particular project but it did not go too far beyond the project area itself. If we are looking at the microscopic projects or modelling, you generally need to go a bit further afield with that.

Hon KATE DOUST: That additional piece of work that was done—is that about traffic flows?

Mr Wooldridge: Yes.

Hon KATE DOUST: Do you have that information available?

Mr Wooldridge: The Department of Planning ran that project through WorleyParsons' modelling team.

Hon KATE DOUST: Do you know the title of that or the name of the particular piece of work?

Mr Wooldridge: I do not, but they have it as part of their transport impact studies.

Hon LYNN MacLAREN: The report that we have before us is by WorleyParsons for the Department of Planning. I wondered if we could get that report. They are made on the assumption that other road network and intersection modifications will be made in the area in accordance with that plan, as cited on page 38. That would be good to have. On page 36, further to what Kate was talking about, the consultants make the point that traffic is likely to crawl along all approaches, considerably impacting the travel time to bypass the road closure. This is during the closure. How long will that last? You have indicated that it is only six to 10 minutes longer. I have been in peak hour traffic where it takes 10 minutes longer to get from the end of the freeway to Barrack Street. That is already a concern for us. You are acknowledging that it will crawl along. How many days or weeks will we crawl along?

Mr Wooldridge: We expect it would probably take about six months for the traffic to settle down because people will try different routes. They will all be trying different routes, so that will take a while to settle down, as it does with any road changes of any significance. At about the six-month mark we will have a good picture on how things will settle down.

[12.40 pm]

Hon KATE DOUST: Did this traffic modelling that was done account for the other changes that were happening in the area—the City Link development and the Riverside/Causeway project?

Mr Wooldridge: No, this was just based on 2009. They validated the model with the current traffic movements. They also spent two or three days over here viewing traffic to calibrate the model. The other Saturn modelling did take that into account.

Hon LYNN MacLAREN: The six major developments?

Mr Wooldridge: Yes.

Hon KATE DOUST: I want to talk about the process involved. Quite often a private developer is involved. I understand that they have to provide a traffic management plan. Given the size and the degree of complexity within this Elizabeth Quay project, would it also be envisioned that each of those developers will also have to supply a traffic management plan for their projects on site?

Mr Wooldridge: Yes, that is our standard form. They also need to meet the design guidelines set out by the Metropolitan Redevelopment Authority, which are already in place as well.

Hon KATE DOUST: Is it essential to have a workable traffic management plan in place before starting any development on that site? What are the time frames within which they have to do that?

Mr Wooldridge: The CBD transport plan addresses the overall traffic management plan. As they develop the buildings, the access points, how many parking bays et cetera, we sit down with them in detail and work through their requirements for the plan.

Hon KATE DOUST: To what extent was your department involved in the planning for Elizabeth Quay?

Mr Wooldridge: When it first started planning, the Department of Transport was not in place; it was the Department of Planning and Infrastructure. Elizabeth Quay has been around for a number of years in various forms. At one stage the Department of Planning was responsible for the transport planning. Main Roads provided input as part of that process.

Hon LYNN MacLAREN: What about the Elizabeth Quay project in its current form? Did the Department of Transport, in its current form, impact the planning?

Mr Wooldridge: Yes. We are very much involved. We are obviously influencing the technical outcomes for the design of the road network through there. We are still working with them on a number of the options through there.

Hon LYNN MacLAREN: The government architect states that many peer reviews have been undertaken to test the project. Was the Department of Transport involved in any of those reviews?

Mr Wooldridge: Not that I am aware of. I was not at the Department of Transport in the first eight or nine months of their being.

Hon LYNN MacLAREN: Can you take that on notice?

Mr Wooldridge: Yes.

Hon LYNN MacLAREN: It would be good to find out if they have been involved, and whether they warn the government of any future traffic problems.

Hon KATE DOUST: I understand that in a WA Planning Commission report on submissions that was published in 2011 a major concern was expressed by many that deals with traffic problems. The WAPC dismissed those concerns with statements such as it accepts that some increases to delay and congestion for general traffic are likely to occur but measures will be put in place to manage these impacts. Did the Department of Transport provide this advice for input into that report?

Mr Wooldridge: That is why we were working with them to develop that CBD transport plan. That is the mitigation measure for that.

Hon KATE DOUST: What sort of advice are you currently providing to the MRA about potential congestion problems in and around the Elizabeth Quay waterfront project?

Mr Wooldridge: They are refining some of the plans at the moment. I am meeting with them next week to go through their current plans. We need to be in a situation in which we are comfortable with the design. Main Roads does sign off on all the regulated devices, whether they be signals or line markings. That involves the design of the road as well.

Hon KATE DOUST: You talked about how it will be six months after once people settle down and determine what is their best route in and out of the city. What happens if six months after the project is open, development is up and going and you find that the 10 minutes it was set out and the modelling is now 30 or 40 minutes as people travel their way to the city or you find that complaints from CBD councils such as South Perth and perhaps in Victoria Park or Belmont that their councillors complain about the impact upon their road infrastructure, the negative impact upon the ratepayers who cannot get in and out of their homes causes difficulty and distress. At what point does the Department of Transport go back to the government and say we have a problem here. I am putting that scenario to you because some of our constituents are talking about their concerns about the increased traffic flows through their suburbs as people try to get in and out of the city.

Mr Wooldridge: Certainly part of our job once Riverside Drive is closed, is that we need to monitor that fairly carefully for the first six months and beyond that period so we will be able to see what the traffic is doing. We can view that through the traffic operations centre and the various statistics we have. We will get updates to the council on the way as well.

Hon KATE DOUST: If that situation were to happen, as bleak as it appears, what sort of options are available to provide assistance to try to alleviate the issues?

Mr Wooldridge: We would not expect it to go to that 30 or 40 minutes you just mentioned. We are comfortable with the six to 10 minutes there. But as I said before, we are actively working with the councils for the long-term planning, which will also feed back into their short-to-medium-term planning as well. That is something we are doing a lot of practical work with the councils, taking Perth as a whole, not saying here is the state government versus local government network; we are saying let us look at the network as a whole and plan for Perth for all modes of transport. That is something that has not been done in the past, which I think is a good step forward.

Hon LYNN MacLAREN: You mentioned that the alternatives would be part of the solution to dealing with the congestion problem. What will be the impact? We do not have light rail now; we have not got a lot of alternatives available to us. What will be the impact of the Elizabeth Quay project on public transport?

Mr Wooldridge: We have designed the access into the bus port and out of the bus port so it mitigates the additional congestion through there. That is fine. Public transport-wise, we are putting bus lanes along Beaufort Street and looking at extending along St Georges Terrace, Adelaide Terrace, Mounts Bay Road so there will be more bus lanes feeding into the city so they have a much more reliable journey. Some of the roads, such as Beaufort Street, already carry 60 per cent of the people coming into the city during the morning peak—coming in by bus—so we are seeing more people coming in by public transport than by car. That is a trend that will continue as we go forward.

Hon LYNN MacLAREN: Have you actually modelled how many people will take public transport; how many people will leave their cars at home?

Mr Wooldridge: I suppose within the public transport plan we are forecasting close to 70 per cent arrival to the CBD will be by public transport by 2031.

Hon LYNN MacLAREN: What about the 2016 figure you were talking about?

Mr Wooldridge: At the moment we are about 47, 48 per cent. By 2016 we are looking at about 60 per cent.

Hon KATE DOUST: Rather than the shutting down of that part of Riverside Drive—let us face it, it is not a lengthy piece of road—what would be the other options canvassed rather than shutting off that piece of road?

Mr Wooldridge: Various options were put forward. A bridge was put forward; a tunnel was put forward. The bridge was seen as a bit of an eyesore through there and certainly would be. Then you would have to cater for the cyclists going across there and pedestrians as well whereas they have their own bridge in the current proposal. A tunnel was also floated at one point in time. But if we are displacing 20 000 vehicles, a tunnel for 20 000 vehicles is a horribly expensive bit of infrastructure and probably not required at this stage whereas public transport is the key at this stage.

Hon LYNN MacLAREN: Did you model when a tunnel might be required? When is the capacity going to be so major that we will need a tunnel, other than the Graham Farmer Freeway, to bypass the city?

Mr Wooldridge: That will need to form part of the moving people plan after 2031.

Hon LYNN MacLAREN: When will we see that?

Mr Wooldridge: It will go to government later this year.

Hon LYNN MacLAREN: Did you find out how much it would cost to build a tunnel?

Mr Wooldridge: I do not have the figures with me but they certainly would not be low—probably at least half a billion dollars.

Hon KATE DOUST: The member for South Perth, Mr John McGrath, has been quite outspoken in his support both of the city council's concerns but also for the need to have a tunnel to go under this area. More recently he has been talking about perhaps having additional ferry services. Is your department currently doing work on looking at the viability of additional ferry services from South Perth into the Barrack Street area?

Mr Wooldridge: South Perth is already very well served by the ferry service. It is quite popular. A fairly short time frame as well. That does work very well. The option for ferry services beyond South Perth are reasonably limited at the moment because there is not too much development along the river front, whereas in compared to somewhere like Brisbane where they have development and high density all the way along; there are very different demands.

Hon KATE DOUST: Do you think that Mr McGrath's statement was a bit of a stunt to take people's concerns away from the cars driving past their houses?

Mr Wooldridge: You would have to ask him that.

Hon KATE DOUST: I will, thank you.

The CHAIRMAN: I think we were allocated only half an hour and we have gone over.

Hon LYNN MacLAREN: We got more for our money.

The CHAIRMAN: Do you have any more questions you want to —

Hon KATE DOUST: There might be a couple of other questions we will need to give you on notice that we have not had time to go through and I will pass them to the clerk.

The CHAIRMAN: Thanks Craig for coming in and giving us that information. We close the hearing now.

Hearing concluded at 12.50 pm
