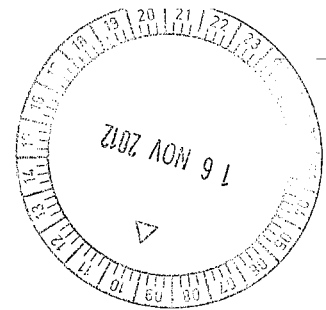




Government of **Western Australia**
Department of **Transport**



Your ref: A2607085
Our ref: Petition No 148
Enquiries: Craig Woodridge (Telephone: 6551 6082)

Mr Mark Warner
Committee Clerk
Standing Committee on Environment and Public Affairs
Parliament House
PERTH WA 6000

Dear Mr Warner

Petition No 148 - Perth Waterfront Development

The information in this letter is in response to your letter of 29 October 2012, regarding my appearance at the Standing Committee on 24 October 2012.

The following information is attached to this letter:

1. A copy of the transcript with typographical and transcript errors marked in red.
2. A copy of the Main Roads ROM modelling outputs.
3. A copy of drawing 301012-01339-C1-DSK-0018 (please note that this drawing has been superseded as the designs have progressed).
4. A copy of the Worley Parsons Traffic and Transport Report.

The Committee also requested a copy of the City of Perth SATURN modelling output. This information is owned by the City and a request has been submitted seeking permission to release the information. At the time of writing this letter no reply had been received.

The Waterfront Project had two 3 Peer Design Review sessions hosted by the Office of Government Architect on behalf of the Western Australian Planning Commission. They were held in July 2007, May 2008, and October 2009 and involved local and national architects, planners and urban designers. The organisations represented were:

- Office of the Government Architect – WA
- Office of the Government Architect – NSW
- Urban Design Centre of WA
- University of WA
- Curtin University
- Royal Australian Institute of Architects
- City of Perth

PUBLIC

- City Vision
- LandCorp
- Department of Planning
- Tourism WA
- Ashton Raggatt McDougall
- Gresley Abas
- Roberts Day Group
- Tony Caro Architecture
- Cox Howlett and Bailey Woodland
- Colliers International
- Oculus

The replies to the additional questions are as per below:

1. What role does Riverside Drive currently play in terms of traffic distribution within and around the Perth CBD?

Answer:

Riverside Drive is currently classified as a District Distributor A road (arterial road) under the care and control of the City of Perth.

2. Is Riverside Drive a transport route upon which many motorists currently rely for East/West movement. Why/why not?

Answer:

Riverside Drive is one of the current east-west routes through the Perth CBD. The highest order east-west route is Graham Farmer Freeway which is classified as a regional road. Other arterial east-west roads include St Georges Terrace, Wellington Street, Roe Street and Newcastle Street. The route selection by drivers is dependent on their origin and destination.

3. Where does most of the traffic along Riverside Drive come from?

Answer:

Refer to pages 14 and 15 of the Veitch Lister Consulting report.

4. What other well known roads in Perth would carry similar loads, for example Scarborough Beach Road, Beaufort Street or Thomas Street more or less?

Answer:

The following counts are the latest available figures from the Main Roads website:

Scarborough Beach Road (east of Liege Street 2007/08)-36,910

Beaufort Street (north of Bulwer Street 2007/08)-19,630

Thomas Street (north of Kings Park Road 2007/08)-37,850

5. It is proposed to develop traffic lights at the new four-way intersections where Sherwood Court and Howard Street intersect with The Esplanade. How will traffic be able to move along The Esplanade with four sets of traffic lights over a distance of only 400 metres?

Answer:

The spacing of the traffic signals on The Esplanade between Barrack Street and William Street is not dissimilar to what is in place on St George Terrace over the same length. The traffic signals on The Esplanade will be co-ordinated to provide for the efficient movement of vehicles and pedestrians.

6. The Government acknowledges as a result of the traffic modelling undertaken the impact will be felt over a wider area, including Mill Point and Manning Roads. When will the Government engage with the City of South Perth to plan for addressing these acknowledge impacts?

Answer:

The Department of Transport engaged with all Metropolitan and Peel Region Local Authorities for the development of the Moving People Network Plan, which is currently under development. The City of South

Perth was one of the Authorities involved in the process. The Department is available to meet with the City if required.

Yours sincerely



Craig Wooldridge
Director Network Planning-Moving People

16 November 2012

PUBLIC