



Minister for Transport; Planning; Lands

Your ref: A686159
Our ref: 72-11125

Hon M Swinbourn MLC
Chair
Standing Committee on Environment and Public Affairs
lcco@parliament.wa.gov.au

Dear Mr Swinbourn

PETITION NO 56 – WANNEROO ROAD AND JOONDALUP DRIVE INTERCHANGE

Thank you for your letter dated 10 May 2018 inviting me to comment on the above petition. I acknowledge there are strong views in the community on this project.

The Wanneroo Road and Joondalup Drive Interchange is a future-focused solution to support current and projected levels of traffic resulting from residential and industrial development in Perth's northern suburbs.

The upgrade will remove bottlenecks and reduce travel times on Wanneroo Road. This road is currently used as an alternative route to the Mitchell Freeway, and Joondalup Drive – a significant east-west access corridor between Mitchell Freeway, Joondalup City Centre and the expanding residential communities to the east of Wanneroo Road.

The replacement of a busy signalised intersection with a free flowing interchange will provide immediate safety benefits and shorter, more predictable journey times for all road users.

In response to the specific claims made in the petition, I can advise as follows:

Project Rationale and Future Congestion Levels

The interchange project is required to address projected levels of congestion that will arise due to residential and commercial expansion in Perth's northern corridor. While we acknowledge that the intersection is currently operating at an acceptable level of service following the extension of Mitchell Freeway to Hester Avenue (and the minor works undertaken at the existing intersection), within five years congestion levels will worsen and associated levels of service will deteriorate significantly.

By 2029, congestion at this intersection will be comparable with pre-Mitchell Freeway Extension levels, bringing with it long delays, queues failing to clear the intersection and associated safety risk.

This assessment is derived from traffic modelling data, which applies urban development growth rates, obtained from the Department of Planning, to generate future traffic volume projections to 2031. The model also factors in the distributive effect of new road projects earmarked for completion by 2031. These include the Flynn Drive and Pinjar Road improvements, the extension of Mitchell Freeway to Romeo Road and the Whiteman-Yanchep Highway.

Community Engagement and Project Development

There has been extensive engagement with the community since funding for the project was announced in May 2017. Activity has included five public information sessions, attended by over 600 people. These have been supplemented by briefings with local businesses, schools and local government representatives. We acknowledge that the scope for community to influence the key parameters of the project, such as the design and orientation of the interchange have been limited due to road design considerations. The Main Roads team has made this clear to the community since the outset of the project.

Traffic surveys were undertaken over a 24 hour period in September 2017. The “peak” times identified by the studies were not preconceived and were determined by the largest traffic volumes during a particular period (i.e. the hour-long period in which the largest number of traffic movements were counted was determined to be the “peak”). Traffic surveys were completed at nine local road intersections surrounding the project to inform the development of this project - from the boundary of the Burns Beach Road roundabout, to Clarkson Avenue and Waldburg Drive. As a result, significant modifications at the existing roundabout at Burns Beach Road and Joondalup Drive are included in the scope of this project.

Impact on Local Roads

While there is a clear rationale behind upgrading both the intersection of Joondalup Drive and Cheriton Drive, and Wanneroo Road and Clarkson Avenue, as part of this package of works, it should be noted that neither intersection is directly impacted by the project. Improvements in these locations will alleviate existing levels of congestion on Joondalup Drive and provide more reliable, safer access into the Drivers Business Precinct.

Main Roads has included both intersections as optional packages in the Request for Proposals documentation and the State Government continues to liaise closely with the City of Wanneroo to discuss the possibility of Council assisting with a funding contribution to facilitate the delivery of these additional works.

Modifications to the intersection of Joondalup Drive and Drivers Place to a left turn only configuration will improve safety outcomes, rather than create further risk. There have been 20 crashes in this location in the past decade. However, following completion of the interchange project, free flowing east-west traffic on Joondalup Drive will see a reduction in the number of gaps in the traffic, making right turn access at Drivers Place far more dangerous than it is at present.

The change will impact a negligible proportion of road users and the alternative access routes proposed, including a fully signalised intersection of Wanneroo Road and Clarkson Avenue, will provide safe, regulated access into the Drovers precinct.

As-of-right vehicles such as ambulances will still be able to turn right into Drovers Place in the event of an emergency (with sirens on). Bus services in this location will remain the same as they are today, however one of two bus stops in close proximity to the intersection will be removed.

The Government rejects any claim that the project will result in job losses for the Drovers businesses as access to the precinct will be retained at all times during construction. Main Roads will work with the impacted businesses to ensure clear signage is provided when detours are in operation and, upon completion, patrons will have reliable, safe access and egress to Drovers from Wanneroo Road and Joondalup Drive (westbound).

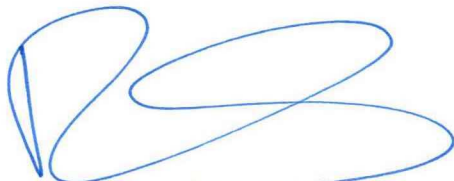
Pedestrian and Driver Safety

Pedestrian safety has been carefully assessed as part of project development. This included a Safe Systems Assessment of the proposed configuration to ensure it meets State and National road safety targets and commitments. Outcomes of the assessment confirmed that pedestrian exposure to traffic is reduced significantly as there is no interaction with east-west traffic along Joondalup Drive (more than 50 per cent of all traffic through the intersection). Furthermore, the potential severity of accidents is reduced significantly as the impact speed will reduce from 70 km/h to 40 km/h (necessitated by new roundabout). Finally, a number of refuge 'islands' are incorporated in the design to remove the requirement for pedestrians to cross multiple lanes of traffic.

Modifications at the intersection of St Stephens Crescent and Joondalup Drive to a left turn only configuration is required to address safety risks associated with vehicles turning across free flowing traffic. Modelling indicates that this change will affect a very small proportion of vehicles and as a result, will have a negligible impact on the local road network.

I trust this information is of assistance and thank you for writing on this matter.

Yours sincerely



**HON RITA SAFFIOTI MLA
MINISTER FOR TRANSPORT**

14 JUN 2018