



Minister for Transport; Housing; Emergency Services

Our ref: 30-27492
Your ref: 30-24276

Hon Brian Ellis MLC
Chair, Standing Committee on Environment and Public Affairs
Legislative Council of Western Australia
Parliament House
PERTH WA 6000

Dear Mr Ellis *Brian.*

PETITION NO. 144 - JOINING HENLEY STREET COMO TO JACKSON ROAD, KARAWARA

Further to my correspondence dated 30 January 2012 regarding Petition No. 144, I have consulted with the Minister for Planning and provide the following advice.

Providing a priority public transport corridor between Canning Bridge and the Bentley/Curtin precinct is vital to support and facilitate development and activity in this area. The corridor was identified as one of only five key specialised activity centres across Perth in the State Government's new spatial strategy 'Directions 2031 and Beyond'. Consequently, the priority rapid transit link is one of the priority stage one projects to be implemented by 2020 in the Government's draft '20 Year Public Transport Plan'.

As previously advised, no definitive decision has been made for the alignment of this public transport corridor. The possibility of linking Henley Street and Jackson Road is only one of the potential options. Further work is required on this matter to take into account a range of issues such as forecast travel demands and wider transport network issues, including provisions for general traffic.

The Department of Transport (DoT) has scheduled a further study in 2012-13 to investigate and define a preferred public transport corridor alignment between Canning Bridge and the Curtin/Bentley precinct to meet the travel demands forecast for 2031 and provide the best overall benefit to the broader community and the transport network. This work will build upon previous studies and involve the Department of Planning (DoP) and other key stakeholders, including the City of South Perth, Main Roads Western Australia and the Public Transport Authority.

One of the key studies undertaken on this matter was the DoP's Bentley Precinct 'Public Transport and Car Parking Strategy - Discussion Paper' (2010). It investigated the future transport requirements of the Bentley/Curtin Specialised Centre and forecast the highest public transport demand will be for travelling to and from Canning Bridge Station. To service this demand the study proposed two bus routes. The existing bus routes via Henley Street, Canavan Crescent and Manning Road would be retained and a new route, travelling along Jackson Road and Henley Street via a new public transport only link on the existing Murray Street road reserve. The new route would be to provide better access to the technology precinct and the northern side of Curtin University.

A range of issues associated with a potential Jackson Road/Henley Street route were previously identified in a design study commissioned by DoP titled 'Jackson Road Bus Priority Works' (AECOM 2009). The petitioners raise a number of the issues that were previously identified.

The following is a response to the petitioner's reasons for opposing the draft plans.

1. The route will not save time as suggested and will bypass the main social and commercial infrastructure of the locality.

The link reduces the trip distance between the technology precinct's northern side of Curtin University and Canning Bridge Station by approximately 1.5km which will save passengers more than 3 minutes or 20% per trip in travel time and provide more cost effective operations for the public transport network. Local public transport services would still service activities and residents along Manning Road to provide links for those wishing to access public transport as detailed in the petition.

2. The green corridor/pedestrian access way/cycle path between Jackson Road, Murray Street and Henley Street, used by many local residents for recreational exercise, will be destroyed.

The AECOM 2009 study identifies that part of the existing shared path would need to be realigned. However, there is no reason that a safe walking, running and cycling environment could not be retained or enhanced alongside the road environment.

3. Students attending the Como Secondary College and McDougall Park Kindergarten will be at risk.

The intention is that any potential link between Henley Street and Jackson Road would be restricted to public transport vehicles. This will minimise increased traffic in this area. It is anticipated that high school students would use this public transport service to access the site from across the Metropolitan area.

It is not considered that traffic conditions in the vicinity of Como Secondary College would cause an undesirable level of risk to students or other pedestrians. The objective is to deliver a well-designed outcome that provides a safe and pleasant pedestrian environment while capitalising on any Government investment in a high quality public transport corridor.