

City of  
**SouthPerth**

Enquiries: Stephen Bell  
Our Ref: GR/405  
Doc ID:

31 January 2012

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

Dear Mr Ellis

#### PETITION 144 - JOINING HENLEY STREET COMO TO JACKSON ROAD KARAWARA

Thank you for the opportunity to respond to Petition 144, relating to Henley Street and Jackson Road. The City understands that the petition is in "opposition to the intention of the Western Australian Planning Commission Central City Planning Framework and the Department of Transport's Public Transport Plan for 2031 to join Henley Street Como to Jackson Road Karawara to develop a new medium density corridor and high frequency rapid transit route for business and light rail between Canning Bridge interchange and Curtin University".

The proposal for joining Henley Street with Jackson Road has been a contentious issue within the City for a number of reasons and been the subject of a number of Council resolutions in recent years.

In November 2010, the Council was briefed by the Department of Planning, Department of Education and Department of Transport in respect to their identified need for the joining of Henley Street and Jackson Road as a public transport corridor.

The Council has since considered the joining of Henley Street and Jackson Road on three occasions and moved a number of resolutions which are outlined in detail below.

The Council in November 2010 moved the motion below as part of its submission to the Western Australian Planning Commission on the Central Metropolitan Perth Sub-Regional Strategy:

*As a matter of priority and complementary to the draft Strategy, the Western Australian Planning Commission and related State Government agencies be requested to:*



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*(c) review its plan for an Urban Corridor along Barker Avenue and Henley Street-Jackson Road as it is believed that to create new high density corridors and major traffic and public transport routes of the type envisaged would have not only a major detrimental impact on the existing and future residential environment of this locality, but be contrary to some of the things most valued in our community; that is, the maintaining of the village-like atmosphere of our local communities and the development of natural corridors of vegetation.*

The Council again considered this matter in August 2011 and moved the following motion as part of its submission to the Western Australian Planning Commission on the Capital City Planning Framework:

*And further, following Council's previous resolutions of 1991 and most recently of November 2010 in its submission to the Western Australian Planning Commission on the Central Metropolitan Perth Sub-Regional Strategy, it sees no compelling case for reconsidering opening these roads as a high-frequency/high-capacity road public transport route for a rapid Transit bus service from Canning Bridge Interchange and remains opposed to any proposals to do so.*

*Given the adverse affect a rapid transit bus service would have along this proposed route to the safety of Kindergarten, Primary and High School aged children who attend schools along Henley Street; the safety of elderly residents of a Hostel and Retirement Village; the loss of green open space that the community presently values for the safe walking and cycling it provides; the significant loss of amenity for residents, and in recognition of the depth of concern expressed by the institutions and community in the locality, the WA Planning Commission is requested to further examine the option of Manning Road as the preferred route for high frequency/high-capacity road public transport".*

In August 2011, the Council also considered this matter in the context of bus rapid transit services in preparing its response to the draft "Public Transport for Perth in 2031".

In considering the draft plan, the City officers recommended to Council that:

*The provision of bus rapid transit services between Canning Bridge interchange and Curtin University by 2020 is supported. The bus rapid transit services includes the introduction of priority bus lanes along Canning Highway, Henley Street and Jackson Road to provide an improved transport connection between Canning Bridge interchange and Curtin University/Bentley Technology Precinct;*

The Council resolved not to accept the officer recommendation and resolved that:


*The provision of bus rapid transit services between Canning Bridge interchange and Curtin University by 2020 along Henley Street and Jackson Road is not*

*supported. A bus route along Manning Road should be investigated, inclusive of a direct connection from the Bus interchange to Manning Road, via the existing road link at the bridge*

As part of the City's ongoing consideration of this matter, it has commissioned a comprehensive traffic study of the precinct to assist with future deliberations and determinations.

Please contact Stephen Bell, Director Infrastructure Services on 9474 0777 should you require further information.

Yours faithfully



CLIFF FREWING  
CHIEF EXECUTIVE OFFICER

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