



**To the Chairperson and Members of the Standing Committee on Environment and Public Affairs, Legislative Council of the West Australian Parliament.**

**Petition No 144 - Joining Henley Street, Como, to Jackson Road, Karawara.**

The JMH Action Group opposes the intention of the Western Australian Planning Commission, "Central City Planning Framework", and the WA State Government Department of Transport, "Public Transport Plan for Perth in 2031", to join Henley Street, Como, to Jackson Road, Karawara, (the connecting link being an unmade section of Murray Street, Como), with a view to develop (a) a new medium density urban corridor and (b) a high frequency, rapid transit route for buses only (as a **short term measure** then, ultimately, light rail), between Canning Bridge Interchange and Curtin University.

The aim of the JMH Action Group has been to work in harmony with the WA State Government. It has been in regular correspondence with the Minister for Transport and the Department of Transport, the Minister for Planning and the Western Australian Planning Commission since the release of the report of the Concept Forum held with the City of South Perth on 17 November 2010. Its aim has been to encourage consideration of alternative routes to achieve a similar result.

The JMH Action Group has raised awareness of this issue to the community resulting in a petition of 989 signatures opposing the joining of the roads being tabled in the Legislative Assembly of the WA State Parliament in March 2011.

**Mr John McGrath MLA, Member for South Perth** has stated publicly that he is **opposed** to the development of either a rapid transit bus or light rail route from Canning Bridge Station through Henley Street and Jackson Road to Curtin University.

**The City of South Perth** at the Ordinary Council Meeting on 23/08/2011 voted **against** proposals in the Western Australian Planning Commission's draft plan "Central City Planning Framework" and the Department of Transport's draft plan "Public Transport for Perth 2031" as they related to the joining of Henley Street, Como and Jackson Road, Karawara to form an urban corridor with a rapid high frequency transit route.

Voting: 10 votes against each proposal; 2 votes in favour of each proposal; one Councillor had leave of absence.

**The Reasons for Opposition to the Draft Plans**

Joining Henley Street, Como, with Jackson Road, Karawara, will require major road works to construct the unmade section shown as Murray Street on the road map and to widen the existing road. This proposal will have detrimental effects as listed below:

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

- a. The speed of traffic will be limited to 50kph in the residential areas and 40kph in the vicinity of the Como Secondary College, Mc Dougall Park Kindergarten and MeathCare Retirement Home and Hostel.
- b. Speed restricting devices, in addition to those already in place in Henley Street, would need to be installed.
- c. The incidence of crashes at intersections on Henley Street between Canning Highway and Bruce Street is currently under investigation by the Local Area Traffic Management Study - Area 12 Team at the City of South Perth.

**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.**

A unique community green asset that provides a safe and peaceful walking, running and cycling corridor will be lost. While cycling is being promoted by the State, many cyclists that use Henley Street/Jackson Road cycle path as regular commuters will have their safety compromised by increased road traffic.

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

Como Secondary College, which is proposed to become a K-12 institution, and those children at McDougall Park Kindergarten, use the intersection at Henley Street and Bruce Street. The proposal to Join Henley Street to Jackson Road will significantly increase the traffic. **The State Government advocates against busy roads being adjacent to schools.** To proceed with this proposal would contradict this policy.

**4. MeathCare Retirement Village (149 residents) and Hostel (64 beds).**

- a. Residents, especially those in the frail aged hostel, will be exposed to noise and air pollution particularly when they use their small outdoor courtyards facing Jackson Road.
- b. There will be increased traffic risk for residents, who use electric gophers and walking frames.
- c. There will be a difficult exit for motorists to Jackson Road from the Independent Living villas due to increased density and poor visibility of on-coming traffic along Henley Street.
- d. The attractiveness and peaceful outlook of these villas will be diminished.

**5. Students, Curtin University**

Joining Henley Street to Jackson Road for access to Curtin University will encourage more commuter traffic seeking street parking in the locality to avoid paying the parking fees at the university: a situation, which is already occurring.

**6. Through traffic and the proposed bus route from Canning Bridge Station to Curtin University will have adverse impacts on local residents.**

The existing feeder bus route from Canning Bridge Station to Curtin University via Henley Street and Canavan Crescent, currently operates each weekday involving 183 bus movements and, on Saturdays and Sundays, 45 bus movements daily. Frequencies of this degree should be confined to Manning Road.

**Manning Road should be considered as an appropriate alternative**

- It is an existing arterial road suitable for high volumes of traffic: speed limits 60kph - 70kph.
- It connects directly to Canning Bridge.
- It passes main social and commercial infrastructure of the area including Ley Street shops, the Telstra development site, the proposed Manning Community Hub on Welwyn Avenue, Manning Library, George Burnett Leisure Centre and Waterford Plaza.
- It provides access via Kent Street and Lawson Street to **all boundaries** of Curtin University.
- It would provide a cheaper and more suitable option by directing the existing Curtin University feeder buses Nos. 100 and 101 from Canning Bridge straight onto Manning Road.

**This matter has not been taken to the Parliamentary Commissioner on Environment and Public Investigations (Ombudsman).**

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*Audrey Francis*  
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