# Table of Contents

## Contents

- **Introduction** .......................................................................................................................... 2
- **Background** .......................................................................................................................... 4
  - Proposed rapid transit route through these local streets is unlikely to deliver desired outcomes .................................................................................................................. 6
  - The current situation ............................................................................................................... 6
  - What is proposed? .................................................................................................................... 6
  - JMH response re feasibility .................................................................................................... 7
  - Proposed rapid transit route through these local streets jeopardises community health now and into the future ........................................................................................................ 11
  - Traffic exposure and harmful health effects – a summary .................................................. 11
  - Positive health initiatives compromised The ‘road reserve’ has become an area well used by and important to many local residents. ................................................................. 14
  - Proposed rapid transit route destroys significant natural environment .......................... 16
  - It is a significant bird corridor for endangered & migratory birds .................................... 16
  - There are alternative routes for the short term bus solution ............................................ 18
- **APPENDIX 1:** HISTORY OF THE ISSUE ............................................................................ 20
- **APPENDIX 2:** SOME HEALTH EFFECTS OF TRAFFIC EXPOSURE ............................. 23
- **APPENDIX 3:** POTENTIAL SOLUTIONS TO CANNING-CURTIN TRANSPORT CHALLENGE .... 25
- **APPENDIX 4:** ACTIONS TAKEN BY JMH ACTION GROUP ........................................... 27
- **APPENDIX 5:** LIGHT RAIL CONCEPTS .............................................................................. 31
Introduction

The Jackson Murray Henley (JMH) Action Group¹ was formed in January 2011 to represent those concerned by proposals² to route a high frequency/rapid transit bus service through local residential streets to connect Canning Bridge Station with Curtin University and Technology Park, Bentley.

High frequency/rapid transit services are generally located on major roads, not local residential streets. In our view, proposals to the contrary should be held to a standard of assessment that takes into full account the community impacts of road-based high frequency public transport. The group believes that the proposed Jackson-Henley route does not pass that standard, and our objective is to encourage more serious consideration of the preferred route along Manning Road – a major road with minor negative community impact and delivering better community outcomes.

Our opposition to the proposal is based on local knowledge that suggests:

- Expectations of achieving rapid transport outcomes in this locality are unrealistic. Lower speeds (50kph) on these local roads are compounded by even greater speed restrictions (40kph) past a kindergarten, a school and an aged care facility located along the proposed route. These restrictions are necessary to preserve a safer environment for important and vulnerable members of our community. By contrast, our preferred route along Manning Road has speed limits of 60kph and 70kph. Also, bus traffic will compete with all the local residential traffic since there are no possible alternative routes for people living in streets off Jackson Road on the north side of Karawara west of Walanna Drive.
  
  We submit the proposed number of buses (by 2031 at least 1 bus in each direction every 2 minutes) will create congestion and increase safety concerns.

- Considerable health losses are likely for the local community:
  
  In particular, increase in traffic noise and emissions will severely impact on the health, welfare and viability of elderly citizens of a large care facility with 213 residents located immediately adjacent to the proposed bus-only link.

  The long term health of kindergarten and school students will be put at

¹ See Appendix 4 for a summary of JMH Action Group activity to this date. The JMH Action Group represents concerned residents in the environs of Jackson Road, Karawara, and Murray Street and Henley Street, Como

significant risk – a likely outcome supported by a growing body of research into impacts of traffic emissions exposure on the development of children.

Current practices important in building positive community health (physical and mental) of active transport (cycling and walking), recreational enjoyment and social connection will be jeopardized by the loss of the open space environment should the area be resumed for road purposes.

- A noteworthy and unique local environment demonstrably important in also maintaining the health of the Swan Coastal Plain and associated bird populations will be permanently lost.

To summarise, we see that the Henley-Jackson concept is a short term solution with long term consequences including long term negative health and community impacts and permanent negative environmental impacts.

Manning Rd is a long-term solution with immediate benefits including zero additional health, community and environmental impacts. Investments in Manning Rd upgrade will not only immediately improve traffic flow but also deliver public transport to key community infrastructure while providing rapid transit to the Bentley precinct. There is a clear community preference for a light rail service linking Curtin University to the Canning Bridge Interchange.

The JMH Action Group has more than 80 supporters resident in the locality. Meetings are held regularly and information is communicated regularly to the entire Group by email. The MeathCare Retirement Village residents receive a monthly newsletter.

Some members of the group have been resident in the area for over 30 years, and witnessed the building and development of the locality from the mid-1970s, and wish to maintain the value its unique environment offers. They have also actively participated in previous opposition to any attempt to join the roads, having a false belief that a resolution of the Council for the City of South Perth in 1991 was to provide an enduring protection for the land in question and ensure that it never be developed for road purposes.\(^3\)

Our website may be found at [www.jmhactiongroup.yolasite.com](http://www.jmhactiongroup.yolasite.com)

Our email address is jmhactiongroup@gmail.com

Audrey Francis, Co-ordinator, JMH Action Group
October 2012

---

\(^3\) See appendix 1 for the history of this issue
Background

We are fortunate. Urban planners across the world seek to recreate what currently exists in this locality: pathways, separate from traffic, linked to nature, within walking distance of residential and shopping areas – an area well used by many local residents.

We live in an area that has an opportunity to lead global practice in establishing an integrated, innovative, vibrant and sustainable living, studying and working space which serves well the local community, the Bentley Technology Precinct and Curtin University.

The Bentley Precinct (comprising Bentley Technological Precinct and Curtin University) is a vital growth area and anchoring component of the forward planning for the Perth Region, representing as it does a complex multi-organisational cluster with a forecast threefold increase in people commuting to the precinct over the next 20 years. It is necessary that we focus on finding ways to efficiently move increasing numbers of people in and out of the area via improved public transport and streamlined traffic corridors.

Karawara, Manning and Como are three neighbouring suburbs in the City of South Perth positioned westerly between the precinct and the Kwinana Freeway (adjacent to the shore of the Swan and Canning Rivers). The north-south-east-west major road junction point at Canning Bridge is a key driver of road traffic flow through these suburbs towards the Bentley Precinct (and other parts of the city). The co-located Canning Bridge train station transports people from north and south of the city and also connects with bus services delivering passengers to the Precinct.

The challenge is to effectively move people from the Canning Bridge Interchange to the Bentley Precinct. The proposal to forge a not inexpensive bus-only link between Henley Street and Jackson Road has been introduced as a stop-gap solution to delays to rapid transit bus traffic in peak hour congestion on Manning Road. The JMH Action Group believes there are better solutions both in the short and long term. If traffic volumes on Manning Road, a designated arterial road in the 2031 draft planning document, are already considered at or near capacity in peak travel periods, then urgent attention given now to expanding its capacities to handle high frequency traffic flow and provide unimpeded public transport is a clearer priority.

Technical solutions are needed, as are initiatives and strategies to support behavioural change in adopting public transport as preferred options.

Historically, the City of South Perth has been asked to consider extending Jackson Road, Karawara to Henley Street, Como and/or Murray Street, Como on three occasions - 1991, 1995 and 1997. Each time the City has rejected the proposal and even resolved in 1991 to implement the necessary procedures to ‘ensure the subject land cannot be used for road purposes at any future time’. (This resolution lapsed without the knowledge of the community.)
More recently, the City of South Perth at its Council Meeting in August 2011, and after representations from concerned citizens, rejected by 10 votes to 2 votes another proposal by the State Government in its Draft Planning and Transport Strategies to join Henley Street to Jackson Road.

The Mayor put the Motion:
That the Council’s submission on the draft Capital City Planning Framework comprising Attachment 10.3.3 hereto be adopted and forwarded to the Western Australian Planning Commission, with the addition of the following paragraph under the heading “Jackson/Henley”:
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 effect 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”.

CARRIED (10/2) (Extract from the Minutes of the Ordinary Council Meeting of August 23, 2011)

The JMH group fully supports this latest resolution taken by the City of South Perth and hopes the State Government will respect this decision. It believes there are strong grounds for protecting the area and ensuring this corridor does not become a through way for road based public transport or general road traffic.
Proposed rapid transit route through these local streets is unlikely to deliver desired outcomes

The current situation

Currently, and controversially within the local community, the high frequency buses to the Bentley Precinct are directed from Canning Bridge Interchange to turn easterly along Henley Street and then via Canavan Crescent to Manning Road, turning left again at Kent Street, as there is no direct route from Henley Street through to Curtin University.

This route carries 289 buses on a weekday. In addition a further 99 buses run along the western end of Henley Street. Combined, a total of 388 buses daily use the Henley St-Bruce St-roundabout. This is about 24 per hour or one every 2.5 minutes between the hours of 6am and 8pm. More than two thirds of these buses are designated rapid transit feeder buses from Canning Bridge Interchange to Curtin University and the Bentley Technological Precinct.

The JMH Action Group believes there are better options than the route currently being used and that the proposed alternative solution of a bus only link between Henley Street and Jackson Roads would generate disastrous outcomes for the community while not delivering the desired outcome.4

What is proposed?

A bus-only link road between Jackson Road and Henley Street to carry rapid transit high frequency public transport between the Canning Bridge Interchange and the Bentley Precinct.

The ‘road reserve’ that at present exists in that corridor between Meath Care aged persons complex and Como Secondary College has long been used as public open space with dual use footpaths linking local roads Henley Street, Murray Street and Jackson Road. It is planted with local bird attracting species. The proposed road is to be situated with a ‘buffer zone’ of a mere 6 metres between 4 points of external walls of the Meath Care nursing wing and the road itself.

Close examination of the draft planning and transport documents reveal a predicted frequency of buses by 2031 of at least 1 bus every 2 minutes in each direction. If the plan were implemented today there would be a bus passing approximately every 3 minutes.

In effect, the plan is to create a through route from two local roads which will then function as a bus lane. The buses will compete with local traffic for thoroughfare.

The necessary slowing of the buses past the kindergarten, school, aged care complex located along these roads and operation of bus only thoroughfare is unlikely to create sufficient

4 See appendix 3 for a table of potential solutions
gains in time taken to justify the expenditure and significant impact on community health, infrastructure and environmental amenity.

The JMH Action Group strongly asserts this plan compounds the risks to public health by increasing road traffic to this extent along such a route. The resultant increase in noise and emissions pollution exposure for the most vulnerable groups in the population (children, sick and aged) is accompanied by potentially a much larger residential population also being exposed to the risks.

**JMH response re feasibility**

*The JMH Action Group draws attention to these flaws in the immediate proposals for a bus-only lane to allow rapid transit.*

- **Mandatory speed restrictions because of co-located community facilities will reduce the anticipated gains in travel time.**

There are three significant non-profit community facilities operating near the proposed bus-only link between Henley Street and Jackson Road.5

- A kindergarten is situated on Henley Street near the junction with Bruce Street where 388 buses now pass by each day.6

- An extensive aged care facility incorporating independent living units (149 residents) and high level care nursing and hostel accommodation (64 beds) with rehabilitation amenities is situated immediately next to the road reserve where it is understood the proposed bus-only link is planned to be built with barely a six metre buffer zone from the facility’s external walls. The close proximity is likely to expose residents and staff to increased noise and fumes and loss of recreation and aesthetic amenity, with consequent health problems. Originally developed by the T.P.I. Association and now run by Meath Care, this important care facility has been an integral part of the community for many years. The safety and well-being of the residents should be paramount in any new rapid/high frequency road-based public transport proposals.

- Situated on the opposite side of the ‘road reserve’ is Como Secondary College – at this time providing education for secondary students. A potential buffer zone of sports fields between the planned road and the buildings in use now is unlikely to be a long term prospect as plans are already well developed by the Department for Education that in the near future Como Secondary College will become a year K-12 school. This will mean the footprint and requirements of the school will change considerably with many additional buildings (and students) as the site is redeveloped.

5 More community facilities exist on Murray Street, shown on the 2031 Draft plan maps as joined to Jackson and Henley Streets.

6 Children attending this kindergarten will be already exposed to potential health risks as summarised in Appendix 2.


- **Safety implications**

The ‘road reserve’ is a high use pedestrian traffic space (and likely to become more so when the school footprint increases). If a bus-only link is established pedestrians, including students of all ages, will lose the current safe environment of walking along paths quite separate from traffic. It contradicts the stated policy of the Government of Western Australia that busy roads should not be adjacent to schools.

The paths are also regularly used by electric-gopher-driving elderly residents from surrounding areas as a route safely tucked away from traffic. In seeking to privilege the users of road-based rapid transit the planners are effectively compromising the safety of active but vulnerable members of the local community.

In addition if one assumes the link is effective in restricting through traffic to buses only (an outcome viewed with great scepticism by residents) access for the local community to their homes is likely to be problematic since Jackson Road is the only entrance to the north side of the Karawara residential area. This will increase congestion as local traffic competes with buses for right of way.

- **Clarification needed about streets designated local and designed for local use**

The JMH Action Group has looked closely at two State Government planning documents released in 2011 [The Capital City Planning Framework, draft document for public comment, Department of Planning, Government of Western Australia, June 2011 and Public Transport for Perth in 2031 draft document for public comment, Department of Transport, Government of Western Australia, July 2011] to understand more fully how the intended infrastructure changes might impact on the local community.

There are inconsistencies in planning vision between the two documents. We are concerned that amenities highly valued in our community will be lost and future health compromised by ‘short term measures’ that in their implementation permanently rule out alternative possibilities that could greatly benefit the community.

For example: What is considered a local street in 2031?

‘Local streets are the everyday streets of the city that make up the remainder of our street network. They are slow speed, low-volume environments with roadside buildings that generate fairly low amounts of roadside activity such as housing.’ (Draft Capital City Planning Framework, 2011)

Henley Street, Jackson Road and Murray Street are all designated local streets, as in the Draft Capital City Planning Framework concept Road Network plan for 2031. See figure (i)
Yet, at the same time, another map from the document indicates a strengthening of the proposed link to a major high frequency high-capacity road public transport route [Figure (ii): Priority Public Transport Networks], similar to the non-residential Adelaide Terrace, Thomas Street, Hay Street, Albany Highway routes.

How can the proposed link fulfil both functions? Or is the ‘bus-only-link’ short term measure an advance guard for a major highway?

The JMH Action Group strongly opposes the concept plan as expressed in Fig (ii).
In the document “Capital City Planning Framework”, Manning Road is only designated with the note ‘investigate alternative route’. There is no indication that this investigation has been undertaken: the focus in the document is on joining Henley Street and Jackson Road.  

The JMH Action Group endorses the recommendation from the WorleyParsons discussion paper: ‘If Jackson Road is proven to be unfeasible due to community concern, options to provide priority for buses on Manning Road between the Bentley Precinct and Canning Bridge should be examined as an alternative” p72

7 It is understood the Department of Transport will be undertaking a study to look at all options for connecting Curtin University to Canning Bridge in 2012/13

8 Department of Planning, Bentley Precinct Public Transport and Car Parking Strategy – Discussion Paper, prepared by WorleyParsons, April 2010
Proposed rapid transit route through these local streets jeopardises community health now and into the future

‘Sustainability is not just about the health of the environment but also the health of the people and must be a key component in making decisions about development.’

Professor Tony Capon, Head of the Discipline of Public Health in the Faculty of Health at the University of Canberra.

Community health in this instance can be considered from a focus on health concerns and the cost to a community of treating ill health resulting from harmful exposure. Of equal importance are factors that contribute to positive physical and mental health and building a community’s resilience. Both aspects are represented in this section.

Traffic exposure and harmful health effects – a summary

A more detailed and very useful overview of some health effects of traffic exposure is provided in Appendix 2.

The table below provides a snapshot of selected research findings about the impacts of exposure to traffic on community health.

<table>
<thead>
<tr>
<th>NOISE POLLUTION</th>
<th>Description</th>
<th>Health concerns</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engines, transmissions, exhausts, brakes, tyre contact, aerodynamic drag – more scientific concern and attention is being given to the effects of steady, sharp and intermittent noises that affect sleep, concentration and stress levels. According to World Health Organisation traffic noise alone is harming the health of almost every third person in the European region. Road traffic</td>
<td>What are the health concerns from traffic noise? Hearing impairment, hypertension, ischemic heart disease, annoyance (stimulating aggression and other anti-social behaviours), sleep disturbance and immune system changes have all been attributed to noise exposure. Traffic noise is one of the worst contributors.</td>
<td></td>
</tr>
</tbody>
</table>
**the expectations of earlier urban planners**". The health effects of traffic pollution have been compared with passive smoking. This is because they have a similar route of exposure, involve similar chemicals, and cause a similarly wide range of health problems."10

### EMISSIONS POLLUTION

People who live on the busiest roads get some of the highest doses of traffic emissions which include carbon monoxide, nitrogen dioxide and fine particles. Despite improvements in vehicle technology that create cleaner emissions, recent increases in number of vehicles on the road and vehicle miles travelled have totally nullified any improvement in air quality. It continues to decline. We cannot afford to wait to act pending the development of zero emissions vehicles.

The effects of traffic pollution are well documented:11 reduced lung and cognitive function, increased risk of asthma, breast cancer, lung cancer, childhood leukaemia, heart disease, emergency hospital admissions and death.

Research from UWA published in 2012 links traffic emissions to low birth weight.12 Recent research from Queensland confirmed four previous studies from US, The Netherlands, Canada and Taiwan that showed pregnant women exposed to greater levels of traffic pollution had shorter gestations. Studies in Germany demonstrate proximity of residence to traffic correlates with high prevalence of coronary disease.

The health issues indicated above have serious implications for town and community planners. Fortunately, there is an abundance of applied and systematic research investigating causal relationships and calculating necessary safety measures for optimal public health as societies apply new technologies and review past practices to meet changing demands for pleasing and effective living places.

---


10 Adrian Barnett, Associate Professor of Public Health at Queensland University of Technology


12 Gavin Pereira, Fatima Haggar, Antonia W Shand, Carol Bower, Angus Cook, Natasha Nassar; Association between pre-eclampsia and locally derived traffic-related air pollution: a retrospective cohort study. Journal of epidemiology and community health. 08/2012

Gavin Pereira, Angus C Cook, Fatima Haggar, Carol Bower, Natasha Nassar; Locally derived traffic-related air pollution and fetal growth restriction: a retrospective cohort study. Occupational and Environmental Medicine. 08/2012 and Occupational and environmental medicine. 07/2012
A core (and universal) finding is no surprise. **Children, the sick and the elderly are the most vulnerable to the effects of traffic pollution.** For example, an Australian study found that children inhaled and retained more air pollution per unit of body weight than adults, partly because they played outdoors, but also that pollution had a greater impact because their lungs were still developing.\(^{13}\) A UK study of 10-18 year olds demonstrates the effects of traffic exposure on lung development.\(^{14}\)

Best practice in town planning seeks to maximise long term positive health outcomes, not ignore potential health problems. The JMH Action Group notes that the long term intended plan for this area appears to co-locate the very vulnerable groups in our population (children, the sick and the elderly) with an increasingly major and busy rapid transit route that will inevitably expose these groups to greater health risks.

Best practice in town planning recommends closing or distancing busy roads from schools, hospitals and aged care facilities— a view endorsed by the JMH Action Group.

The JMH Action Group values the health and safety of children and the sick and elderly and has such objections about the demonstrated negative effects of traffic noise and emissions on public health that it recommends high frequency routes should be based around major roads and avoid encroaching on residential areas.

---

**Urban planners across the world seek to recreate what currently exists in this place: pathways, separate from traffic, linked to nature, within walking distance of residential areas. Open space that is used for active exercise, the enjoyment of nature and opportunity for connecting with other local residents adds to a community’s sense of well-being and safety. There is ample evidence of poor health consequences (obesity, decline in mental health, stress) when residents of a community do not have access to safe open space.**

---


Positive health initiatives compromised

The ‘road reserve’ has become an area well used by and important to many local residents.

- A recent study by the University of Western Australia’s School of Population found people living near high-quality open spaces were twice as likely to report low levels of mental distress. Typically, residents who lived nearby high quality open spaces enjoyed better mental wellness regardless of whether they used the park.  

- The road reserve is used by many local residents for recreational walking, riding, roller-blading, dog-walking etc and also by people local and from afar for active transit. It links people from the adjoining communities of Como, Karawara and Manning in a relaxing space. This aspect would be greatly compromised by bringing vehicles into the mix. Anyone who walks regularly would understand the different experience of walking when nearby traffic noise means conversation is impossible and the speed of movement disturbs contemplation.

- The dual use footpaths, although presently in deteriorated condition, form part of the bike path network used for active transport and commuting. The 2031 Draft, Capital City Planning Framework, 2011 includes it as part of the proposed strategic bike route. See Fig (iv): Strategic Bike Routes 2031

Fig (iv): Strategic Bike Routes 2031, Draft, Capital City Planning Framework, 2011, p48

---

15 Findings reported in article Mental Health Grows in Parks by Jayne Rickard, The West Australian, July 2, 2012
Little additional comment is needed other than to state the obvious: Cycling is being taken up with enormous enthusiasm as a popular health-giving, fun-giving and efficient transport activity. It is usually accompanied by a conscious adoption of positive health lifestyle.

- **The ‘road reserve’ is an important exercise, rehabilitation and peaceful zone for frail, elderly residents.** The paths around the reserve are used by elderly residents from the Meath Care complex and the nearby Collier Village retirement units. The paths provide a safe space, separated from traffic, for exercise (including walking with assistance for rehabilitation purposes) and enjoyment throughout the course of the day. This amenity is extremely important in maintaining health and well-being for our senior citizens.

- **The ‘road reserve’ is of historical significance to Indigenous residents.** The Collier Golf Course is a very beautiful space based around areas of permanent water. The area it is built on is part of a larger area which has historical significance for the descendants of the Indigenous people who lived in this area and knew it as a special place. Some local descendants have told us it is important to them to be able to walk through this area sensing the seasonal changes and not be walking in a built or artificially lit landscape.

The natural environment of the ‘road reserve’ is valued and used extensively by local residents in ways that build positive mental and physical health. The proposed bus-only link road would not only jeopardise these initiatives, the JMH Action Group believes the environmental space would be so altered and compromised it is unlikely that it would deliver anywhere near the amount of positive health outcomes it currently delivers.
Proposed rapid transit route destroys significant natural environment

The Natural environment of the road reserve is used and valued by the local community but is also significant in maintaining the health of the expansive ecosystems of the Swan Coastal Plain

It is a significant bird corridor for endangered & migratory birds

- The ‘road reserve’ referred to at the junction of Jackson Road, Murray Street and Henley Street, despite its deteriorated condition in the last few years, is a significant corridor for wildlife and a particular route and feeding ground close to roosting sites for the endangered Carnaby’s Cockatoos and Forest Redtail Cockatoos. Collier Golf Course is one of the most significant roosting sites on the Swan Coastal Plain.

Across the plain Town and City Councils are actively planting suitable trees in their districts to support the food and habitat needs of black cockatoos as part of a combined land management initiative supported by government and interest groups to combat habitat clearance and fragmentation. The loss of the Jackson Murray Henley road reserve in the City of South Perth would definitely diminish the local habitat amenity for these endangered cockatoos. Indications in the last several years are that numbers of Carnaby’s Cockatoos across the Swan Coastal Plain have been dropping sharply as habitat is lost, increasing pressure on the remnant habitat. The

- Carnaby’s Black-Cockatoo is a large, white-tailed black cockatoo. The south-west of WA is the only place in the world where it occurs. It is found across south-western WA from Geraldton to Esperance.
- Carnaby’s Black-Cockatoo has declined across a third of its historic range. For example, it no longer occurs in the central wheatbelt. Because of the loss of vegetation and other threats, such as the fragmentation of their habitat, the numbers of Carnaby’s Black-Cockatoos have declined by at least 50 per cent over the past 45 years.
- Carnaby’s Black-Cockatoo is a threatened species. It is listed as threatened internationally, federally and under WA State law. It is listed as Endangered under the International Union for Conservation of Nature (IUCN) Red List, Endangered under the federal Environment Protection and Biodiversity Conservation Act 1999 and as rare and likely to become extinct by the WA State Wildlife Conservation Act 1950.
- Most Carnaby’s Black-Cockatoos breed in the wheatbelt, and most return to the coast or to the Swan Coastal Plain and Perth region in the non-breeding season. Because of this they are vulnerable to increasing vegetation clearance in areas that are being developed for housing and industry.
- The Swan Region provides critical winter feeding habitat for northern and western populations of the cockatoos. The 2012 Great Coky Count (organised by BirdLife Australia in partnership with the Department of Environment and Conservation) shows there is a decrease (40% since 2010) in the number of active roosts south of the Swan River.

from BirdLife Australia media release (Ref 003/12) 13 August 2012
findings from the 2012 Great Cocky Count indicate a decrease of 40% since 2010 in the number of active roosts south of the Swan River.

- Endangered New Holland honeyeaters are amongst the many other birds seen regularly in the reserve.

- Each year strikingly coloured pairs of migratory Rainbow Bee Eaters have traditionally built nests and raised young in the relatively undisturbed sand of the reserve (last photographed in late 2010). They travel long distances southwards to arrive in approx Oct-Nov and depart around March. This welcome annual event is quietly noted and enjoyed by local bird watchers – a marker and indicator of the health of the natural environment. The birds like lightly timbered country in close proximity to permanent water. (found on nearby Collier Golf Course)

Members of our Group have indicated they are happy to plant more trees for habitat on this reserve, and initial approaches to the relevant City of South Perth Officer have been positive.

Summary statement about health and environment:

The JMH Action Group represents the community view that irreplaceable, desirable amenity for vibrant, sustainable, environmentally healthy living would be lost if Henley Street and Jackson Road were joined. Such amenity is worth safeguarding as a significant resource for the whole area and future populations as the district changes to support the new developments envisaged. Long term sustainability measures include good public transport, good environmental health and good public health.
There are alternative routes for the short term bus solution.\textsuperscript{18}

- The most obvious and suitable route is for buses to be diverted from Canning Bridge Station directly onto Manning Road via sequenced traffic lights or reconfigured lanes that give bus priority turning. There is no technical difficulty in doing this as the infrastructure is already in place. It uses an existing major transport corridor, hence sees no incremental community impact from greater traffic. Although it can only be considered a temporary solution in terms of the predicted growth of the Bentley Precinct, attention given now to developing the capacity of Manning Road to providing in the future a dedicated bus lane would pave the way for a long term community friendly sustainable solution rapid transit link. A logical evolution from buses to the preferred and more efficient light rail would be possible along this route.

The Manning Road route is supported by the Waterford Plaza Shopping Centre which has substantially completed its redevelopment schedule of a 30-50\% increase in retail space, car bays, specialty tenancies and extension of services – all designed to meet the changing demographic of the Bentley Precinct and already successfully attracting a large increase in patronage.

The JMH Action Group has also received strong indication from Curtin University that they too support the Manning Road option. Given that the nearby Clontarf Aboriginal Campus is similarly expanding and consolidating it is clear that the demand for rapid public transport is better met by a route along Manning Road. The JMH Action Group urges the State Government to adopt an integrated plan for public transport in preference to any short-cut or piece-meal strategy that has permanent negative consequences for our community.

- High frequency buses travelling to Bentley Technology Precinct and Curtin University could travel from Canning Bridge Station via Canning Highway to turn right into South Terrace and subsequently a right turn into Hayman Road – delivering passengers directly to their destinations.

Traffic movement on the four-lane Canning Highway is limited to a maximum of 60kmh and moderated by traffic lights. The right turn lane at South Terrace is the third set of traffic lights travelling eastwards from Canning Bridge Interchange. Buses could travel very efficiently along this route with timed lights and have direct entry to the north-west gateway of the Technology Park.

\textsuperscript{18} See appendix 3 for a table version of these and other potential solutions.
• Alternatively buses could proceed from Canning Highway down one of the Como Avenues – avoiding the primary school in Monash Avenue – and connect via a bus-only-link directly to Hayman Road. The JMH Action Group regards this solution too as highly contentious and least preferable, as it would be only shifting the problem to other streets designed to be residential.

• Light rail has been under discussion for some years and, with its vastly superior carrying capacity and fuel efficiency when compared with road-based public transport services, has excited the imagination of the community as an effective and desirable mode to create our sustainable expanding urban environment. It was disappointing when the State Government announced in May 2012 that implementation of the conceptually advanced Knowledge Arc Light Rail plan for Perth would relegate the Bentley Precinct line to ‘phase two’ – somewhere post 2020 – and instead prioritise the north-east line from Mirrabooka to the city. A concept plan for the Knowledge Arc Light Rail published in 2010 by Curtin University Sustainability Policy (CUSP) Institute with Parsons Brinckerhoff and authored by Peter Newman and Jan Scheurer unmistakably demonstrated where the demand was greatest in the projected increase of key activity nodes in the next 10-20 years. (see map below). East Perth/WACA, WA (Bentley) Technology Park and Curtin University were clearly increasing exponentially with a projected 30,000 in the Bentley Precinct by 2029.

The JMH Action Group urges the State Government to continue to plan for delivering light rail to this area as a priority.

Map 1: Knowledge Arc LR T route with key activity nodes, specifying projected changes in numbers of activities (residents, jobs and tertiary students) between 2009 and 2029 ¹⁹

---

¹⁹ From Newman and Scheurer et al, PB-CUSP, The Knowledge Arc Light Rail – Executive Summary, Parsons Brinckerhoff, April 2010, p4
APPENDIX 1: HISTORY OF THE ISSUE

Historically, the City of South Perth has considered extending Jackson Road, Karawara to Henley Street, Como and/or Murray Street, Como on three occasions, 1991, 1995 and 1997.

Each time the City has rejected the proposal.

1991. The South Perth City Council, on February 27th of that year, voted to join Murray Street to Jackson Road – Minute No. 37230.

The ensuing community protest registered through public meetings and consultation with the City of South Perth resulted in a traffic study being undertaken. Consideration of the traffic volume predictions for the year 2000 estimated by this study resulted in a motion being put to Council that Minute 37230 be rescinded. This was successful.

In a letter received by the secretary to the Murray / Jackson Concerned Citizens Group dated September 11, 1991, the original of which is in the possession of the JMH Action Group, it is stated that the Council resolved the following:

“That

a. after careful consideration and discussion of the comprehensive Traffic Study report by BSD Consultants, and taking into consideration the effects of the linking of the following roads on the quality of life for residents within the City of South Perth as a whole, no road links be made between

Murray Street and Jackson Road,

Murray Street and Henley Street,

Jackson Road and Henley Street.

And that the Council’s road hierarchy be amended to reflect the resultant change of status of the roads affected;

b. In the light of the Council’s decision not to proceed with the Murray / Jackson/ Henley road link, the Principal Planner be instructed to submit a report to the Works, Finance and General Purposes Committee on the necessary procedures to be implemented to ensure the subject land cannot be used for road purposes at any future time.” End of quote

Unfortunately, this decision was allowed to lapse without the knowledge of the community and no action was taken. The strong community sentiment, which produced the above decision, remains to this day.
In the interim period, the original road reserve has been absorbed into the Collier Park Golf Course on the northern side of Jackson Road. This section of the Course has just had a recent and costly upgrade. Jackson Road is designated a local road.

In 1995, some residents in MeathCare Retirement Village requested consideration of improved access to Como and South Perth.

In 1997, The South Perth Church of Christ – now known as Lifestreams Christian Church – requested consideration of joining Jackson Road to Murray Street to improve access to the church.

These requests brought strong protest from the local community, the Parents and Citizens Association of the Como High School (now known as Como Secondary College) and the Association of Residents and Ratepayers in Karawara.

In a memorandum to the Manager, City Planning from the Executive Manager, Works Division dated 9 September 1997, No: TS22/97, the final paragraph reads:

“The Officers report in 1995, in respect of the road link Murray Street to Jackson Road, included the statement “...there is no new evidence that has come to Council’s attention that would necessitate a change from the current position as outlined in the 1991 resolution”. I believe the statement above is as valid today as then and can equally be applied to the road link through Murray Street to Henley Street.”

2011 - City of South Perth response to the State Government’s draft proposals to link Henley Street, Como to Jackson Road, Karawara:

In a decisive vote at the full Council Meeting in August 2011, the draft proposal currently being considered by the State Government and requiring the joining of Henley Street to Jackson Road was defeated by 10 votes to 2 votes.

COUNCIL DECISION ITEM 10.3.3 (ORDINARY COUNCIL MEETING AUGUST 2011)

The Mayor put the Motion:

That the Council’s submission on the draft Capital City Planning Framework comprising Attachment 10.3.3 hereto be adopted and forwarded to the Western Australian Planning Commission, with the addition of the following paragraph under the heading “Jackson/Henley”:

“Jackson/Henley”:

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”.

CARRIED (10/2)

(Extract from the Minutes of the Ordinary Council Meeting of August 23, 2011)

In the document “Capital City Planning Framework”, Manning Road is only designated with the note ‘investigate alternative route”. There is no indication that this investigation has been undertaken: the focus in the document is on joining Henley Street and Jackson Road.

The main argument for such linking is to reduce the time of bus travel from the Canning Bridge station to Curtin University and Technology Park.

The concept in the draft plan, released in July 2011, is to join Henley Street (Manning / Como) to Jackson Road (Karawara) to support bus services “in the short term” to Curtin University to be ultimately superseded by the light rail network through Victoria Park. The JMH Action Group believes that such a major development would be so detrimental to the locality that it could not be considered as short term.
APPENDIX 2: SOME HEALTH EFFECTS OF TRAFFIC EXPOSURE

Urban air pollution is higher in proximity to transport routes especially near busy or congested roads (1). People living within 300 metres are often exposed to higher levels of pollution including particulate matter, nitrogen oxide and carbon monoxide. (1,2,3)

A large body of evidence supports a strong relationship between significant health impacts and air pollution exposure even at relatively low levels (4,5). These include: asthma onset in childhood and asthma exacerbation(6,7); other respiratory symptoms (6,8,9); impaired lung function (10,11); eye, nose and throat irritations (12); hospital admissions (10); cardiovascular mortality and morbidity (3,6,7,8,10,13); and increased mortality and incidence of cancer (12). Recent research conducted in California indicates that at least 8% of childhood asthma in Los Angeles County can be attributed to traffic-related pollution at homes within 75 metres of a busy roadway (3). People with existing cardiopulmonary illness and respiratory illnesses, children and older people are particularly at increased risk (12,14).

A recent report in the Journal of the National Cancer Institute (2012) presents evidence that particulates from diesel exhaust exposure are now classified as carcinogenic. There is a dose response relationship of exposure to diesel exhaust and lung cancer, with occupational exposure posing the greatest risk. It is acknowledged that it will take many years to replace existing fuels and vehicles with those that meet much more stringent safety standards (15).

This evidence has implications for the location of busy vehicle routes, especially truck and buses, away from residential neighbourhoods.

REFERENCES


Prepared for the use of the JMH Action Group by Professor Peter Howat
Director, Centre for Behavioural Research in Cancer Control, Curtin University Aug 2012


**APPENDIX 3: POTENTIAL SOLUTIONS TO CANNING-CURTIN TRANSPORT CHALLENGE**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Description</td>
<td>Use bus only arrows at the Canning Interchange for buses to cross lanes directly into Manning Road.</td>
<td>Buses proceed down Henley Street to Ley Street and pass by James McDougall Park to Manning Road.</td>
<td>Elimination of Henley-Jackson road reserve and adjoining nature reserves to provide for major bus route along residential street, followed by longer term development into medium density traffic corridor.</td>
<td>Light rail link developed along Manning Road to Curtin University. Potential for extension beyond university in a loop through South Perth or Victoria Park and across to University of Western Australia.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Community impact</th>
<th>Low. Uses existing transport corridor, hence sees no incremental community impact from greater traffic.</th>
<th>Moderate. Some noise pollution for smaller number of residents compared with Henley-Jackson Bus Route:</th>
<th>High. Destruction of Henley-Jackson road reserve eliminates significant community and environmental facility:</th>
<th>Low. Uses existing transport corridor, hence sees no incremental community impact from greater traffic.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• No impact on exercise opportunities and bike transport routes.</td>
<td>• No impact on community centres.</td>
<td>• Health impact for local residents as exercise opportunities and bike transport routes are eliminated</td>
<td>• Health impact for local residents as exercise opportunities and bike transport routes are eliminated.</td>
</tr>
<tr>
<td></td>
<td>• No impact on wildlife corridors.</td>
<td>• No impact on children and reduced impact on the elderly (aged care facility).</td>
<td>• Community impact as key neighbourhood ‘meet and greet’ area is eliminated</td>
<td>• Community impact as key neighbourhood ‘meet and greet’ area is eliminated.</td>
</tr>
<tr>
<td></td>
<td>• No impact on wildlife corridors.</td>
<td>• No impact on children and reduced impact on the elderly (aged care facility).</td>
<td>• Environmental impact as key wildlife corridor eliminated</td>
<td>• Environmental impact as key wildlife corridor eliminated.</td>
</tr>
<tr>
<td></td>
<td>• No impact on children and reduced impact on the elderly (aged care facility).</td>
<td>• No impact on children and reduced impact on the elderly (aged care facility).</td>
<td>• Disproportionate impact on children (kindergartens and schools) and the elderly (aged care facility)</td>
<td>• Disproportionate impact on children (kindergartens and schools) and the elderly (aged care facility).</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transport outcome</th>
<th>Moderate. Less direct route than Henley-Jackson Bus Route offset by significantly higher speed of traffic.</th>
<th>Moderate. Slightly less direct route than Henley-Jackson Bus Route offset by fewer slow zones and smaller residential area.</th>
<th>Moderate. Benefits of direct route offset by required slow zones around kindergartens, schools, high needs care facility for elderly people and traffic calming to provide safe residential access.</th>
<th>Excellent. A long-term solution to multiple transport challenges including the movement of students to Curtin, movement of workers to the technology park and circulation of residents and visitors generally throughout</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Some impact for traffic using light sequence at Canning</td>
<td>May address capacity</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Evaluation</td>
<td>Interchange. needs for up to a decade.</td>
<td>May address capacity needs for up to a decade.</td>
<td>South Perth and Victoria Park. Likely to address capacity needs in the long term.</td>
<td></td>
</tr>
<tr>
<td>------------------</td>
<td>------------------------------------------</td>
<td>-----------------------------------------------</td>
<td>---------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Evaluation</td>
<td>A temporary solution with minimal community impact.</td>
<td>A temporary solution with moderate community impact.</td>
<td>A temporary solution with significant and lasting community impact.</td>
<td></td>
</tr>
<tr>
<td>Evaluation</td>
<td></td>
<td>A long term solution with minimal community impact.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
APPENDIX 4: ACTIONS TAKEN BY JMH ACTION GROUP

Since its inception in January 2011, the members of the JMH Action Group have been active in bringing their concerns and those of the local community before all levels of Government.

JANUARY 2011

- **A Submission** was prepared and sent to the WA Planning Commission opposing the long term plans of the Western Australian Planning Commission (*Directions 2031 and beyond*, pp 146 and 154) to link Jackson Road, Karawara to Henley St, Manning/Como (and possibly to Murray St, Como).

- **A Letter Box Drop** was made to all residents on Jackson Road, Karawara, Henley Street, Manning/Como, Murray Street, Como and adjoining roads raising community awareness to the issue.

- **The JMH Action Group Website** was established.

- **Contact was made with the CEO and residents in MeathCare Retirement Village**, which will be very negatively impacted by this proposal.

- **Ongoing Liaison with Mr John McGrath MLA**, Member for South Perth was established.

FEBRUARY 2011

- **Waterford Plaza Shopping Centre (Karawara)** Management opposed the proposal.

- **A Petition (989 signatures)** opposing the draft plan was prepared and tabled in the *Legislative Assembly, WA State Parliament* by Mr John McGrath MLA, Member for South Perth.

- **Contact was made with the P&C Associations** at Como Secondary College, Curtin Primary School and Collier Primary School as well as with the Management of the McDougall Park Kindergarten and the Gowrie Centre, Karawara. Representatives of the Group met with the Principal of Penrhos College. All these schools would be adversely affected by the draft plan to connect Jackson Road, Murray and Henley Streets.

- **Contact with the Shadow Ministers for Transport, Education and Planning was established.**

MARCH 2011

- **Mr John McGrath MLA** spoke in Parliament opposing the proposal to route light rail via Henley Street and Jackson Road.
• Minister for Education – a meeting was requested with the Minister but was not granted

APRIL 2011

• Hon Sue Ellery MLC, and Hon Lynn McLaren MLC visited the location where the roads would be joined. The issue was discussed with Hon Kate Doust MLC at a meeting in her office. The reporter from the Community Newspaper, the Southern Gazette was also shown the location.

MAY 2011

• Mr John McGrath MLA, Member for South Perth agreed to write to each of the Ministers for Education, Planning and Transport and to ask a question in the Legislative Assembly.
• Further contact was made with the local school P&C Associations and Penrhos College
• Mr Ben Wyatt MLA, Shadow Minister for Education, visited the location.
• Local Government Elections – Preparations discussed for activity during the lead-up to the October 2011 Election.

JUNE 2011

• Representatives of the Group attended P&C Association Meetings.
• Petition to the Legislative Council – preparations commenced.
• Canning Bridge Precinct Development and Canning Highway Reservation Study. Members became aware of these two developments and attended information sessions.

JULY 2011

• Perth City Transport Plan (Public Transport for Perth 2031) was announced. Consultation period extended until October 14.
• A second letterbox drop was carried out.
• Local Government Elections – a decision was made to meet with Mayoral candidates and candidates for the positions of Councillors.
• Como Community Action Group – contact was made.

AUGUST 2011
• Como Community Action Group – representatives of the JMH Action Group attended their meeting.

• 16/08/2012 – Agenda Briefing, City of South Perth

• 23/08/2012 – Council Meeting

• City of South Perth voted, 10 votes to 2 votes, against the draft proposal to join Henley Street, Manning/Como to Jackson Road, Karawara as proposed in the State Government documents “Capital City Planning Framework” and “Public Transport for Perth 2031”.

SEPTEMBER 2011

• Local Government Elections – meetings with the candidates was the focus for the month.

OCTOBER 2011

• “Public Transport for Perth” – a submission prepared and sent. It was also distributed to the Minister for Transport and all Shadow Ministers and members representing the South Metro Region, Legislative Council as well as John McGrath MLA, member for South Perth.

• Legislative Council – Questions were asked by Hon Lynn McLaren, based on the submission, in the Legislative Council

• Traffic Study – Area 12. This study was introduced by the City of South Perth. Not intended to include possible outcomes should the draft plans for joining Henley Street to Jackson Road eventuate.

NOVEMBER 2011

• Petition 144 – lodged with the Legislative Council and tabled by Hon. Kate Doust MLC.

• Bike Plan, City of South Perth – introduced for community consultation.

• Local Government Review panel established to explore Local Government Reform.

DECEMBER 2011

• JMH Action Group did not meet
FEBRUARY 2012

- **Petition 144 – Legislative Assembly.** The process of considering the petition by the Standing Committee on the Environment and Public Affairs continued.

MAY 2012

- **Petition 144 – Legislative Assembly.** It was decided not to pursue the matter further as a decision on the draft proposals was some time in the future. The JMH Action Group became aware of the proposal by the Department of Transport to conduct another traffic study in the area. The Group requested assurance that it would be considered as stakeholders.

The JMH Action Group continues to meet regularly. Members will be active in the community consultation process of the current Traffic Study commissioned by the Department of Transport which commenced in October 2012. The study will consider all options for connecting Curtin University to Canning Bridge Interchange by public transport.
APPENDIX 5: LIGHT RAIL CONCEPTS

Map 1: Knowledge Arc LR T route with key activity nodes, specifying projected changes in numbers of activities (residents, jobs and tertiary students) between 2009 and 2029 (Newman and Scheurer et al)21

Potential future light rail route (also from Newman & Scheurer et al)

21 From Newman and Scheurer et al, PB-CUSP, The Knowledge Arc Light Rail – Executive Summary, Parsons Brinkerhoff, April 2010, p4
Information released by Government of Western Australia May 2012 about first stage development of light rail – now planned without its eastern leg extending through Victoria Park to Curtin University.