

## **PINJARRA ROAD — SAFETY ISSUES**

### *Grievance*

**MR D.A. TEMPLEMAN (Mandurah)** [9.48 am]: My grievance is to the parliamentary secretary representing the Minister for Transport, the member for Murray-Wellington. I am very pleased to be grieving to the member for Murray-Wellington, because I know, having spoken to him about these issues over a long period of time, that he is well aware of these concerns. My grievance is about safety issues on Pinjarra Road. Pinjarra Road is the major connector road between Mandurah and the Shire of Murray to the town site of Pinjarra. I want to focus first on the Serpentine Bridge in my electorate of Mandurah. Serpentine Bridge forms the municipal boundary between the City of Mandurah and the Shire of Murray and through to the new Perth to Bunbury highway. As members would be aware, Serpentine Bridge is the carriageway for Pinjarra Road across the Serpentine River. I wrote to the Minister for Transport in May about a safety issue that exists on Serpentine Bridge. My concern is that there is no safety barrier on that bridge for people who wish to cross that bridge on foot. I was there only a few months ago, talking to some older residents who lived across the bridge at Riverglades Resort. While I was there, some youngsters on horseback used that crossing, and it really scared me. As the member knows, traffic volumes on Pinjarra Road are increasing and, whether or not we like it, there are still many speeders. It really frightened me to see these 13 or 14-year-old girls on horseback actually crossing the bridge.

I have written to the minister, and I wrote back again in May. I got a response, and I thank the minister for that. His response referred to the cost and design of railing. It would apparently cost between \$210 000 and \$420 000 to upgrade the railing for both structures. I find that quite remarkable; to be honest, I would not have thought it would cost that much for a simple pedestrian barrier. This is a real issue, and as the parliamentary secretary knows, there are large numbers of residents living on either side of the Serpentine River Bridge, at Mandurah Gardens Estate and Riverglades Resort. There are also other people living along Pinjarra Road who traverse the bridge on their daily walks, and I am concerned about that. I would like the parliamentary secretary to respond to that and to support my urgent call for a pedestrian barrier.

The parliamentary secretary is well aware that there are many seniors living in the caravan parks and estates along Pinjarra Road. There are 221 residents at Mandurah Gardens Estate and 233 at Riverglades Resort, and a further 20 permanent residents at Mandurah Caravan and Tourist Park, 49 at Peel Caravan Park, and 52 permanent residents at Aqua Caravan Park. That is nearly 600 residents in total, and they are mostly seniors. The concern is that these residents access Pinjarra Road either from the connector roads or by direct access. With the imminent opening of the Perth-Bunbury highway, and because Pinjarra Road and Gordon Road are the main highway connector roads, we will see a huge increase in traffic volume along Pinjarra Road. That means that there are major concerns about the safety of access onto Pinjarra Road from the following connector roads: Riverside Drive, Ronlyn Road, Husband Road—I will come back to that one—Furnissdale Road, Watson Road, Jannali Road, Dunkerton Road, Goodooga Road, Davis Road and Greenwood Way, which is a looped road. I have looked at these intersections, and a number of them lack appropriate street lighting.

The Shire of Murray has written to me to highlight its concern about this matter and to advise that it was having ongoing discussions with Main Roads. There are some left-hand slipways, as the parliamentary secretary knows, for residents and users of those connector roads to get on and off Pinjarra Road. However, not all of the connector roads have slipway access. A number of residents from Greenwood Way contacted me to highlight the fact that on the eastern side of Greenwood Way—the on connection to Pinjarra Road—there is no right-hand turn into Greenwood Way if one is coming from Pinjarra. Their concern is that if one wishes to turn right into Greenwood Way—particularly at night—one would be blocking the right-hand lane traffic, because there is no right-hand turn median slipway. The people who have contacted me are very concerned about that, in particular a father who contacted me. The parliamentary secretary will probably be aware of the person to whom I refer—he was very concerned when he made contact with me about it—and I think that area certainly needs an upgrade. I know that the parliamentary secretary is aware of my concern. I will return later to the matter of Ronlyn Road and Husband Road. It is very important that urgent work is done on those roads also.

In conclusion, I am very keen to see the construction of a pedestrian rail on Serpentine River Bridge. We need to look after the seniors in the area and their access ways. I am asking for an urgent audit by Main Roads of all these intersections, and I would like it to be done as soon as possible. Obviously, the provision of public transport is also very important, but we need to urgently address the safety concerns of this section of the community.

**MR M.J. COWPER (Murray-Wellington — Parliamentary Secretary)** [9.55 am]: I thank the member for Mandurah for his diligence in bringing this matter forward. This section of road was in my electorate prior to the last election, and I took this matter up with the minister of the day. I share the member's concern about the Serpentine River Bridge. There has already been a death at that particular intersection—I think it was Christmas

Day or New Year's Day some time ago—and a young local lad perished at that location. The accident was not a pedestrian incident, but the Serpentine River Bridge is nevertheless an area of concern.

It is very timely for the member to bring this grievance to the house. I am negotiating a meeting with Main Roads and other interested parties, including the shire council, to discuss a safety audit of that entire section of road on a number of fronts. One concern is the provision of infrastructure; I refer specifically to a gas main that is truncated at the Serpentine River Bridge. I have been pushing for some time to have that gas main extended to North Yunderup, South Yunderup and beyond. Pinjarra Road is the busiest provincial road in Western Australia, outside the metropolitan area of Perth. There are in excess of 16 000 vehicles travelling along it each day. I received a note from the Minister for Transport's office to say that the volume of traffic was not expected to increase. I do not subscribe to that point of view, and I am sure that the proof will be in the pudding in a matter of only a few weeks. As I say, it is very timely for the member to bring this grievance to the attention of the minister.

Action has been taken by the previous government, the federal government and the current government in the wise decision to build the North Mandurah access road. Members may be aware that the North Mandurah access road will be a direct link between the soon-to-be-opened Perth-Bunbury highway and Mandurah, for residents requiring access and egress to and from Mandurah. Over the next 18 months there will be a forced funnelling of traffic along either Pinjarra Road, Lakes Road or Paganoni Road; one can only expect that traffic congestion will be worse rather than better in the interim.

I share the member's concern about the number of seniors in that area. I am very pleased to have been associated with the establishment of the Spud Shed on Pinjarra Road, near Ronlyn Road. It is a great thing for the community as a whole; seniors will be able to go there to get their groceries. I have regularly seen people from the caravan parks walking along the footpath to get their groceries from that location, and it concerns me that the speed limit along that road is 80 kilometres an hour. The speed limit is decreased to 60 kilometres an hour at the Serpentine River Bridge, but it is a very busy road and it worries me that there is the potential for terrible things to occur.

Members may be aware that when I first stood for Parliament, my campaign office was in an old house near the intersection of Ronlyn Road and Pinjarra Road; it has since been demolished. Crashes occurred at that intersection on an almost daily basis. In fact, the statistics show that Ronlyn Road-Pinjarra Road is the number one concern in the Shire of Murray. I am very pleased to say to the member that this government has announced funding for preliminary works to go ahead this financial year, 2009-10. The member probably saw that in the budget papers. I am also very pleased to note that the minister has indicated, with the assent of my friend the Treasurer, a set of traffic lights will be installed at that location, as it has been identified as an area of major concern.

**Mr D.A. Templeman:** When will that happen?

**Mr M.J. COWPER:** At this time we are hoping the funding will be available in 2010-11. Preliminary works are going ahead in 2009-10 and I hope that it will follow on in the following year. Once the people at Main Roads have a look at the increased volumes, they will see that there is urgent need for that to occur.

The matter in relation to Greenwood Way is one that I am also familiar with. For those members who do not know it, Greenwood Way is a loop that comes back onto Pinjarra Road. Access is available only from Pinjarra Road by coming up to the most western end of the loop and turning right. The member says that there is no slip lane going into Greenwood Way. That is correct, and that is something that needs to be examined. I am aware, in the course of discussions with Main Roads, that Pinjarra Road is planned to go to a six-lane road. At this time there has been no preliminary work done on that. However, there will be the need to acquire land from the five-acre properties along that section of road, and I am confident that when the freeway opens there will be an urgent need to do so. I say to the member for Mandurah, as my neighbouring member, that I hope that when we sit down with the people from Main Roads to look at the project as a whole, we can address all the various issues that the member has raised and the ones that have come to my notice. I agree that an upgrade of that section of road is required and I hope that I will get the member for Mandurah's continued support for achieving a much safer road for people to use.

**Mr D.A. Templeman:** I am very happy to work with you on this.

**Mr M.J. COWPER:** Yes.