

**LAKELANDS, MANDURAH — TRAFFIC MANAGEMENT**

*Grievance*

**MR D.A. TEMPLEMAN (Mandurah)** [9.14 am]: My grievance this morning is to the Minister for Transport and concerns a very important issue for the residents of the booming Mandurah suburb of Lakelands and the parents and students who access the two schools in that locality. Lakelands is a major suburb in north Mandurah. In the past 10 years, it has grown from a community of a few dozen people to a population of more than 3 000 residents. The demographics include many first home buyers, a large number of young families with children and retirees. It has a very large retirement village called Lattitude Lakelands, which, in itself, houses more than 400 residents. The suburb is located between Mandurah Road on the west and the Perth–Mandurah rail line to the east. The only entrance into and out of Lakelands from Mandurah Road is Catalina Drive. Catalina Drive carries the traffic into and out of the suburb and there are no traffic lights at its intersection with Mandurah Road. Indeed, Catalina Drive is extremely busy. There are two schools in the area—Mandurah Baptist College, with 1 200 students and Lakelands Primary School, which, when it is fully operational next year, will have more than 450 students, compounding the volume of traffic and the safety concerns of the residents of Lakelands.

At peak times Catalina Drive is expected to carry residents leaving the suburb for work and other day-to-day pursuits and their return, as well as the huge number of parents who drop off their children at Mandurah Baptist College. Some students at the college drive themselves to and from school and they, too, have to contend with the congestion and unsafe access in and out of the estate. A huge traffic volume converges on the intersection of Catalina Drive and Mandurah Road. Mandurah Road continues to be a high-traffic volume road with an 80-kilometre-per-hour speed limit at the intersection. Apart from the traffic turning into the estate via this intersection, much of the traffic exiting the suburb turns right across oncoming traffic. This includes the numerous school buses that take children further north to where they live. Of all Mandurah Baptist College's 1 186 students, only 195 come from Lakelands; the remainder come from the north or the southern suburbs of Mandurah to access the school and, of course, they enter and exit the estate via the Catalina Drive intersection.

I asked the principal of Mandurah Baptist College, Ms Tracy Holmes, and the principal of Lakelands Primary School, Mr Jim Bell, to provide me with data on student numbers. I thank them and their staff for assisting me with the collection of this important data. The data from the student survey conducted by Ms Holmes in March this year is telling in determining where her students come from. I will provide that data to the Minister for Transport. However, as the minister will see, the remainder of students come from suburbs further south and north of Mandurah.

The Catalina Drive intersection is very dangerous. To my understanding, Main Roads has no plans to install traffic lights at the intersection in the near future. I understand that the intersection will be upgraded and traffic lights installed only when proposed Road B, which will run from Mandurah Road across to Mandjoogoordap Road, is funded and constructed, which could be five to 10 years away. The funding for Road B is not in the forward estimates and, in the meantime, the safety concerns about and congestion at the intersection will only get worse. I appeal to the minister to act on this issue immediately and to provide the necessary funding to have this intersection made safe with the installation of traffic lights. Yesterday, the minister said that Butler train station had been completed on time and under budget by \$20 million. Perhaps the minister can use some of those dollars on the intersection to ensure the safety of the residents of Lakelands and those who visit the suburb, including the students, parents and staff of the schools, all of whom deserve for their safety to be given top priority. There is only one road in—that is the crucial point I highlight to the minister.

In addition, I appeal to the minister to look at having Main Roads contribute funding for the creation of a four-way intersection further north at Madora Beach Road. There is currently a three-way intersection with traffic lights at Madora Beach Road that enters Mandurah Road, but there is a need to extend Banksiadale Gate to connect with this intersection, thereby creating a safe traffic-light controlled exit and entrance into Lakelands. It would also remove a huge amount of pressure from Catalina Drive and reduce the volume of traffic from roads such as Yindana Boulevard, which is a major north–south road within the estate. It would also be a safer entrance to and exit from the estate for buses, including the many school buses that transport students to Mandurah Baptist College.

I understand that an upgrade to this intersection would cost around \$3 million. Main Roads is saying that the developers should pay for it all, full stop. That is what it is telling me, or what I understand to be the case. But this is now about safety, and about ensuring that the people of Lakelands and those who come and go from Lakelands, for whatever reason, are looked after. Peet Limited has assured me as the developer that it would fund half of the \$3 million. The government, in my view, should fund the other half.

I just cannot stand by—I really cannot, I am really concerned about this—to see the safety of my constituents in Lakelands, the visitors to the estate and, of course, the students, parents and staff who attend the two schools to be compromised. The Catalina Drive intersection is now extremely dangerous. I do not want to see a major accident that will finally prompt action from Main Roads and the government. I really plead with the minister to take action on this matter; it is the most critical road safety issue for me in my electorate at this time. I am happy to work with the minister by providing any information in order for the minister to achieve what I am requesting. I would like to table—I will give the minister a copy—the statistics of where the students from Mandurah Baptist College come from, so he can see that they come from outside of the actual location.

**The SPEAKER:** You can table that for the duration of the day’s sitting.

**Mr D.A. TEMPLEMAN:** Yes, I would like to do that. Thank you.

[The paper was tabled for the information of members.]

**MR D.C. NALDER (Alfred Cove — Minister for Transport)** [9.22 am]: I thank the member for Mandurah for raising this matter with me today. I am familiar with the Lakelands estate. We take safety very seriously. As the city transforms, we face challenges everywhere across the city and it is a matter for the government needing to understand the area then prioritise the order in which we tackle issues.

The member has previously raised concerns about the situation, and wrote to the former minister in June 2013. The Lakelands estate is a major subdivisional development located in the northern part of the city of Mandurah and to the eastern side of Mandurah Road. The developer is Peet Ltd, which the member mentioned. Most of the access to the estate is via Mandurah Road, which we understand is the only road currently allowing traffic in, and abuts the western side of the development. Three connections are proposed from this road and further connection is proposed from Mandjoogoordap Drive, as the member again mentioned. Only one connection has been created to date, and we understand that is via Catalina Drive. I do note that the development has been allowed to proceed to a point where additional connections are required. The net result is a significant queuing on the side of the road in peak hours, particularly during that school pickup period, as the member mentioned.

I understand that there should be some improvement in the current situation. I am advised that a subdivision approval has been granted by the Western Australian Planning Commission which includes a new connection to Mandjoogoordap Drive from the Lakelands estate. The future construction of this new access will also reduce traffic demands at the Catalina Drive intersection. I also understand that in peak times, alternate access to Mandurah Road is available to the south at the traffic signal-controlled intersection with Broadstone Vista and Lord Hobart Drive connecting to the Lakelands area via Kirkland Way. This route is rather convoluted and hence not attractive to local residents.

I would make the point that the resolution on this issue rests largely with the developer, Peet Ltd, as we have talked about. The standard arrangements for new residential developments see the provision of the additional roads as the responsibility of the developer. Once constructed, these roads become the responsibility of local government. In this instance, the responsibility for providing additional access roads for the Lakelands estate clearly rests with the developer, and the time frames for the provision of these roads would have been agreed to and set down between the local government authority, the WA Planning Commission and the developer, Peet Ltd, during the development approval process.

In view of the Peet Ltd proposals and requirements to construct the new connection via Lake Valley Drive and other connections as the development progresses, Main Roads advise me that it is not considered necessary to construct the Banksiadale Road connection. Main Roads will continue to monitor the safety of the Catalina Drive and Mandurah Road intersection and will consider further responses, such as traffic signalling, if there are further delays in developing those other connections. This is not desirable, given the costs involved and the fact that this intersection will need to be moved further south in the longer term. Although these matters fall largely outside of my department’s responsibility, I will undertake to request that Main Roads approach the developer to inquire into its current plans to see whether there is any capacity to bring forward those roadworks that may alleviate some of the issues the member for Mandurah has raised here today.

**Mr D.A. Templeman:** If the minister has time?

**MR D.C. NALDER:** Yes.

**Mr D.A. Templeman:** What I really want you to do is to just find out how much work Main Roads has done on the costing of Banksiadale and Madora Beach Road. I really have to stress to you that the Catalina Drive safety issue is really serious. The worry I have is that we will have a serious accident, and then Main Roads will say, “Oh, maybe we should do something.” I just do not want us to get to that stage. The facts are that there are huge volumes of traffic, and next year, for example, there will be more kids, and you will see from the data I have provided, driving to the school because of the age; they will be turning 18. So we will have a perfect storm

developing where we will see the safety continually being compromised, given that there will be more novice drivers on the road turning in and out. It is dangerous. You are right: drivers do not want to go through to Lord Hobart Drive because it is a convoluted southern trip through a highly built-up residential area. Please, I am just asking, can you go back to look at Catalina Drive and bring it forward, because that Road B that Main Roads is talking about won't be in the budget today. It is not even on its radar at the moment. It could be 10 years or more away, and I cannot stand by to see the safety of Lakelands people compromised.

**MR D.C. NALDER:** I am happy to commit to two things. One, as I said in my statement, will be to touch base with the developer to see where it is at in its plans; and I will also commit to getting a greater understanding of those issues the member just raised; and I am happy to work with him to gain a greater understanding and also to get further responses from the department.

**Mr D.A. Templeman:** I appreciate that; thank you.

**MR D.C. NALDER:** Thank you.