

**GLEN IRIS**

*Grievance*

**MR D.T. PUNCH (Bunbury)** [9.58 am]: My grievance is to the Minister for Transport, and I thank her for accepting the grievance.

When the McGowan government came into office, it came with a strong commitment to the City of Bunbury to grow the City of Bunbury as the state's second city, look at the quality of life and liveability of the city, and, in so doing, form the Bunbury Development Committee. The Bunbury Development Committee is made up of government agencies and local civic leaders, and they have a mandate to look at a number of specific projects within the city. One of those concerns the suburb of Glen Iris. My grievance today concerns planning for the sustainability and liveability of this suburb, and, more specifically, road safety and efficiency issues that have come out of the work of the Bunbury Development Committee.

It is worthwhile taking a really good look at Glen Iris, because until we came into office, it was very much a neglected suburb. It sits to the north of Bunbury and is isolated from Bunbury by the Preston River. It is constrained on two sides, by Forrest Highway—the major highway coming into Bunbury from the north and south—and South Western Highway to the east, and also by heavy vehicle movements. This is a suburb of around 4 500 people. It was created back in the 1990s with a lot of promises about civic amenity, but those 4 500 people have very limited access to parks and have no recreation space. Their suburb lacks any sort of centre or village heart. All roads lead to one road, Vittoria Road, which has become a major source of concern for the safety and amenity of the people who live in that suburb, who deserve significant rewards. They are working families, many of whom are young and starting out with their first home, building their family and living in a suburb that is largely neglected and isolated.

Vittoria Road is a particularly interesting road. At the northern end is a major intersection onto Forrest Highway. At the southern end is an intersection onto South Western Highway. All the north–south feeder roads into Glen Iris come out onto Vittoria Road, which was originally envisaged as a village heart and a centre for the suburb. I have been on that road, which is about one kilometre long, during the busy rush hour, when traffic build-up from the south has overlapped traffic build-up from the north, creating complete gridlock. I want to talk about why that is the case. At the northern end, near the intersection with the Forrest Highway, is a very successful farmers market, located immediately on a left-hand turn from the intersection. It is very popular locally and incredibly popular with visitors. A lot of traffic to the farmers market turns into Glen Iris, does a left turn and gets caught up in blockages at the entrance to the farmers market. Traffic that turns right off Forrest Highway into Vittoria Road gets constrained by that build-up of traffic that is turning left into the farmers market.

Further down is Grace Christian School, which is both a primary and high school, with a lot of pick-ups and drop-offs; Djidi Djidi Aboriginal School, with a similar number of pick-ups and drop-offs; and, on the north–south linkage, Bicton Primary School. Three primary schools feed into the traffic on Vittoria Road at similar times. Recent developments, such as the step-up, step-down facility, which the McGowan government has delivered on, medical practices, and churches have been established. This is all without a sense of the future of Vittoria Road. This has all built up on what was originally a reasonable intersection, but has become an intersection that regularly fails, particularly on weekends.

At the other end, near South Western Highway, there is an equal build-up due to traffic that turns right onto South Western Highway and traffic that comes down from the north onto South Western Highway that wants to turn right onto Vittoria Road. Vittoria Road functions almost as a regional distributor road between the industrial centres to the south and Forrest Highway and the faster route into Perth to the north. It not only distributes local traffic, but also acts as a regional distribution road, which it was not designed to do.

For all those reasons, we now have a conflict, particularly with people who park on one side of Vittoria Road and try to access either the schools or the farmers market across a very busy road. It clearly needs significant consideration. I know that Main Roads, the Department of Planning, Lands and Heritage and the Bunbury Development Committee have been advancing planning for this area. I support and am very appreciative of that. My request is to hear how we can advance construction of the proposed roundabout at the southern end of Vittoria Road and get that moving so that local people can see tangible evidence of what is happening. We also need to start engaging with the community around road issues to the north and the Forrest Highway–Vittoria Road intersection, because that is a very topical subject for local people. We need to work in a way that will enable future development in the Glen Iris area to develop a village appeal, a sense of sustainability, walkability and safety, and into a suburb that people can feel proud of and really appreciate. It can be looked at from the point of view of long-term sustainability by introducing greening and traffic-calming measures, and by diverting traffic into a more appropriate system of management, particularly the intersection with Forrest Highway.

The previous government did some work to try to address congestion in that area by building the Eelup roundabout, but it totally forgot to address the issues that confront the Forrest Highway–Vittoria Road intersection. This

government's commitment to the Bunbury Outer Ring Road will make a significant difference to traffic in the future, but it is still a critical need to decide how we can get traffic management right and how that can facilitate sustainable planning to build a village centre within Glen Iris that will give those people a sense of community and so that it is not just a neglected suburb on the northern boundary of Bunbury.

**MS R. SAFFIOTI (West Swan — Minister for Transport)** [10.05 am]: I thank the member for Bunbury for this grievance. First of all, I can say that the member for Bunbury knows more about Bunbury than anyone I have ever met, particularly in that area. He has shown an absolute passion for and commitment to improving the amenity for those living in that area. He understands the potential growth that will happen. As the member outlined, Glen Iris is basically sandwiched between the two main corridors of Forrest Highway and South Western Highway. The farmers market down there is very successful. Anyone who has been down south has probably popped through that market. The range of products on sale has continued to grow, but that has created some significant traffic issues.

A commitment by the member for Bunbury that we have delivered on was the establishment of the Bunbury Development Committee to create a cross-agency approach to deal with some of these problems. Glen Iris was highlighted as a priority area. The member has been very proactive and we have spoken about the need to look at both short and long-term fixes for that area. It is true that the Bunbury Outer Ring Road will take some pressure off traffic movement along the Forrest Highway in that area. As the member knows, we will be making further announcements about it, but preparation for construction of that project is well advanced and it will remove some pressure. However, there will still be a need to improve the flow of traffic and safety. Of course, we have made a funding commitment to improve the South Western Highway–Vittoria Road intersection. The Forrest Highway–Vittoria Road intersection continues to be a challenge because of land constraints. We are working to see what we can do.

I will continue to work with the member, but after consultation with him and the agencies, we are preparing to deliver some short-term fixes to traffic problems over the next 12 to 18 months. We will look at how we can improve the turning capacity by changing how the traffic lights are signalled and seeing whether there is any room to increase the number of lanes. That will be tight, but we will investigate all those options. We will also look at what we can do with proposed developments in that area. The member realises that this is not a stagnant area and that it will be an ever-changing area with not only residential, but also commercial proposals. My notes outline that we expect the volume of traffic to continue, but the Bunbury Outer Ring Road will impact that. There will be new developments and complexities around planning for future rail corridors in that area. I also understand that this is a residential area and needs a greater heart, which I think is the word the member used. I know that the member has been working with a number of agencies to create a commercial centre for that area.

We will commit to working with the member in identifying some short-term measures, to be delivered over the next 12 to 18 months, which will improve traffic movements over the next 10 to 15 years. We will commit to planning the long-term fixes—in particular, the road corridors and the negotiations with the landowners and the community. At the meeting next month, we will work with the Bunbury Development Committee and the member on the short-term issues, such as the timing of the signals of the lights; any road improvements on Vittoria Road; supporting any proposed developments by giving certainty about long-term road corridors; and access for any new commercial developments. The member is keen to continue to support the requests of the Glen Iris estate to improve amenities in that area. They extend beyond my portfolio, but the member raised them directly with me—that is, the issues of parking, public open spaces and making sure that this residential subdivision for 4 500 people can continue to grow successfully, with access to quality parks, local commercial and retail businesses and the district.

We will commit to providing long-term certainty for road corridors and short-term improvements that will help stabilise the traffic issue over the next 10 to 15 years, noting that the Bunbury Outer Ring Road will reduce some of that pressure by firstly stabilising the traffic issue and then creating the certainty to allow future development and amenity to be brought to that area.