

Proposal for Priority Bus Lanes on Beaufort Street
Community information and consultation undertaken

Background

As part of the Public Transport Authority's proposal to the City of Vincent to introduce peak period bus lanes on Beaufort St, the PTA undertook to offer information to and canvass the views of the local community (both businesses and residents) who would be affected by the proposed peak period bus lanes.

This allowed the PTA to clarify its proposal, incorporate strategies to address some of the concerns raised and finesse the proposal towards a better outcome for both the PTA and the Mt Lawley community.

The consultation included:

Letterbox drop to local businesses and residents

Tuesday 29 October 2013 – 1,000 flyers were distributed to businesses and residents on both sides of Beaufort Street between Brisbane and Walcott streets. Flyers were also distributed on all side streets for two blocks along both sides of Beaufort Street.

Appendix 1: distribution area.

The flyer offered details on the proposal and invited community comment and attendance at an after-hours (to suit businesses) open information session on Wed 13 November 2013 in Mt Lawley.

Appendix 2: flyer

City of Vincent

The City of Vincent assisted in publicising the proposal and information session by publishing the information at its local library and on the city's Facebook page.

The Mayor, all councillors and CEO of City of Vincent were invited (via letter) to attend the information session.

Beaufort Street Network

As part of the PTA's ongoing relationship with the Beaufort Street Network, information on the proposal and an invitation to the information session was extended to its wide 300+ members.

Media

Monday 11 November 2013: The proposal was discussed on ABC radio, on Russell Woolfe's popular afternoon drive program. Claire Krol spoke on behalf of the PTA explaining the proposal and its benefits. Listeners were invited to attend the information session.

Information session on Wednesday 13 November 2013 (5.45 – 7pm) at the Forrest Park Croquet Club, Mt Lawley.

A small, but well-represented group attended the information session.

- Nigel Chartres resident
- David Andrews resident
- Lindy Markes resident
- Dean Cracknell Beaufort Street Network
- Dale Emery business owner on Beaufort St
- Milena Djurasinovic Eleni Evangel's office

Apologies were noted from the City of Vincent elected members and administration.

PTA was represented by:

- Greg Murison Project Manager
- Michael Somerville-Brown Program Manager Communications Infrastructure & Bus Priority
- Gary Meritt Service Development Manager (Transperth)

There were very few concerns raised, although there was some broad discussion on the use of public transport in Perth, and also complementary strategies to support the PTA proposal and improve bus services for commuters.

Concerns:

1. The PTA proposal would mean that X number of cars currently spread over two lanes would be compressed into one lanes, creating congestion in that lane.

PTA response: People adapt quickly. In the shorter term, that will likely be the case, then an equilibrium is restored as car drivers make decisions to use alternative routes, travel at different times or make alternative transport arrangements eg take public transport.

2. Will the bus lanes then create 'rabbit runs' down side residential streets and will this be monitored?

PTA response: We cannot predict this accurately. It is possible. But yes, the council will undoubtedly monitor via a road counter and respond to concerns raised by residents.

3. Lack of understanding over how other vehicles use peak bus lanes – during off peak periods; entering during peak periods to turn left; parking during off peak times.

PTA response: Most drivers already have good understanding of how to use bus lanes, but agreed that some public education could be beneficial. Also likely to have cues painted on the bus lanes that indicate time of applicability, eg “AM Bus Lane”.

4. Will parking bays be clearly marked in bus lanes?

PTA response: Yes, parking bays will be clearly marked.

Suggestions:

Complementary suggestions to the proposal include:

- Information flyers to educate on peak bus lanes and how they are used, for distribution via Beaufort St businesses/shops
- Information promoting Mt Lawley and local attractions to be located near bus stops on Beaufort St.
- Mt Lawley 'branded' bus stands along Beaufort St
- Intersection treatment on roads to delineate pedestrian or high activity area

Other suggestions:

- Electronic messaging on all buses to promote various opportunities along the different routes
- Expansion of free (blue) CAT services to include coverage to Mt Lawley
- Commuter education towards Smart Riders (to quicken boardings)

Conclusion:

Broadly, the PTA's proposal was supported by the community representatives who attended the information session. There were initially some reservations from Dale Emery, speaking as a business on Beaufort St, but the PTA was able to effectively address her concerns to the point of eliciting cautious support.

The PTA clearly articulated the benefits of the proposal, but indicated it was by no means a *fait accompli* – that the City of Vincent would consider the views of its community when considering the PTA's proposal.

Dean Cracknell, speaking for the Beaufort Street Network, commended the PTA for its initiative in seeking input from the local community and being open to ideas that could result

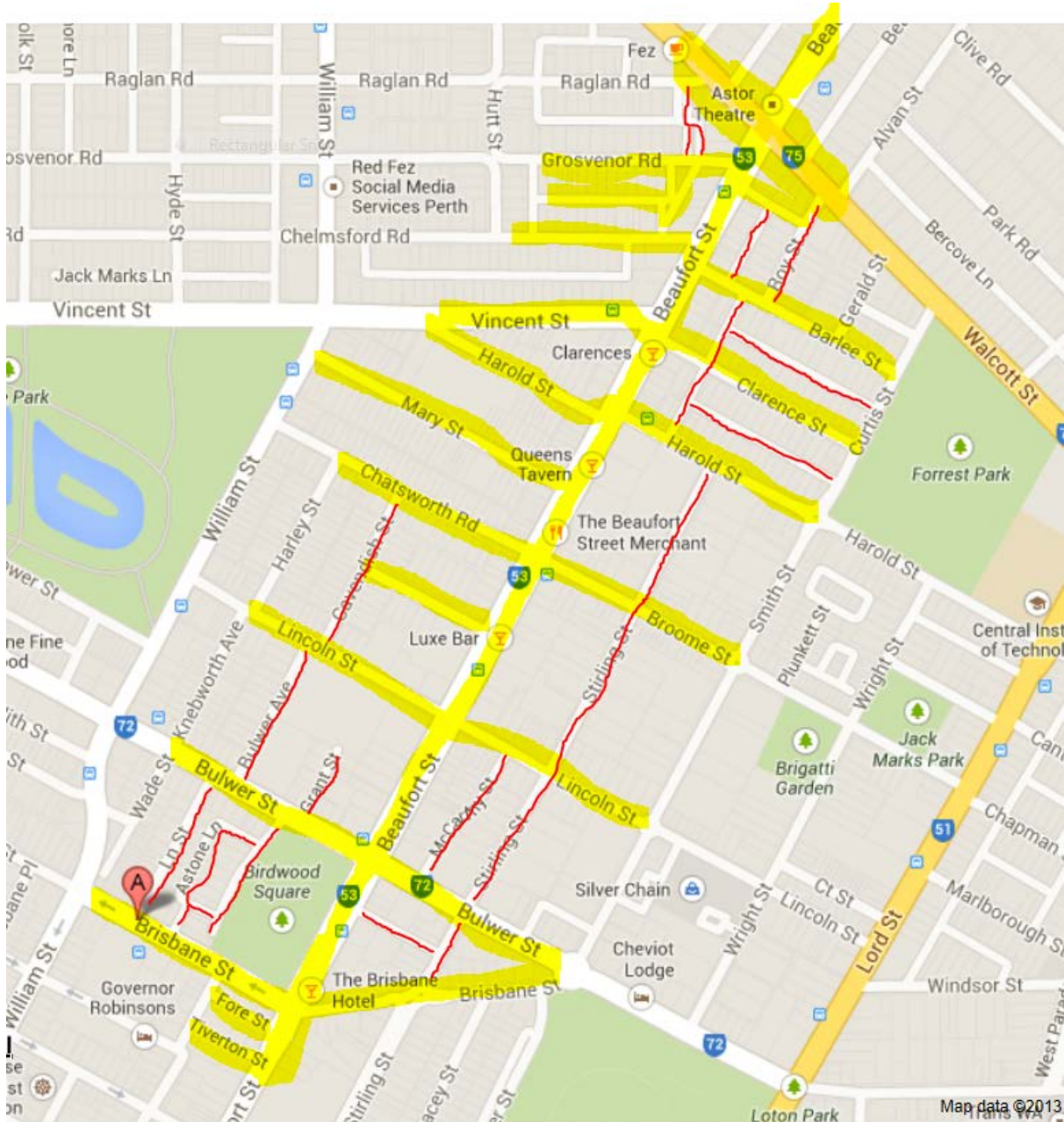
in outcomes beneficial to the PTA and the City of Vincent. On behalf of the Beaufort Street network, Dean was looking forward to working with the PTA to achieve a positive outcome from this proposal.

The PTA has undertaken to keep the community informed on the progress of this proposal.

(ends)

Appendix 1

1,000 flyers distributed to the marked streets – both in yellow and red.



Appendix 2: flyer

Proposed Peak Period Bus Lanes on Beaufort Street, Mt Lawley

The Public Transport Authority is looking at creating peak period bus lanes along Beaufort Street, Mt Lawley, to provide continuity to peak period bus lanes already servicing Beaufort Street running through Inglewood and Highgate.

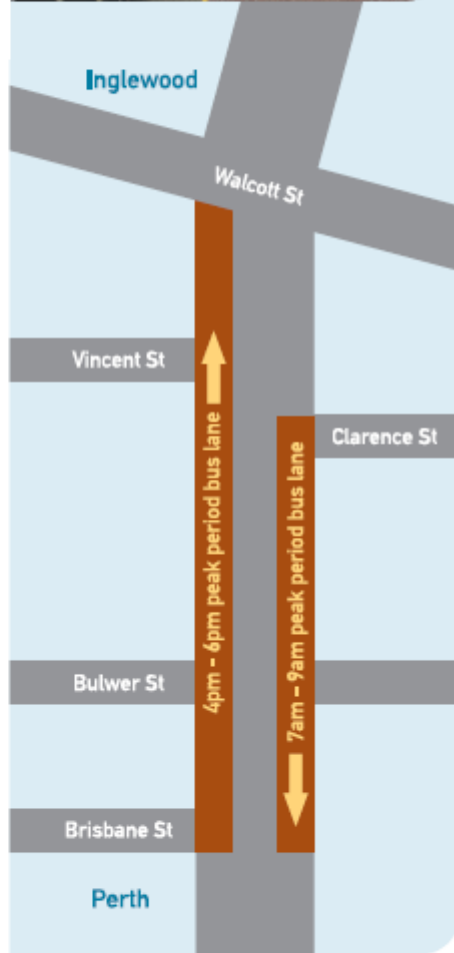
Where: Between Clarence St - Brisbane St (towards Perth)
Between Brisbane St - Walcott St (away from Perth)

When: The bus lanes only apply during peak hours 7am - 9am (towards Perth) and 4pm- 6pm (away from Perth)

Why: Peak period bus lanes will move more people on buses through Beaufort Street more reliably and efficiently.

Facts & figures: Beaufort St currently carries around 28,000 vehicles per day and 308 buses per day.

Peak hour buses currently run along Beaufort St approximately every three minutes, carrying approximately 1200 people every peak hour.



Myth	Fact
Bus lanes will ruin the vibrant atmosphere of Mt Lawley	Buses already run along Beaufort St every three minutes during peak period. There are already priority bus lanes at the Walcott St intersection, and from Brisbane St (towards Perth).
Peak period bus lanes will mean more buses on Beaufort St	There will be the same number of buses - they will just be able to move through congested traffic with fewer delays.
There will be significant and disruptive roadworks	Minimal roadwork is required - the road is already wide enough to accommodate bus lanes - just needs to be resurfaced to mark bus lanes clearly.
Bus lanes will cut into pedestrian and alfresco areas	There will be no impact on pedestrian and alfresco areas - the bus lane will be created within the existing road width.
Buses will speed along Beaufort Street	Buses must follow the speed limits as determined by law.
Cars are not allowed in bus lanes	Cars can drive in the priority bus lanes during off-peak times, and during peak times for 100m before turning left.

Community information session

We welcome your input and feedback on this proposal.

Wednesday, 13 November 2013

5.45 - 6.45pm

Forrest Park Croquet Club, 66 Harold Street, Mt Lawley

Please RSVP to projects@pta.wa.gov.au by Friday 8 November.



Public Transport Authority