

Liberal Party Highway Plan

The Liberal Party's Hidden Agenda

The Liberal Party proposes massive highway building in the Western Suburbs. The Cottesloe-Fremantle Highway, Fremantle Eastern Bypass, Roe Highway Stage 8 and the Fremantle-Rockingham Highway. The Liberal Party is economical irresponsible by proposing to waste around \$400 million on this unsustainable plan.

These highways will further cut people off from the coast, cause greater community severance and encourage greater car use. This will lead to even more pollution and noise and make us even more reliant on imported oil.

In addition to these proposed highways the Liberal Party supports (since 1998) a big upgrading of existing highways and roads,

- A flyover (grade separation) at the Leach Highway/Stock Road intersection.
- Widening of High Street in Fremantle.
- Duplication of Shelley Bridge.
- Widening Leach Highway (from Manning Road to Kwinana Freeway) to 8 lanes.

In 1999 City of Melville supported the Liberal Government re-classifying South Street to highway status. This was done to make it a direct truck route to Fremantle.

The Liberal Party's Fremantle Highway and Roe Highway Stage 8 would,

- Destroy the remnant urban bushland at Clontarf Hill.
- Impact on 6 schools (more noise and air pollution).
- Destroy dozens of homes in White Gum Valley, Beaconsfield and Hamilton Hill.
- Damage the Bibra Lake Wetlands and bushland and pollute the groundwater (Both the EPA and WA Planning Commission reject Roe Hwy Stage 8).

- Disrupt local travel patterns as most local east-west roads in Fremantle would be blocked. Other local roads would become dangerous as local traffic is funnelled onto the few remaining open roads.
- Damage the economy of local businesses due to community and local road system severance and disruption.

The Liberal Party also avoids telling people that its highway plan would result in,

- Canning Highway, High Street and South Street widened to become feeder routes for a new Highway.
- The existing Stirling Highway extension through East Fremantle widened to 6 lanes to cater for the increased traffic.

Remember the proposed Roe Highway extension through Fremantle's West End? The Liberal Party opposed the deletion of that mad highway plan when it was deleted in 1991.

The Liberal Party promised that the opening of the Graham Farmer Tunnel would improve traffic conditions at the Causeway. The reality today is the Causeway still suffers traffic congestion while already the 'Tunnel' suffers afternoon traffic congestion, just 4 years after opening.

Part of the problem is the Liberal Party has no integrated transport policies, just unsustainable road building plans.

If Australia wants to remain competitive it needs to begin the transition to sustainable transport like other countries. The challenge now is to invest wisely in transport infrastructure suited to the long-term. The TravelSmart (joint State and Local Government) traffic reduction scheme returns far more benefits to the community than road building. For every dollar invested so far there has been a \$30 traffic, health and environmental benefit.

Unfortunately, the Liberal Party's highway expansion plans ignore,

- ▶The costs of worsening air quality and health impacts from encouraging more cars and extra generated traffic
- ▶Effects of future fuel costs
- ▶Impacts of transport greenhouse gases
- ▶Benefits of improving public transport and giving commuters viable alternatives.