

Transport Action Coalition (TRAC)

**PO Box 356
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RE: Deletion of the Fremantle 'Bypass'

I understand that the Metropolitan Region Scheme Amendment for the deletion on the Fremantle Eastern Bypass has been tabled in Parliament and will be debated soon.

Please find enclosed information on the issue which you may find useful when debate occurs again. While there is a lot of information I am sure you will find it valuable.

Yours sincerely

TRAC
2003

Support for the deletion of the Fremantle Highway can be found in the following studies:

- Assessment of the Fremantle Eastern Bypass and the Preferred Alternative, March 2003. WA Planning Commission.
- Environmental Values Associated with the Alignment of Roe Highway (Stage 8), February 2003, Environmental Protection Authority.
- A Critical Review of the Fremantle Eastern Bypass, 1997. P Newman, et al. City of Fremantle.
- Full Costing of the Fremantle Eastern Bypass, 1997. M Lynch, F Laube. Geonomy Consulting, Murdoch University.
- The Social Impacts of Highways in Established Urban Areas, 1999. I Alexander, et al. City of Fremantle.
- Review of Major Road Proposals in the Western Suburbs, 1999. Nelson English, Loxton & Andrews Pty Ltd, Victoria.

The deletion of the highway reservation will:

- Ensure the remnant bushland of Clontarf Hill and associated green corridors are saved.
- Protect the amenity and safety of children at schools such as White Gum Valley Primary School, South Metropolitan TAFE and South Fremantle High School from the impacts of traffic. (The proposed Fremantle and Roe Highways would impact on a total of 7 education centres.)
- Protect the Perth community from the effects of increased air pollution caused by the induced or generated traffic effect of more highways.
- Protect the Fremantle community from increased noise, community severance and social dislocation (barrier effect) caused by more highways.
- Allow money from the sale of land, money from not constructing the highway and money not spent on highway maintenance to be used for sustainable transport. (The WA Planning Commission (2003) valued the highway land at \$100 million while construction would cost \$40 million).
- Help to protect the Bibra Lake Wetlands from the proposed Roe Highway.
- Help to protect Perth's groundwater from contamination and spills from the proposed Roe Highway.
- (The wetlands Roe Stage 8 is proposed to bisect are identified as high-risk acid sulphate soil danger zones in the WA Planning Commission's planning bulletin No. 64, Acid Sulphate Soils. Road and bridge building are identified as activities that should be avoided in these areas.)

Deletion of the Fremantle Eastern Bypass will underline the need for policies that will:

Increase Fremantle Port rail freight to at least 30% and remove trucks from urban roads.

Encourage a move away from our heavy reliance on oil based transport systems and use the current transport system more efficiently.

Deletion of the Fremantle Bypass highway reservation is consistent with the State Government's Metropolitan Transport Strategy 1995 (p.6) "...expanding the road system will not meet the regions (Perth's) long-term requirements".

Annual costs of the proposed Fremantle Highway would be \$27 million. This includes maintenance, property opportunity costs, accidents, air, noise and water pollution, community severance and economic loss to local businesses. (The True Costs of the Bypass, M Lynch, F Laube, ISTP, Murdoch University, 1997).

Highway Proposals and Melville Council

Melville Council has a policy which supports widening and upgrading sections of Leach Highway (eg, Shelley Bridge duplication, 8 lanes from Manning Rd to Kwinana Freeway and a flyover at Stock Rd.). The same policy supports widening High Street in Fremantle. (Technical Services Committee, October 1998).

Melville's Draft Transport Strategy of 2000 called for increasing the traffic capacity of roads in Melville.

In 1999 Melville Council supported a Liberal Government MRS Amendment which re-classified South Street to highway status.

Melville Council demands that old road plans must be carried through. However, it has never insisted that the 'Dalkeith-Nedlands' highway as envisioned in the Stephenson Plan be reinstated.

The former Liberal Government was prepared to delete the Stephenson Highway in the northern suburbs (West Australian, 9/11/02, p.67.) In 1997 it announced in Parliament that it was moving to delete part of the Fremantle-Rockingham Highway that ran through the Beeliar Park. Arguments used in favour of the above highways are the same as for the Roe Highway and Fremantle 'bypass'.

The former Liberal Government has already deleted part of the Roe Highway Stage 8 reservation. It rezoned the highway reserve (cnr Forrest & Stocks Roads) to urban in 1999.

Part of the Roe Highway, the section that was to run through South Fremantle and the West End, has already been deleted. That brought significant benefits to the wider community.

Further Pro-Highway Whoppers

In July 2003 Melville CEO claimed that the WA Planning Commission Fremantle Bypass report had been altered. No evidence was produced. (Sept 15)

SoS attempts to prolong the WA Planning Commission hearings failed when many SoS supporters withdrew from hearings.

Mike Board's (MLA), 10 000 person rally flopped when less than 1000 turned up despite significant publicity.

Failed Planning Ministers, Richard Lewis & Graham Kierath, attend WAPC hearings and argued for the proposed highways.

The Liberal Party claims that the Government must follow the majority of submissions (even though when in Government, the Liberal Party, ignored the majority of submissions on a number of MRS Amendments.)

The Government must presumably ignore the content of each submission, especially the misinformation that many of the opposing submissions were based on.

It also ignores the over \$80 000 allocated by Melville/Canning Councils to their mail and misinformation campaign. Over 90 000 pro-forma submissions opposing deletion were distributed throughout the LGA s of Fremantle, East Fremantle, Melville and Canning. Community groups supporting deletion had nothing like this level financial or logistic support.

Of the \$60 000 allocated by Melville, \$40 000 came from the CEO's 'discretionary fund' while \$20 000 came from general council coffers. Russell Aubrey, Melville mayoral candidate in 2003 and leading figure in the Liberal Party front group SoS, made the 'bypass' one of his main issues. It was coincidental that Russell Aubrey was one of the chief supporters of an increase in remuneration for the Melville CEO in 2003.

A committee, Sensible Long Term Planning, spent around \$20 000 on an approximately 95 000 glossy leaflet distribution (Fremantle Gazette, 10/12/2003, p.7) to the south metropolitan region. It contained remarkably similar misinformation to previous SoS claims. According to the Cockburn Herald, page 2, 29/11/2003 and Fremantle Gazette, 10/12/2003, p.7) 900 supporting forms were returned giving a support rate of 1%.

The WA Chamber of Commerce, having previously stated its support for highways through established suburbs, urban woodland and wetlands, produced a survey on the deletion of the Fremantle Highway. According to the Cockburn Herald 15/11/2003, page 7, the Chamber sent out 500 forms. Out of this 500 it received back around 88 surveys which supported its position. The Chamber can only claim around 18% support for its position.