



ON - TRAC



Transport Action Coalition Newsletter

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PO Box 356, Fremantle, 6160

TRAC is a community group which formed to seek environmentally sustainable solutions to regional traffic problems.

Rezoning of Fremantle Highway Land

Fremantle Council processes are now set up for an easy transition of the land in White Gum Valley and Beaconsfield when the State Government finally gets around to finalising its MRS Amendment to get rid of the Fremantle 'bypass' highway reserve.

Five Fremantle councillors tried to resist the move towards a better deal for residents and for progress towards a sustainable transport system. Some of these councillors hid behind technicalities about whether Fremantle's planning scheme should precede the State Government's planning amendments (despite being on record as supporting the highway.)

If they had been successful it would have ultimately denied us \$100 Million in land sales, around \$350 000 in annual rates and more green open space. Fremantle's rate base is already small. Failure to expand the rate base now could lead to above average rate increases in the future.

It would be interesting to find out whether these councillors would want to bring back the Fremantle West End Bypass. Remember the plan to bring Roe Highway through South Fremantle and into the West End? That too was once defended as an essential 30 year old plan. Its deletion has been a great advantage for the region.

The City of Melville, in the form of Deputy Mayor Trish Phelan, continued meddling by attending the Fremantle Council meeting and questioning councillors. Trish Phelan, a regular sight at pro-highway meetings around Fremantle, had the nerve to question some councillors about 'vested interests'.

You may remember the Melville funded pro-bypass misinformation campaign throughout the area before the last local government elections. Questions are being asked whether this constitutes intervention in another council's business and elections.

People in WA are not only getting short changed by State Government delays in deleting the highway reserve but also, Fremantle residents are being poorly represented by some of their councillors.

Results from the WA Planning Commission Report on the Fremantle Highway and the Alternatives.

ECONOMIC ASPECTS : The Stock Road option would return a very high Benefit/Cost Ratio of 5.07 compared to only 1.40 for the Fremantle Eastern 'Bypass' highway (FEB) and Roe Highway option. (page 8).

: The Stock Road option has a more even spread of benefits with greater time savings and better vehicle operating cost benefits. (page 9)

: There appears to be a compelling economic justification to support the Stock Road option over the FEB highway and Roe Highway option. (page 9).

SOCIAL ASPECTS : The FEB highway and Roe Highway option is likely to result in greater social impacts on heritage, visual amenity, property and community severance. (page 8).

: It is anticipated that based on the traffic modelling to date, the FEB highway and Roe Highway option will have greater noise impacts on the community. (page 8).

TRAFFIC ASPECTS : Stock Road option (with some improvements) are able to provide acceptable operation of the road network in 2031. (page 6).

: Leach Highway – Traffic changes between the options are relatively minor along Leach Highway and are not expected to require geometric changes to any intersections along Leach Hwy. (Traffic Impact Assessment, page 4).

: South Street – It is not expected that changes to the layout of signalised intersections will be required for any option. (Traffic Impact Assessment, page 4).

ENVIRONMENTAL ASPECTS : The assessment indicates that the environmental impacts of the FEB and Roe Hwy Stage 8 option are significantly greater than those associated with the Stock Road option. (Environmental Impact Assessment, page 35).

: The vulnerability of groundwater contamination from the FEB and Roe Highway option is higher due to the Roe Highway Stage 8 alignment which would extend through an area that has a Very High Vulnerability. (Environmental Impact Assessment, page 32).

Some Fremantle Concerns

- The Fremantle 'bypass' proposal would result in South Street (from Stock Road to Wood Street) being upgraded or widened to handle the expected increase in traffic as South Street would become a feeder road for any new highway. This would result in a loss of amenity in the Hilton Shopping precinct, a loss of heritage Norfolk Pine trees and increased health impacts from more vehicle pollution and noise.
- High Street would be widened. The proposed Fremantle 'bypass' would cut-off & block many local roads in the area. This would force people to use the few remaining main roads. In addition, more highways encourages more traffic, called induced traffic, and this will lead to High Street becoming one of the main feeder routes for any new highway.
- Carrington Road would also become a feeder route for the Roe Hwy Stage 8 proposal. This is because many local roads would be blocked-off forcing people onto the few remaining through roads.

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 from more highways.
- Protect the Fremantle community from increased noise, community severance and

social dislocation (barrier effect of highways).

- Allow money from the sale of land, money from not constructing the highway and money not spent on maintaining it 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 important Bibra Lake Wetlands from the proposed Roe Highway.
- Help to protect Perth's groundwater from contamination and spills from the proposed Roe Highway.

Easy To Introduce Alternatives:

- Divert highway funds into providing light rail throughout the metro area & improving rail freight infrastructure.
- Ensure that trucks pay the full cost of damage to roads and health and environmental impacts.
- Increase funding to the TravelSmart traffic management scheme. Extend it to all suburbs.
- Backloading of trucks to & from Fremantle Port.
- Complete the Perth Mandurah Railway and rail links to Kenwick and Fremantle as soon as possible.
- Initiate school 'walking bus' schemes.
- Traffic light co-ordination and speed advisory systems along major roads.

One thing highway builders never talk about is what happens when their proposed highways fill up with traffic. What established suburb will be next in line for the bulldozers? That is all they have to offer. Let's stop now and put in place sustainable transport alternatives. It will have to happen soon anyway.

Highway builders base their traffic predictions on a limited range of factors and the outdated 'predict & provide' scenario. This results in policies that encourage more truck and car use. This leads to greater levels of damage to roads, greater road trauma and more pollution and noise.

Progressive traffic planners use the 'predict & prevent' scenario. This acknowledges that more highway building is not sustainable and long-term viable options must be initiated.