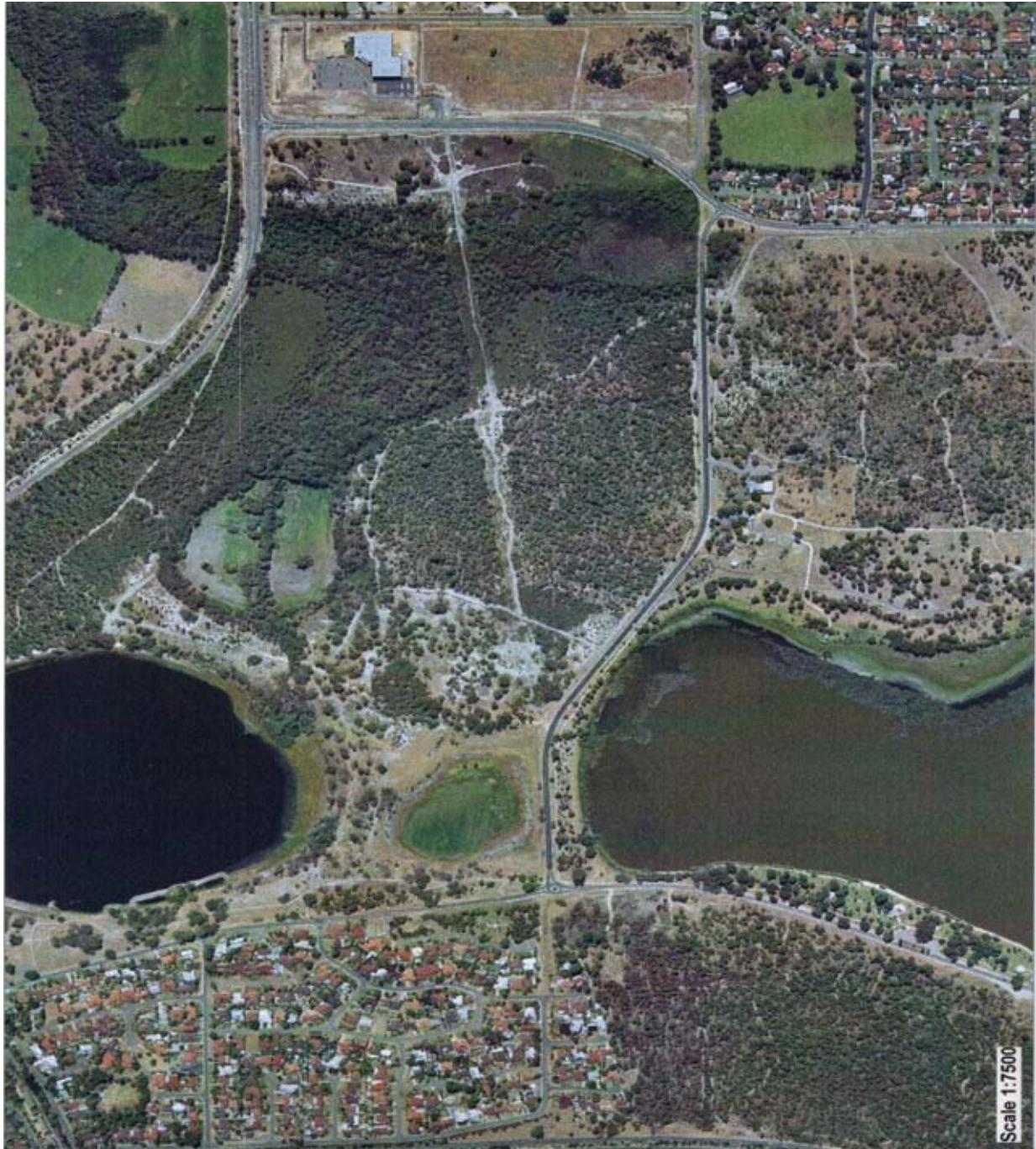


**OPPOSITION TO PROPOSED STAGE 8 ROE HIGHWAY
THROUGH THE BEELIAR REGIONAL PARK
NORTH LAKE AND BIBRA LAKE**

COMMUNITY SURVEY



REPORT ON LOCAL SUBMISSIONS

NORTH LAKE RESIDENTS ASSOCIATION INC.

ACTION COMMITTEE

OCTOBER 2001

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Executive Summary

This report discusses community responses to a survey designed to elicit community viewpoints concerning the proposed Roe Highway extension beyond South Street through Ken Hurst Park and North Lake /Bibra Lake area of the Beeliar Parklands.

Evidence has been drawn from local stakeholders and community groups relating to:

The need for the Roe Highway extension through the Beeliar Wetlands: Community perceptions of the ecological, social, cultural, and educational consequences of removing significant local Road Reserve bushland and swampland, (*see Aerial Map figure 1*).

The survey results indicate an overwhelming desire on the part of the community for Roe Highway to be terminated at South Street.

Community Knowledge and Understanding of the issues

Many studies have been done to show the environmental and cultural significance of the North Lake/Bibra Lake area of the Beeliar Regional Park. The community is generally well informed regarding the value of the area and of the controversy surrounding the issue of a proposed highway. Whereas fifty-three percent (53%) of respondents claimed they understood the significance of the area, some sixty-six (66%) of respondents believed there have been many studies done showing the environmental and cultural significance of the wetlands and bushland areas of Roe Swamp, North and Bibra Lakes. Another twenty-six per cent (26%) claimed they did not know whether previous studies had been conducted. The figure of six-percent (6%) for respondents who disagreed that many studies had been done, compares with the total number of respondents who were either undecided (2%) as to whether the highway should be constructed or were in favour of it being built (3%).

Local Community Values

- No Highway Option

Of the three-hundred and ninety-nine community respondents to the survey, ninety-five percent (95%) **did not** believe that Roe Highway should be constructed beyond the Kwinana Freeway through the Beeliar Wetlands of North Lake and Bibra Lake. A mere thirteen percent (13%) of respondents believed that the highway should continue to the Kwinana Freeway beyond South Street.

- Negative Impact

The local community clearly understand the significance of the bushland areas of the Roe Highway Road Reserve. Ninety-two percent (92%) of respondents agreed that, since the Beeliar Wetlands are listed on the Australian Heritage Council Register as significant to the National Estate, highway construction ought not occur. Eighty percent (80%) did not believe Roe Highway could be constructed without significant negative impact on the wetland areas of Roe Swamp, North Lake, Horse Paddock Swamp and Bibra Lake. The negative effect on local suburbs and the community amenity was central to the concerns of these respondents. Ninety-one percent (91%) agreed that the Roe Highway would effectively divide local communities whilst reducing the public amenity of the overall area (*see Aerial Map figure 1*).

- Costs outweigh benefits

Eighty-four percent (84%) of respondents agreed with the proposition that 'The environmental costs of the Roe Highway through the wetlands outweigh the benefits'. The commonly held view amongst respondents was disagreement with the proposed construction of the highway and of any further degradation of Road Reserve bushland.

- Impact on the ecosystem, bio-diversity and topography

In particular, major concern was expressed about the negative environmental consequences highway development would have on the unique flora and fauna of Roe Swamp. It was felt that further degradation of the Beeliar Park Wetlands through change to the topography, through loss of the wetland or bushland integral to wildlife habitat, would be deleterious to the ecosystem and to the bio-diversity of the area. Although thirty-three percent (33%) did not respond when asked if they would like to learn more about the area, some fifty-nine percent (59%) claimed they wanted to learn more. Again, the figure of eight percent (8%) of respondents not wishing to learn more confirms a trend across these data.

- Educational, social and recreational impact

A majority of respondents (93%) believed the educational, social and recreational value of the North Lake/Bibra Lake wetlands/bushland would be significantly diminished by construction of a highway.

- Retaining the Road Reserve bushland

The community perceive the bushland as being significant to the integrity of the area. Eighty-five percent (85%) of respondents favoured retaining the Road Reserve areas as bushland, and therefore having it removed from the Metropolitan Regional Scheme (MRS).

- Lack of confidence in planning / construction agencies

Many community members remembered the approach taken when Farrington Road was constructed in the mid 1980's. In that experience MRWA's master-planning included placating community concern through 'consultation'. At that time, the community sadly learned how government departments were insensitive to collaborative community planning and that negotiation had no place within their conceptions of community consultation. It can therefore be understood, in the case of the reported survey, why respondents felt the MRWA was out of touch with community sentiment over the issue. Ninety-four percent (94%) agreed that the MRWA did not know what was best for the community.

Moreover, Seventy-eight percent (78%) did not believe the decision to construct Roe Highway, had already been made by the government, nor that decisions over road construction were irreversible.

- Community understanding of traffic issues

The community understands that traffic issues are not necessarily solved by developing parallel roadways in the hope of pushing perceived traffic problems sideways on to neighbouring communities. The negative impact of highway traffic volumes appears to be well understood even in those communities where it is not yet being experienced.

The majority of respondents understood the impact of the freight lobby in urging construction of the Roe Highway, but also understood it was naïve to believe that the proposed Roe Highway would necessarily solve the heavy traffic and heavy haulage problems of other roads.

Not surprisingly, community response to questions relating to traffic flow predictions and future roads, was more equivocal. Respondents tended to be more circumspect about predicting traffic movements. When asked whether the construction of Roe highway would take heavy vehicles off Canning Highway, Leach Highway and South Street, thirty-seven percent (37%) agreed that it would. Another forty-five (45%) disagreed that Roe Highway would make an appreciable positive difference to traffic flows. Some fourteen percent (14%) stated they did not know.

Also, in the case of whether Roe Highway would provide freight vehicles better access to the Port of Fremantle, the survey response indicated that twenty-two percent (22%) believed better access would occur whilst fifty-seven percent (57%) disagreed. In this case some thirty-two (32%) percent of respondents strongly disagreed that better access would be provided to Fremantle for freight vehicles. This in part is explained by the community's general understanding of the Leach Highway as the dedicated freight route to the Port.

- Traffic predictions

Similarly, in the case of Farrington Road, fifty-four percent (54%) of respondents felt the construction of Roe Highway would increase vehicular traffic along that road whilst twenty-two percent (22%) felt they did not know. A further twenty-two percent (22%) of respondents disagreed that there would be an increase in traffic.

The Farrington Road case is particularly interesting given that the popular expectation might be that of a decrease in traffic on this minor road, should a major highway be constructed close by. In fact MRWA predictions suggest the opposite. MRWA predictions show a 26% initial increase in traffic flow along Farrington Road originating from Roe Highway at Karel Avenue. Farrington Road would most likely redistribute the additional west bound traffic.

- Roadways in and through the lakes

Hope Road currently severs the areas of North Lake and Bibra Lake. Of the Seventy eight percent (78%) of respondents disagreeing that Hope Road should become the alignment for the proposed Highway extension, some sixty-six percent of these, reported they 'strongly disagree' with this notion. Again, a consistent six percent (6%) of respondents agreed with a Hope Road alignment.

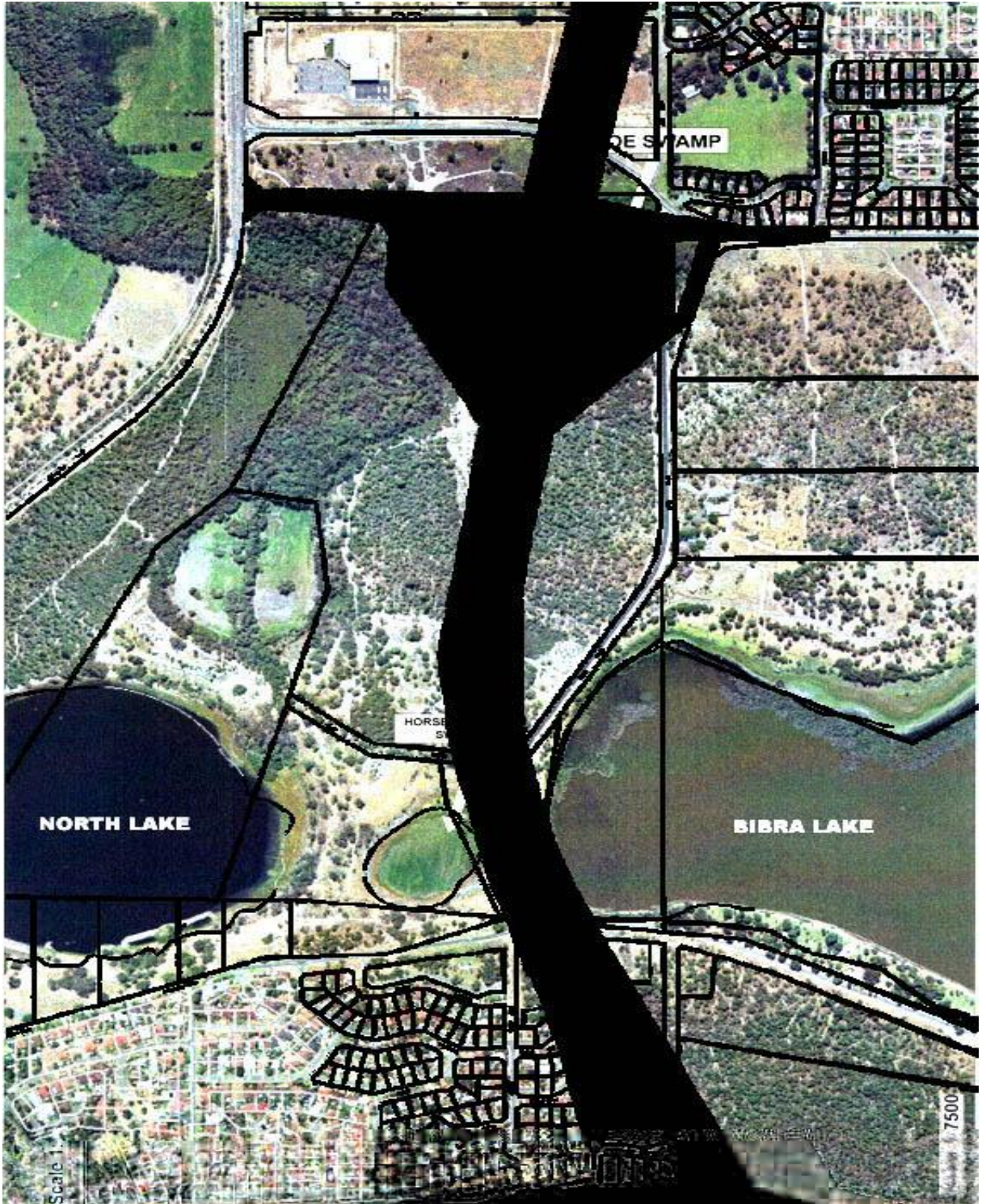
Eighty-four percent (84%) of respondents agreed that Hope Road should be downgraded to facilitate local traffic only. The effect would no doubt reduce road kill as well as enhance the Bushland habitat of the swamp tortoise and the endangered striped skink. This would also help to protect and develop the breeding grounds for the Rainbow Bird (a migratory species) and the Black Swan. The Black Swan is fixed in the mind of the community as a significant Western Australian State icon and which now also symbolises how settlement and development have dislocated these birds away from the river which carries their name. The proposed highway development would adversely affect one of the few remaining natural breeding areas of the Black Swan in W.A.

Conclusions

The Survey shows strong local support for the retention of the Roe Highway Road Reserves as Bushland. The overwhelming view of the community is that the construction of the proposed Roe Highway beyond South Street would cause more harm than the benefits it would produce. A "**No Highway**" option remains the only option.

The Government is respectfully requested to carefully consider the deletion of all or part of the proposed Roe Highway Road Reserve west of South Street Canningvale, from the MRS.

Proposed Roe Highway Stage 8 Road Reserve



Aerial Map Figure 1

1.0 INTRODUCTION

1.1 *Aim of the report*

This report compiles responses from the community relating to :

The need for the Roe Highway extension through the Beelihar Wetlands: The ecological, social and cultural consequences of removing significant local Road Reserve bushland and swampland in order to construct a highway.

The Report outlines the aims and methodology of a Community Survey conducted during 2001 to gauge local viewpoints on a proposed highway development. Community response to the Survey comes predominantly from communities members of Melville, Murdoch Chase, Bibra Lake, St. Pauls, Coolbellup and North Lake.

It should be noted that it would be beneficial to read this *Survey Report* in conjunction with the North Lake Residents Association Inc (NLRA Inc) *Position Paper July 2001*, which more fully documents evidence of previous studies, highlighting the value and significance of the area under discussion.

1.2 *Background*

The Road Reserve bushland is highly significant in the maintenance of natural links between the wetland areas of North Lake and Bibra Lake. Symbiotic relationships of flora and fauna habitats as well as the cultural significance of the area has been documented for the wider community, through registration of the area on the interim list of the National Heritage Trust. Obviously any negative impact on the area through the destruction of Road Reserve bushland must bring wider ramifications for the integrity of the overall wetland ecosystem (See: NLRA Inc Position Paper, July 2001).

In March 2000, a MRWA Newsletter announced that Roe Highway was to be extended through the Beelihar Parkland/Wetlands. Community concern was therefore raised over the detrimental effect this would have on the ecosystems of the Lakes and the community amenity of the area.

Community concern was made public through a series of meetings and rallies during 2000-2001. It was felt that some measure of community concern should be made as part of an overall community review of Planning within the Beelihar Regional Park.

It was felt by the community at the time, that future traffic planning would be better managed, if account be taken of the potential for travel substitution by telecommunications, and a mode shift to public transport, walking and cycling as proposed in the Metropolitan Transport Strategy (MTS, 1995). Amendment to the MTS would allow better utilization of traffic routes already in existence.

The North Lake Residents Association Inc undertook to develop a position paper describing the significance of the area and of the likely impact of highway development. A key recommendation of that research was the removal of the Roe Highway Road Reserve from the Metropolitan Region Scheme (MRS), thus integrating the bushland within the Beelihar Regional Park.

A survey of communities within immediate proximity of the Lakes was also undertaken, so as to gauge community perceptions of the impact of the highway proposal. The results of that survey are reported below.

2.0 COMMUNITY CONSULTATION PROCESS

2.1 *Background:*

From the outset of this study there was the perception within the North Lake Residents Committee Inc (NLRA Inc) that real community participation and consultation within local planning processes was either not offered, offered too late, or was pseudo in form. Numerous studies, particularly since 1988, had shown the '**No Highway**' option was the preferred option for the Beeliar Wetlands road proposals. Although relevant follow-up reports were subsequently unable to resolve the issue of highway alignment, no genuine negotiation with community stakeholders has occurred.

Over fourteen years have elapsed since the independent Study by Sinclair Knight and Partners (1988:8) was on the basis of all evidence, unable to provide an acceptable road alignment option through this ecologically sensitive area. One suggestion was to build a "bridge over the centre of Bibra Lake". It was clear at the time that such an expensive option, (which incidentally, was outside the study reference area) was meant as an ironic statement to the Main Roads Department, suggesting that apart from the '**No Highway**' option there was in fact no option of '*least impact*'. Sinclair Knight suggested "rigorous review and *the acceptance by all parties*" and yet the MRWA has continued to ignore the follow-up evidence of the subsequent Consultative Committee (DPUD:1990) which stated :

*The preferable solution on natural environmental, ethnological and archeological grounds is the No Highway Alignment *.*

It is apparent to the NLRA Inc that the MRWA and Local Government Officers work within the belief that the MRS is non-negotiable. Any process of so called 'consultation' is merely a strategy to placate community stakeholders. The apparent strategy is to proceed with road-making processes whilst overcoming any community challenge. For example, the Reid Highway development through Carine is a recent case of Highway planning outside community wishes. It also reflects the nature of the environmental damage which would be done to Roe Swamp, and the remnant bushland of the Roe Highway Road Reserve.

Acceptance by all parties appears to be a worthy benchmark in community negotiations based on the results of commissioned independent studies, which point to the best possible argument. A general understanding of the symbiotic relationship between wetland, sumpland and bushland needs to be the starting point of dialogue over the issue of 'No Highway'. Past planning of future highways has the need to be redressed within an approach that acknowledges the significance of the environmental and social bottom line.

Many community members have traditionally deferred to MRWA planning but now realize they have both the right and the responsibility to participate in local planning. The culture of the MRWA is expected to embrace community collaboration and negotiation.

Over recent decades, a lack of community input at the point of planning and disregard for independent study evidence, are thought to be major reasons for no action in the removal of these significant Road Reserves from the MRS.

The community appears resolute in its belief that 'Planning' for destruction and reconstruction of the environment, should not be the starting point for discussions around the relevance of preserving Road Reserve bushland. Discussion it is felt must hinge upon research evidence showing that remnant bushland and wetland areas of the Perth Coastal Plain are priceless and must be protected and enhanced. The underlying economic, social, and environmental value of the Beeliar Regional Park is acknowledged through state, national and international conventions (Heritage Listing, RAMSAR, CAMBA, JAMBA). A key issue is to have such conventions acknowledged, understood and valued across government departments and statutory authorities within a process of implementing the W.A. Government Wetland Conservation Policy (1997).

[* **Footnote:** In the DPUD (1990) Study eight highway alignments were listed. The expression of a '*No Highway alignment*' was introduced into this study [DPUD,1990:Fig.2] attempting to refocus away from the '*No Highway preferred option*' which was emphasized earlier in the Sinclair Knight & Partners (1988) recommendations. Nevertheless, even this DPUD (1990) Study concludes: "*The preferable solution on natural environmental, ethnological and archeological grounds is the No Highway Alignment*".]

3.0 COMMUNITY SURVEY

3.1 Methodology of the Community Survey Process

A Likert Scale Survey Schedule (Appendix 1) was developed as a simple method of community attitude measurement. The mixed Likert approach was chosen as the most likely instrument to provide ease of administration whilst capturing both qualitative and quantitative data. Several opening items were designed to provide respondents with the opportunity at the outset to state their preference for or against the Roe Highway extension.

An advantage of the Likert method, is the fact that it is based entirely on empirical data regarding subject's responses rather than subjective opinions of judges. The method increases the probability that a unitary attitude is being measured and therefore that validity (construct and concurrent) and reliability are reasonably high (Burns, 1990).

A seventeen-item schedule was administered during 2001 throughout local communities, to gauge community attitude to the proposed Roe Highway extension, beyond South Street. Attitude was expressed in terms of agreement/disagreement around statements allied to issues raised by the Highway extension proposal.

Respondents were also encouraged to provide written explanation or comment within each item. Level of knowledge about the issues raised was also canvassed.

3.2 Survey Submission Details

Five hundred survey forms were distributed by The North Lake Residents Association Inc, of which three hundred and ninety-nine (n = 399), were completed. Responses were received by mail, hand delivery or collected at the point of completion.

Respondents were required to provide name and address/post code. No response was received more than once from the same person. Submissions with more than one name were not considered as multiple submissions and included once only in the final numbers.

The addresses of respondents were compiled so that respondents may be kept informed of the overall results and of subsequent developments in relation to outcomes.

A copy of the survey is provided in Appendix 1.

4.0 SUMMARY OF RESPONSES

4.1 Community response data (See Appendix 2 for graphic representation)

- ***Termination at South Street***

The survey indicated an overwhelming desire on the part of the community for Roe Highway to be terminated at South Street .

Of the three-hundred and ninety-nine community respondents to the survey, ninety-five percent (95%) **did not** believe that Roe Highway should be constructed beyond the Kwinana Freeway through the Beeliar Wetlands of North Lake and Bibra Lake. A mere thirteen percent (13%) of respondents expressed the belief that the Highway should continue to the Kwinana Freeway beyond South Street.

Written comments, expressing the highway should not being constructed, were made by 98 respondents. The remarks were of the following nature :

4 (N) If the Roe Hwy goes through these areas, they wont be wetlands any more which is a disaster for all.

5 (N) It's stupid that they are thinking of building another highway, we don't need it

6 (N) It is not necessary, will not be an asset.

7 (N) While this was designed some time ago it is no longer appropriate, new info; better tech.

11(N) This would be an ecological disaster.

A full record of comments is provided in Appendix 3 at item 2.

- ***Significance of Wetland/bushland: Avoiding Highway Impact***

Eighty percent (80%) did not believe Roe Highway could be constructed without significant impact on the wetland areas namely North Lake, Horse Paddock Swamp, Bibra Lake and Roe Swamp.

Moreover, the community clearly understands the significance of the bushland areas of the Roe Highway Reserve. Ninety-two percent (92%) of respondents agreed that since the Beeliar Wetlands are listed on the Australian Heritage Council any impact such as Roe Highway should be prevented.

Of a combined total of 115 written comments from items 6 and 12 some 95% of these remarks appreciated the negative impact of the Highway proposal. Comments were of the following nature :

Item 6:

- 3 (SD) It is well documented in a range of studies and DPUD studies that the impact on the environment would be devastating.
- 4 (SD) Roe Hwy anywhere near these areas will destroy the wetlands and the public's enjoyment.
- 7 (SD) Once again the original plans did not take into account the knowledge we now have.
- 16 (SD) Impossible! Noise, environmental change etc, will impact greatly on the wetlands.

Item 12:

- 3 (SA) Although this has been the case since 1997 (interim Heritage listing) the significance of the road reserve bushland has not been highlighted. The symbiotic relationship must be acknowledged.
- 4 (SA) For this project to go as far as it has, when these areas are listed it is a laugh, for these registers are no protection.
- 18 (SA) Once lost they are gone forever.
- 47 (SA) To proceed with the Highway would be criminal, desecration of the environment.

A full record of remarks is provided in Appendix 3 for items 6 and 12.

- ***Retain Road Reserve Bushland: Removal of Road Reserve from the MRS***

Eighty-five percent (85%) of respondents favoured retaining the Road Reserve areas as significant bushland and removal of the Road Reserve from the Metropolitan Regional Scheme.

A similar number (84%) agreed with the proposition that *"The environmental costs of the Roe Highway through the wetlands outweigh the benefits"*.

A majority of respondents (93%) believed the educational, social and recreational value of the North Lake/Bibra Lake wetlands/bushland would be significantly diminished by the construction of a highway.

The common theme amongst respondents was disgust at the proposed construction of the Highway and the destruction of Road Reserve bushland. Major concern was expressed about the potential environmental impact on Roe Swamp with its unique flora and fauna. Any further degradation of the Beeliar Regional Park through changes to the topography and through loss of wetlands or bushland buffers which integrate these areas of wildlife habitat, would be deleterious to the ecosystem and the bio-diversity of the area. The negative effect on local suburbs and the community amenity was central to the concerns of these respondents.

Written remarks were of the following nature :

Item 8:

- 6 (SA) It will rob the families of something they can enjoy without having to fork out money which most of them can ill afford.
- 7 (SA) Once again, designs done in the 1950's do not take into account current knowledge and values.
- 8 (SA) The beauty of the Lakes is that they are for the people not for cars.
- 29 (SA) There will not be any flora, fauna or birds for future generations to be educated and made aware

Item 9:

- 4 (SA) Totally far outweigh any benefits.
- 8 (SA) The environmental impact of the construction and use of the Highway is irreversible. It will be a permanent cost to the environment.
- 16 (SA) Haven't we learnt enough about how wetlands suffer with these so called improvements.
- 29 (SA) The loss to flora/fauna and animals/birds will be massive.

Item 11:

- 3 (SA) This is the only sensible solution if the Perth Metro region is to promote Eco-Tourism through the Beeliar Parklands (the Kings Park of the South Metro).
- 4 (SA) Totally Removed.
- 8 (SA) North Lake / Bibra Lake should be turned into one large bushland reserve.
- 18 (SA) Natural bushland is diminishing and must be preserved.

A full record of comments is provided in Appendix 3 listed at items 8, 9 and 11.

- ***Maintaining Community Links***

Ninety-one percent (91%) agreed that the Roe Highway would have negative impact by dividing local communities.

Many community members remembered the approach taken when Farrington Road was constructed in the mid 1980's (See Video). In that experience MRWA's master-planning included placating community concern through 'consultation'. At that time the community sadly learned how government departments were insensitive to collaborative community planning and that negotiation had no place within conceptions of community consultation. It can therefore be understood, in the case of the reported survey, why respondents felt that MRWA was out of touch with community sentiment over the issue. Ninety-four percent (94%) agreed that the MRWA did not know what was best for the community. Moreover, seventy-eight percent (78%) did not believe that the decision to construct Roe Highway had already been made by the government, nor that decisions around road construction were irreversible.

These same people expressed their belief that the Roe Highway Road Reserve bushland would be destroyed, in the same manner as recently occurred with the Reid Highway extension in Carine. Several had written letters expressing concerns about the detrimental nature of the Roe Highway rather than necessarily expressing direct opposition to road planning.

In general, the local community understands that traffic issues are not necessarily solved by developing parallel roadways in the hope of pushing perceived traffic problems sideways on to neighbouring communities. The negative impact of highway traffic volumes appears to be well understood, even in those communities where it is not yet being experienced. The majority of respondents understood the impact on the environment, whilst also realising it was naïve to believe that the proposed Roe Highway would necessarily solve future heavy traffic and heavy haulage problems.

Written comments were of the following nature :

Item 7:

- 18 (SA) Physical limits will change the area, and only for the perceived benefit of transport companies who have no interest in local issues.
- 26 (SA) North Lake residents will have no access to Bibra Lake.
- 47 (SA) Ready access to the Parks facilitates communication between the communities. Friendships are established by regular users. A feeling of "community" exists.
- 53 (SA) Especially for younger people's social life. Any very busy road already does that.

A full record of comments is provided in Appendix 3 at item 7.

- ***Traffic Flow Predictions***

Not surprisingly, community response to questions relating to the traffic flow predictions of future roads was more equivocal. Respondents tended to be more circumspect about predicting traffic movements. When asked whether the construction of Roe highway would take heavy vehicles off Canning Highway, Leach Highway and South Street, thirty-seven percent (37%) agreed that it would. Another forty-five (45%) disagreed that Roe Highway would make an appreciable positive impact. Fourteen percent (14%) stated they did not know.

Similarly, in the case of Farrington Road fifty-four percent (54%) felt the construction of Roe Highway would increase vehicular traffic along that road whilst twenty-two percent (22%) did not know. A further twenty-two percent (22%) of respondents disagreed that there would be an increase in Farrington Road traffic.

The Farrington Road case is particularly interesting, given that the popular expectation might be that there would be a decrease in traffic on this minor road, if a major Highway was constructed nearby. In fact MRWA predictions suggest the opposite. It is predicted that a 26% initial increase in traffic flow originating from Roe Highway would occur, as Karel Avenue in Leeming redistributed additional west-bound traffic on to Farrington Road.

Written comments were of the following nature :

Item 3:

- 8 (SD) It has been my experience that drivers will always take the shortest route regardless of the alternatives. It is not possible for one new road to be everything to everybody.
- 16 (D) Heavy vehicle will take whatever route suits them at the time and place. An extension to Roe Highway cannot guarantee this.
- 16 (A) But where will it all go? Through our beautiful Wetlands?

Item 4:

- 51 (SA) Heavy vehicles already using Farrington Rd instead of South St, because of lights I believe.
- 55 (SA) It will become an off-road for both Kwinana Freeway and Roe Hwy.
- 63 (A) Possibly, but heavy freight vehicles through designated bushland is not the answer.

A full record of comments is provided in Appendix 3 at items 3 and 4.

- ***Downgrading the Existing Road***

Eighty-four percent (84%) of respondents agreed that Hope Road, which currently severs the areas of North Lake and Bibra Lake, should be downgraded to facilitate local traffic only. The effect would no doubt reduce road kill as well as enhance the Bushland habitat of the swamp tortoise and the endangered striped skink. This would also help to protect and develop the breeding grounds for the Rainbow Bird (one of the species central to the international RAMSAR agreement) and the Black Swan. The Black Swan remains fixed in the minds of the community as a significant Western Australian State icon and symbolically reminds people of how settlement and development has pushed these birds away from the river which carries their name. The proposed Highway development would adversely affect one of the few natural breeding areas of the Black Swan remaining in W.A.

There is clearly strong local support for the retention of the Roe Highway Road Reserves as Bushland. The overwhelming view of the community was that the construction of the proposed Roe Highway beyond South Street would cause more harm, than the benefits it would provide.

Written comments were of the following nature :

Item 14:

- 18 (SD) Hope Road is not an answer to the Roe Highway matter.
- 34 (SD) I live in North Lake and I have seen the flight path of the local birds and also migratory birds flying across between the two lakes. It's a majestic sight.
- 45 (SD) This would seem the most obvious place NOT to build a highway. How could this location be considered.

Item 15:

- 18 (SA) Hope Road must not be used for increased traffic.
- 29 (SA) Often when travelling on Hope Road you see tortoises, birds etc, been run over by vehicles.
- 33 (A) This will prevent exhaust pollution and help to protect the wildlife.

A full record of comments is provided in Appendix 3 at items 14 and 15

4.2 *Written Responses: Overview*

Of a total of 894 written comments 86% projected the view that the Highway extension was not an option and that the community favoured preserving the Road Reserve bushland. Five percent of the written comments came from respondents who claimed they did not know (DKN) about the survey item but were prepared to express a viewpoint. Approximately nine percent of the written responses were expressed in support of the Highway proposal.

A full record of written comments for each item of the Survey is provided in Appendix 3.

5.0 ISSUES RAISED

5.1 *For the Retention of the Road Reserve Bushland*

The main points raised in support of retaining the current Road Reserve as bushland have been documented at length in the NLRA Inc Position Paper 2001, and include:

- (i) The Transport Planning Argument why not to build -
 - Significant changes have occurred in Transport planning, that provide strong arguments against the need for further extension of Roe Highway (p2-4).
 - There are cheaper alternatives to building another Highway, which include improving/upgrading the existing road networks (p5-6).
- (ii) Community Issues and Options –
 - Environmental and socio-cultural aspects (p10)
 - Previous independent commissioned studies (p13)
 - Safety concerns – accidents, road kills and truck spills.

5.2 Inappropriateness of Heavy Traffic

The most common reason respondents gave for not supporting the Roe Highway extension was the negative impact of increased heavy traffic through the relatively calm area of North and Bibra Lake.

Those respondents who felt that constructing the Roe Highway would take heavy vehicles off Canning Highway, Leach Highway and South Street used the dedicated highway argument, believing that the Planning decision to extend Roe Highway must be right. The issue was however, expressed in different ways. Many respondents related the issue more to concerns about the impact of speeding trucks (safety), hazardous goods and pollution (noise, vibration and gas emissions) if a highway was constructed through a fragile wetland area.

When this issue is considered more realistically, it becomes clear that the problem is one of traffic *flow* and *control* on those roads already dedicated to, and long used by heavy vehicular traffic. The problem relates more to:

- close proximity of traffic lights due to poorly planned subdivisions;
- increased use of traffic lights over other forms of intersection controls;
- lack of synchronization of traffic lights across the overall grid;
- traffic flow interruption;

The ‘problem’ is *evidenced* by:

- traffic build-up at intersections regulated through traffic lights;
- increased traffic volumes at peak times;
- increased overall journey time;
- additional fuel expenditure;
- increased pollution;

The pressure of the current economic climate (increased costs of fuel and services, hidden inflation, registration and maintenance) makes it imperative that the owner of a rig has to transport more freight, to locations often more difficult to access during demanding delivery time schedules. This is overlaid by the fact that many previously dedicated highways have become downgraded by residential development over time. Development often exhibits very little thoughtful planning for the ongoing use of surrounding highways, nor for the social and lifestyle impact on communities over time. Trying to placate the traffic concerns of one local community, by planning yet another highway, merely raises traffic concerns where they previously did not exist.

Many acknowledged the futility of planning yet another highway nearby, arguing that this was not a solution.

The solution does not necessarily lie in the construction of more freeways/ highways or dedicated freight roads. The current roads system with some sensible planning and modification can meet the needs of Perth’s vehicular transport, so long as an integrated transport system is developed and maintained with communities, and their environment is placed central to the planning.

Future traffic could be better managed. The Metropolitan Transport Strategy (1995) takes account of the potential for travel substitution by future use of telecommunications and a mode shift to public transport, walking and cycling. The rationale of such a strategy does not envisage inviting increased speed in the transporation of dangerous/hazardous loads through suburban highways nor does it in principle deem appropriate, an escalation in the size of vehicles nor of loads.

5.3 Division of Communities

Many respondents were concerned by the potential of a proposal such as the Roe Highway extension, to separate communities from each other and from easy access to recently developed shopping centres. Access to escape routes also becomes a problem. The Bibra Lake area is now heavily developed for education and recreation on all its perimeters. The gross impact of a highway would reduce the public amenity, affect significant National Heritage areas and negatively impact aboriginal cultural heritage and bio-diversity.

5.4 Other more Direct Routes East/North/South.

It was felt that freight haulage from Kewdale/Midland would naturally access Leach Highway or South Street-Stock Road as the most Southerly point of addressing the Port of Fremantle.

Access from Kewdale/Midland to more southerly locations such as Woodman's Point was best through the early entry to Kwinana Freeway via Leach Highway, South Street and then via Rowley Road.

It is also understood that when the construction of Leach Highway was originally planned, it was claimed to be the dedicated primary regional road essentially providing a direct route to the Port of Fremantle. Subsequent planning and development along this route has created impediments to traffic flow, and negative reaction from residents. Most were aware that the issue today is not the need for a new road through the Beelihar Wetlands but an issue of facilitating the original purpose of Leach Highway as the major arterial route to the port.

5.5 Safety Concern – Accidents in Local Streets

Few believe that the construction of Roe Highway would improve safety on local streets in the vicinity of the highway. This related to both the volumes of traffic on some streets and the presence of heavy vehicles.

The majority felt that there would be no difference, since the existing roads were built with that same rationale, now being argued for the development and extension of new highways.

5.6 Alternative to Roe Highway

There is essentially no support for the construction of Roe Highway. Most of the community appreciate the fact that Leach Highway was designed to carry heavy haulage vehicles dedicated for Fremantle. A MRWA study shows that Leach Highway is not working to capacity. (See Appendix D of NLRA Inc Position Paper 2001)

A further issue raised was that if Roe Highway had to be widened it would affect the rare floral species in Ken Hurst Park Leeming (MRWA study 1998).

5.7 Relocating Traffic

Some respondents believed that the construction of Roe Highway would result in fewer vehicles and trucks using Canning Highway, Leach Highway and South Street. There is however, no evidence for this. As in the case of Farrington Road, a natural perception might be that traffic along this road would decrease with the construction of Roe Highway, when in fact a MRWA study predicts an increase in traffic.

Those opposing the extension of Roe Highway also believe that local residential roads, particularly Farrington and Hope Road, are not suitable for heavy vehicles *nor* heavy flow of vehicles. A potential danger is from trucks speeding through the vegetated Wetland areas, bringing the increased risk of accidents, and spills of hazardous material into the Wetlands. The possibility of this is deemed to be quite high, and if it were to happen, the results would be catastrophic for this highly sensitive area.

The gradient of the Roe Highway extension is also seen to be an environmental issue. The reconfiguration of the topography through the Wetlands and the Road Reserve bushland areas would not be acceptable to the affected communities, appreciative of the unique qualities such locations provide the public amenity. These communities have made a particular lifestyle choice, and have consciously acknowledged the preservation of their natural surrounding as the reason for their choice. Preference was expressed for the maintenance of the area, by reducing traffic and revaluing what is now left of the natural habitat.

The destruction of these unique locations and of areas of regional significance by highway planners, was expressly unacceptable. The community was resisting MRWA road planning on the grounds that the social/ environmental/ aesthetic qualities of the landscape were being destroyed. This view is diametrically opposed to the 'constructed environment' of the road planner. The socially and environmentally responsible approach of preserving, conserving and rehabilitating those places of national or local significance, is understated within a discourse which largely considers the economic dimension.

5.8 Other Issues for the Road Reserve Remaining

There is clear community sentiment to have the Road Reserve removed from the MRS. The majority of submissions relating to the Roe Highway extension, opposed the Highway on the basis of its degradation of locally valued environment.

It is believed that the Road Reserve bushland should remain for future generations. The need for a road was outdated and unjustified. The Road Reserve bushland has close proximity to schools and other facilities and access problems would be caused by a highway.

Previous submissions and reports relating to the proposed Highway route through sensitive wetlands must also be considered. These reports include evidence relating to the Educational Value of the area, Review of the Highway Alignment (Sinclair Knight, 1988) and DPUD Reports (1990).

5.9 Removal of the Road Reserve from The MRS

The main reasons given for the removal of the Road Reserve from the MRS were:

- Unique environment in terms of species, habitat and topography.
- Impact on North Lake, Bibra Lake, Roe Swamp, Horse Paddock Swamp, Beeliar Regional Park and bushland through St.Pauls, Coolbellup, Hamilton Hill and surrounding suburbs.
- Existing and alternate roads (with upgrading of traffic flow in some instances) are sufficient for heavy traffic.
- Concern over the segregation of communities and community facilities
- Value of the public amenity to future generations
- Recent announcements to improve public rail transport South of the Perth CBD.

5.10 Better Public Transport Considered

Instead of building more roads, the government should be focussing on improved public transport. Light rail system should be implemented. This could be a major option for the economies of the South Metropolitan, Rockingham and Mandurah areas.

The positive influence of a Perth-Mandurah Rail-link, is currently being acknowledged by the State Government. Liberal Government policy since the era of Sir Charles Court had reluctantly acknowledged the long held public view that urban railway has both community transport *and* freight transport potential, with obvious benefit to the economy, and as an investment into the future.

Preoccupation with urban road planning as infrastructure, by successive governments, has been at the expense of community development, the environment and other environmentally friendly modes of travel.

6.0 CONCLUSIONS

The majority of responses to the community consultation expressed support for the removal of the Roe Highway Road Reserve land from the MRS because of the negative social and environmental impacts on Ken Hurst Park, Roe Swamp, Beeliar Wetlands and local suburban bush buffers.

The area would be a significantly lesser place both ecologically and aesthetically if the Highway construction proceeded. Such impact on current community amenity would cause considerable political backlash.

Many people also felt that there is no need for the Highway and that its construction would be likely to create increased traffic noise, pollution and adversely affect wildlife. A major concern was the number of general vehicles and trucks using local roads such as Farrington Road. This is a realistic concern given that MRWA studies predict a 26% increase in traffic along Farrington Road should Roe Highway proceed beyond South Street.

Those people who opposed removal of the Road Reserve believed that the construction of the Highway is necessary to relieve pressure on other roads. This was expressed more as a naïve belief in government planning, rather than as something which would benefit the local community.

There is clearly very little local support for the development of Roe Highway beyond South Street. There is an overwhelming view within the local community that construction and use would cause more harm than the benefits it might provide.

Removal of the Road Reserves from the MRS is the obvious and only sensible recommendation, based on the data provided by the community.

9) The **environmental costs** of the Roe Highway through the wetlands **outweigh the benefits.**

(SA) (A) (D) (SD) (DNK)

Comments:

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.....
.....

10) The **decision** to construct Roe Highway **has already been made** by the relevant government departments **and therefore cannot be changed.**

(SA) (A) (D) (SD) (DNK)

Comments:

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11) The Roe Highway Road **Reserves should be retained** as local bushland. [Therefore taken off the Metropolitan Regional Scheme]

(SA) (A) (D) (SD) (DNK)

Comments:

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12) The BEELIAR wetlands are listed on the Australian Heritage Council Register as significant to the National Estate therefore **impact** such as Roe Highway **should be prevented.**

(SA) (A) (D) (SD) (DNK)

Comments:

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13) The MRWA (Main Roads) know what is best for the community.

(SA) (A) (D) (SD) (DNK)

Comments:

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14) **Hope Road** which divides North lake and Bibra Lake **should become the alignment** for the Roe Highway extension.

(SA) (A) (D) (SD) (DNK)

Comments:

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15) **Hope Road** which divides North lake and Bibra Lake **should be downgraded** to facilitate local traffic only.

(SA) (A) (D) (SD) (DNK)

Comments:

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16) There have been **many studies done to show the environmental and cultural significance of the wetlands and bushland** areas of Roe Swamp, North & Bibra Lakes.

(SA) (A) (D) (SD) (DNK)

Comments:

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.....

17) I do / do not understand much about the significance of the North Lake / Bibra Lake environment.

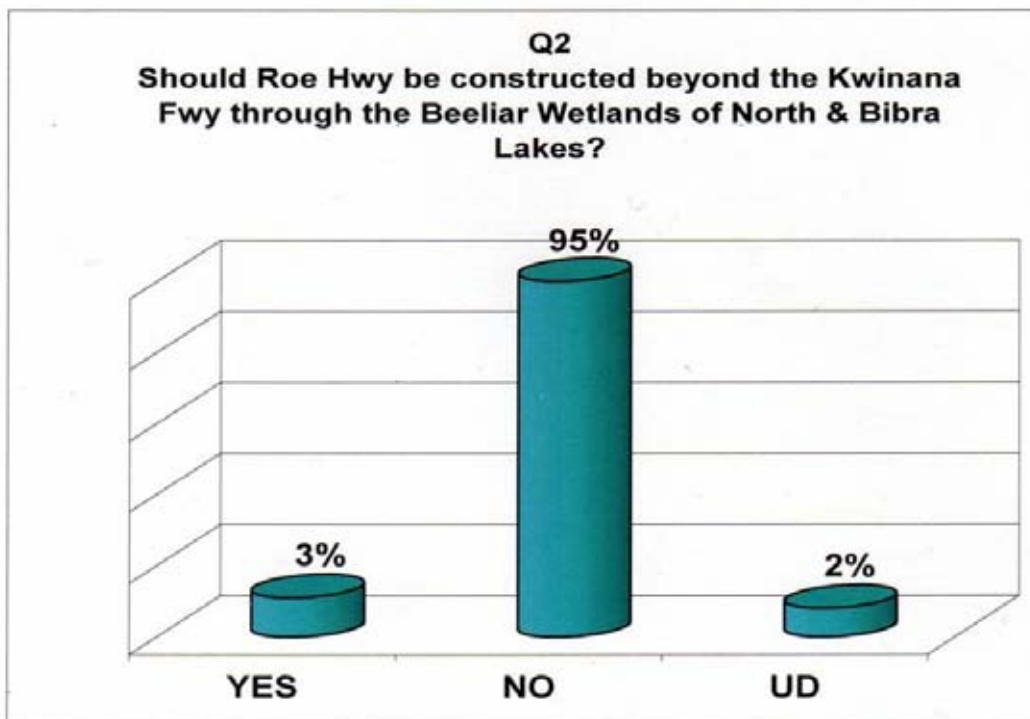
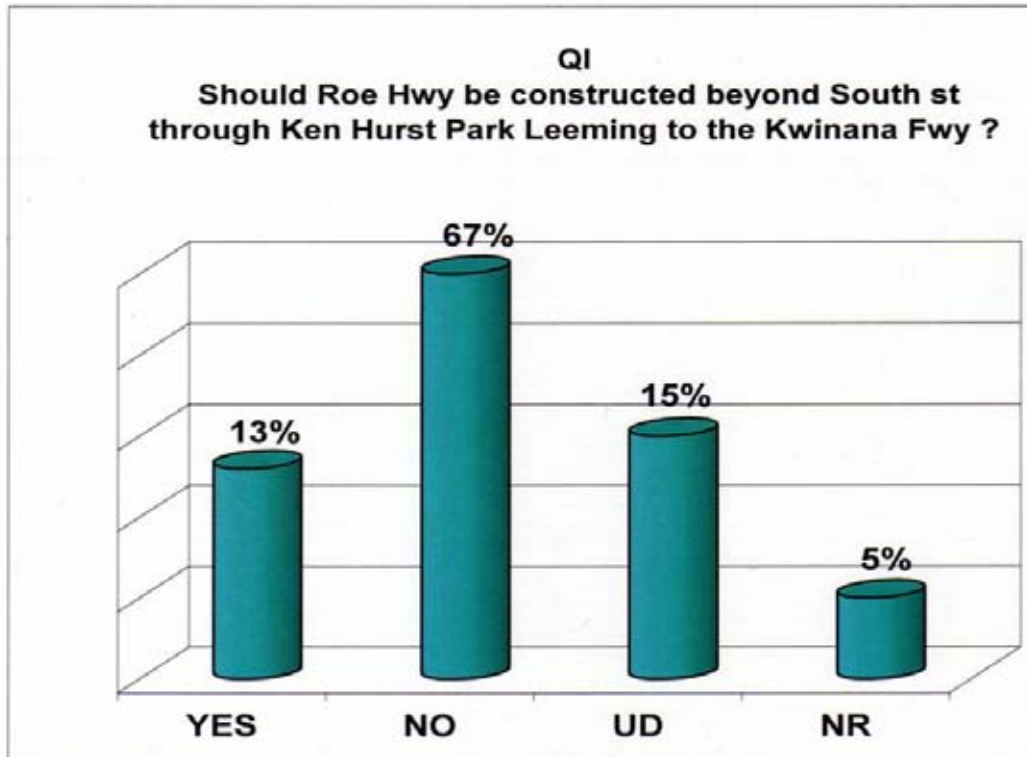
I would like to learn more.
YES / NO

Return Address:

Joe Branco (Convenor)
North Lake Residents' Association
5 Yates Court
North Lake 6163

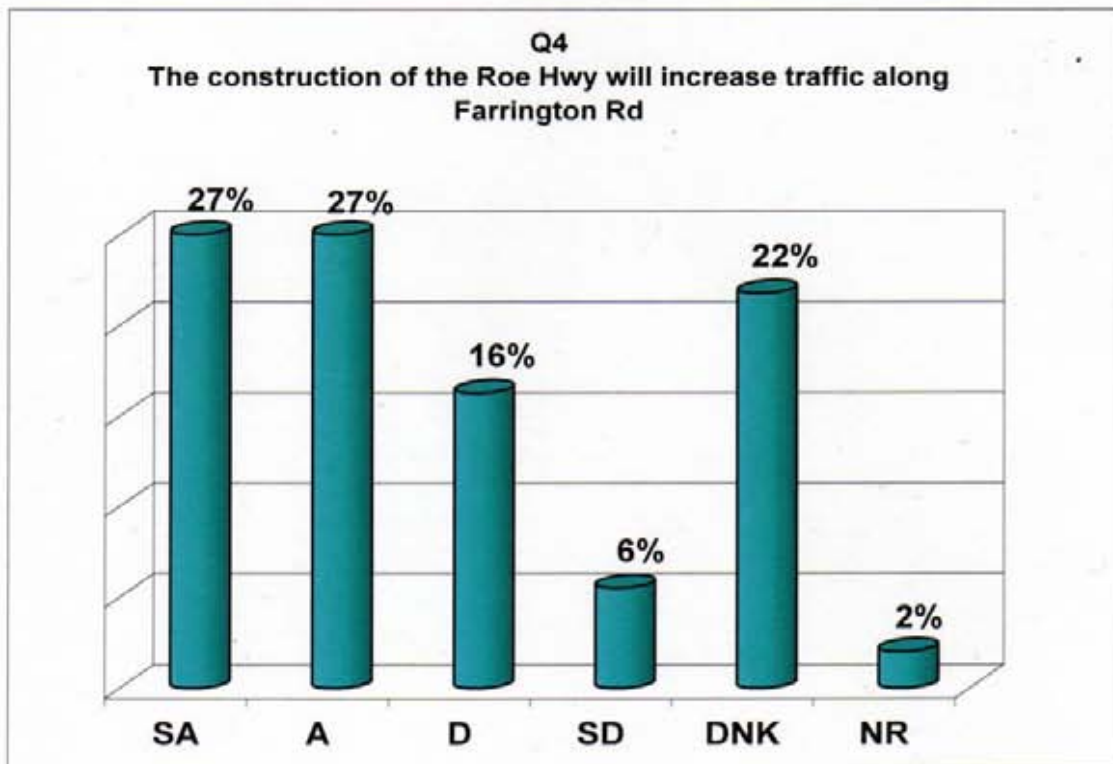
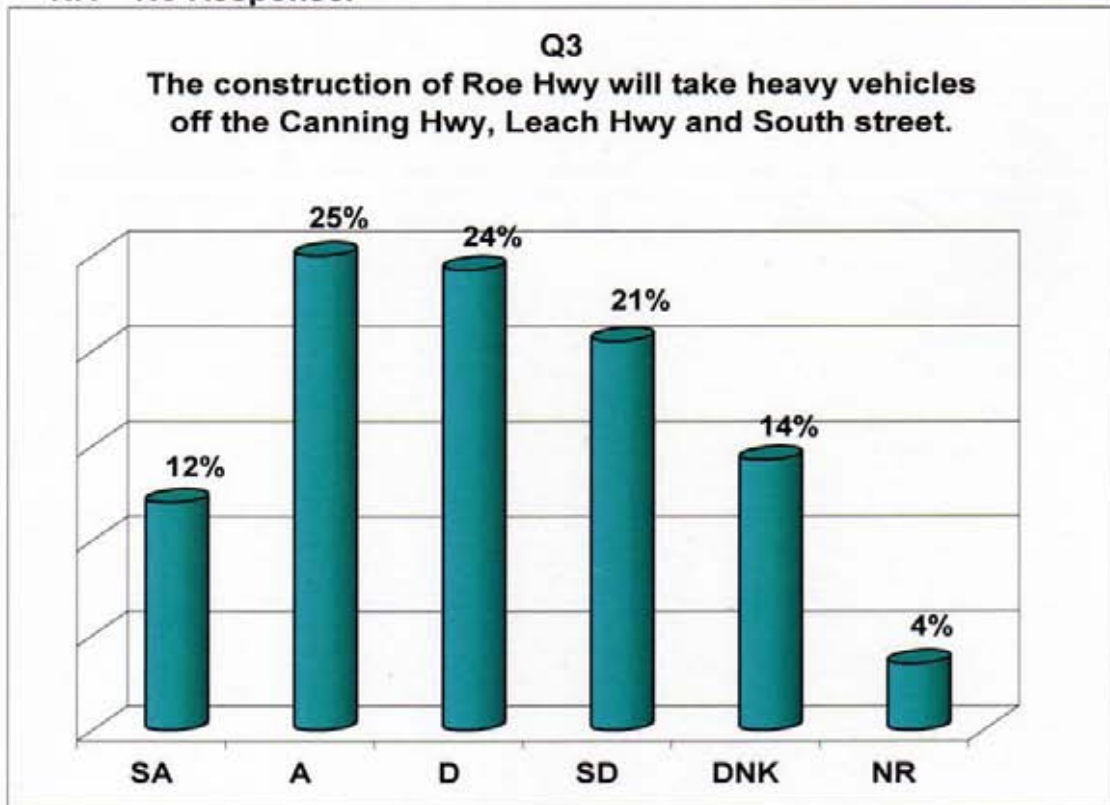
Appendix 2

UD = Undecided.
NR = No Response.



n = 399

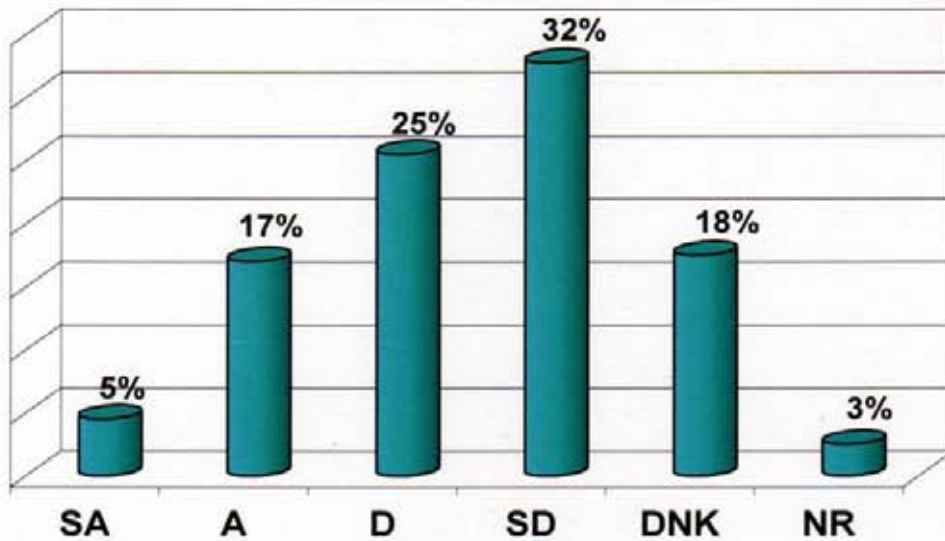
SA = Strongly Agree. A = Agree. D = Disagree.
SD = Strongly Disagree. DNK = Do Not Know.
NR = No Response.



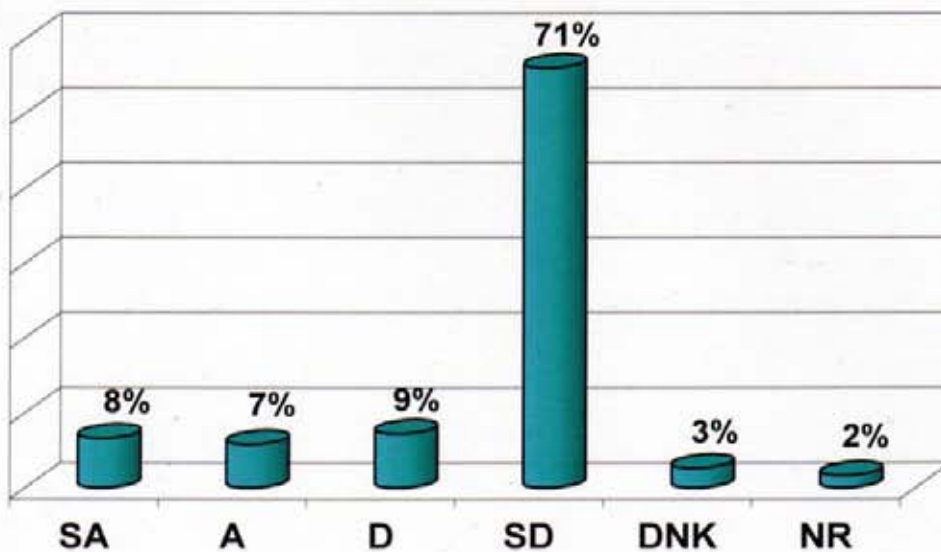
n = 399

SA = Strongly Agree. A = Agree. D = Disagree.
SD = Strongly Disagree. DNK = Do Not Know.
NR = No Response.

Q5
The Construction of the Roe Hwy will provide freight vehicles better access to the Port of Fremantle.

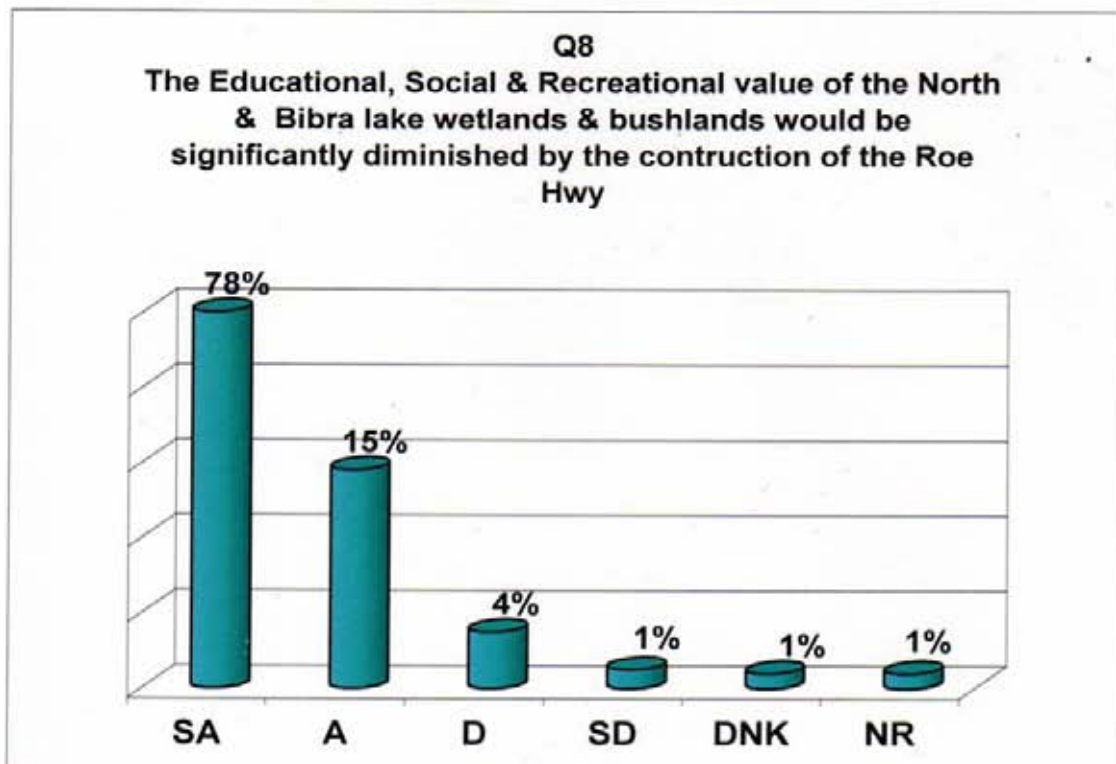
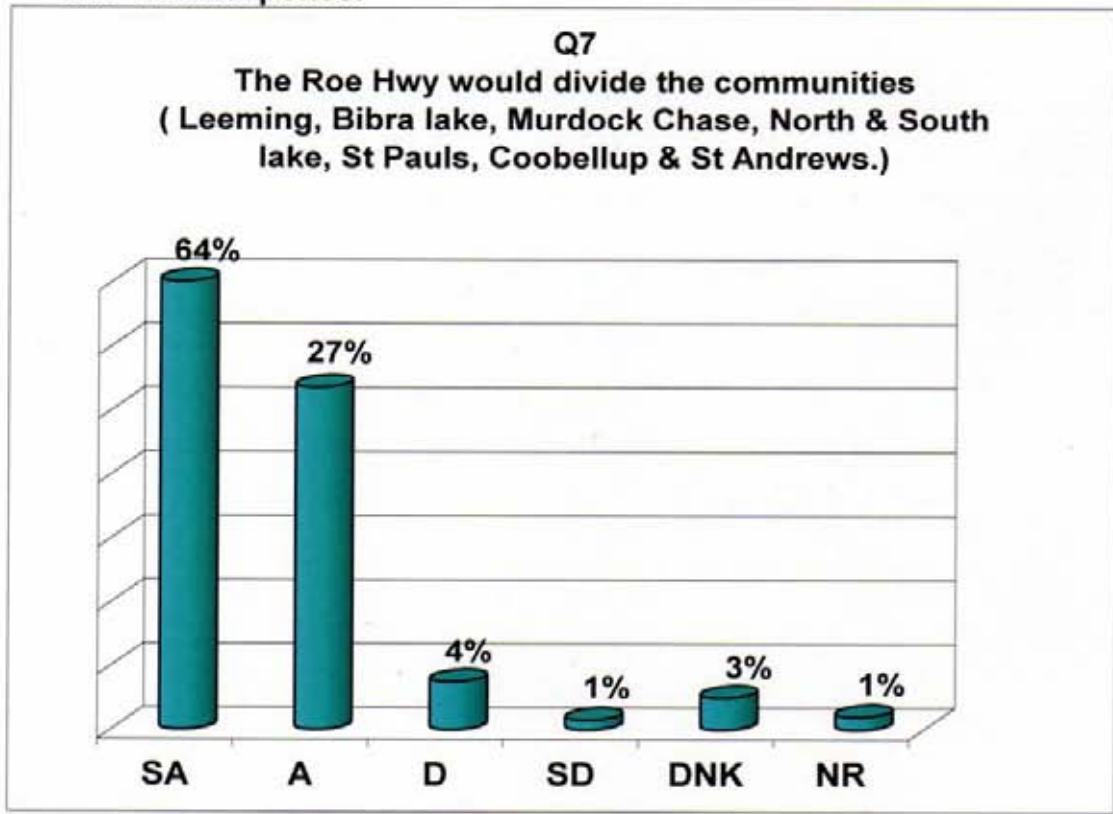


Q6
The Roe Hwy could be constructed without significant impact on the Wetlands (North Lake, Horse Paddock Swamp, Bibra Lake, Roe Swamp).



n = 399

SA = Strongly Agree. A = Agree. D = Disagree.
SD = Strongly Disagree. DNK = Do Not Know..
NR = No Response.

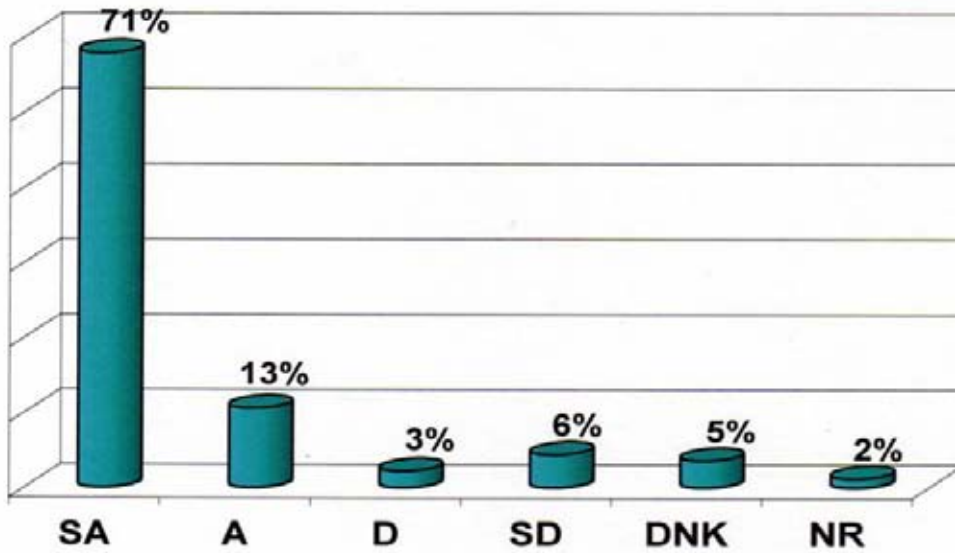


n = 399

SA = Strongly Agree. A = Agree. D = Disagree.
SD = Strongly Disagree. DNK = Do Not Know..
NR = No Response.

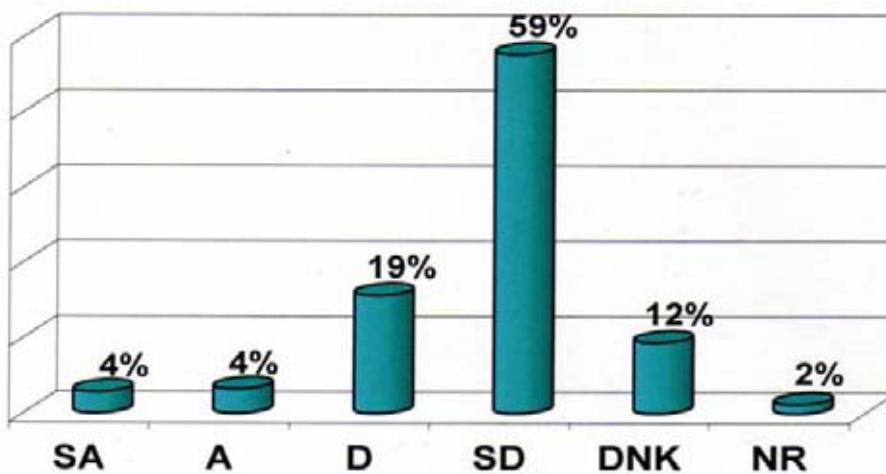
Q9

The environmental costs of the Roe Hwy through the wetlands outweigh the benefits.



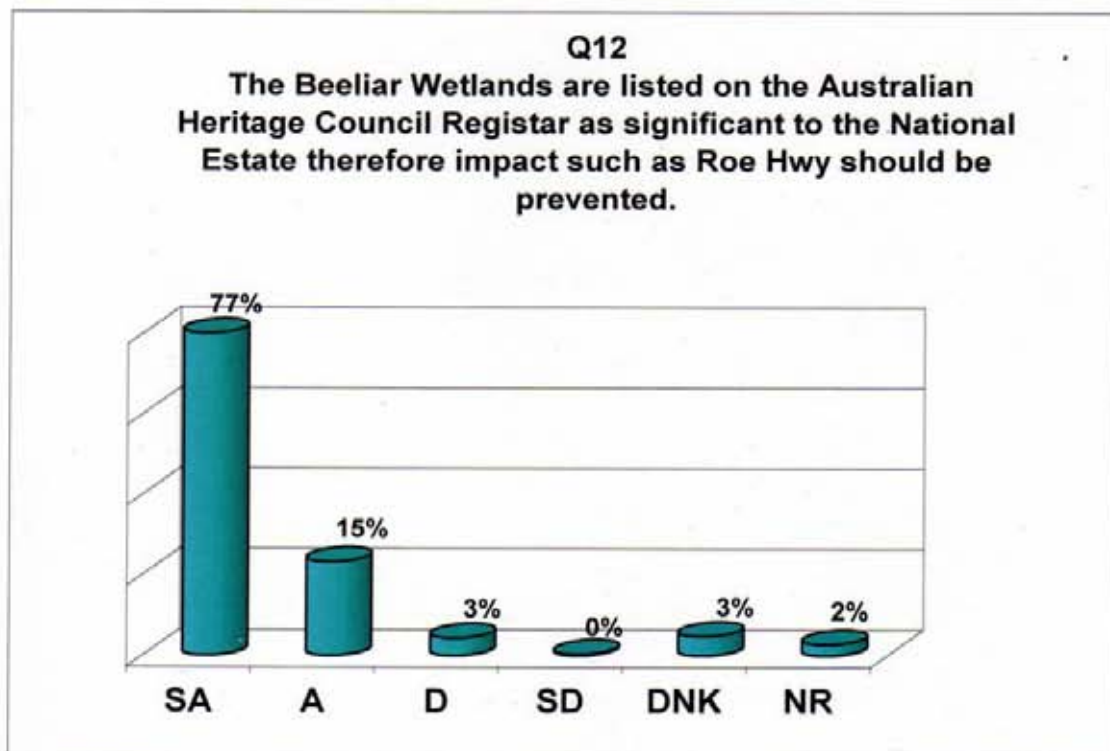
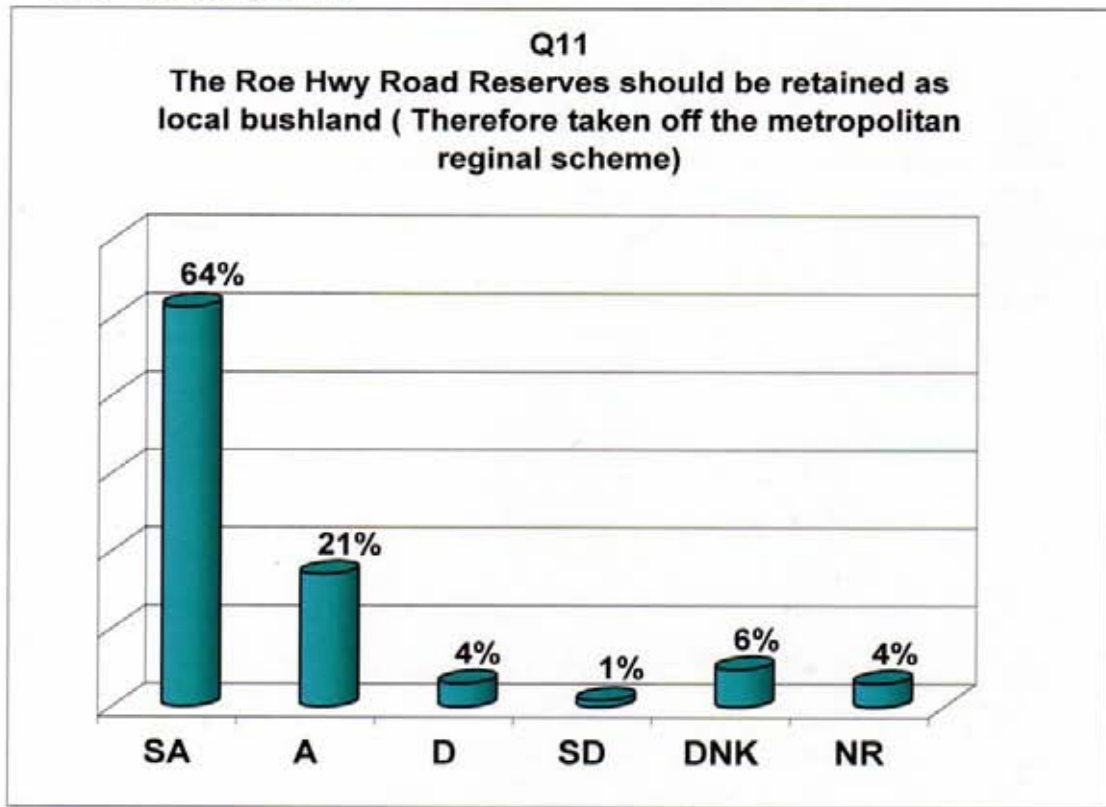
Q10

The decision to construct Roe Hwy has already been made by the Relevant Government departments and therefore cannot be changed.



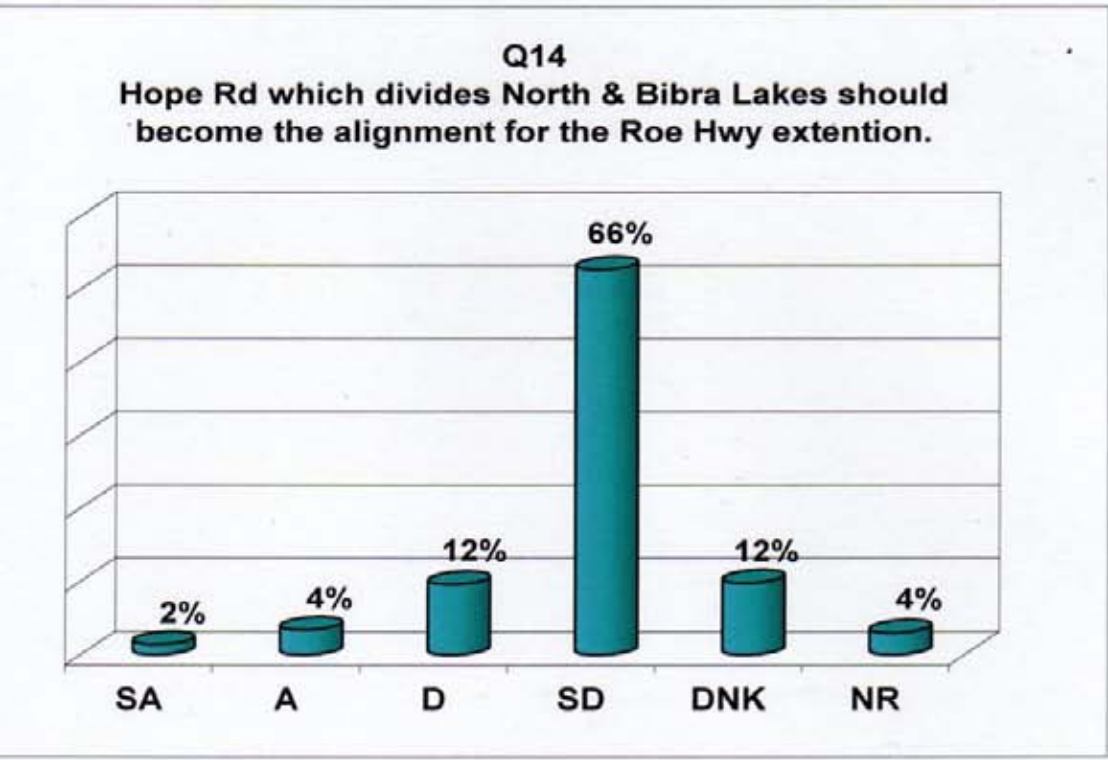
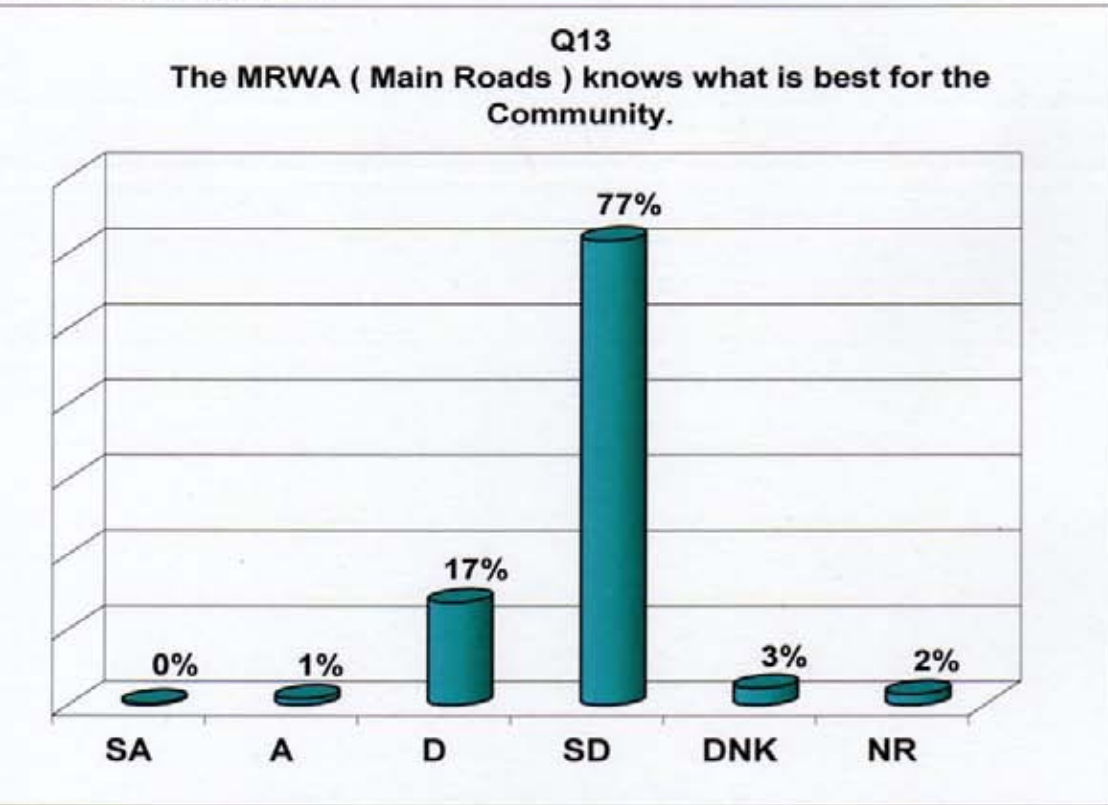
n = 399

SA = Strongly Agree. A = Agree. D = Disagree.
SD = Strongly Disagree. DNK = Do Not Know.
NR = No Response.



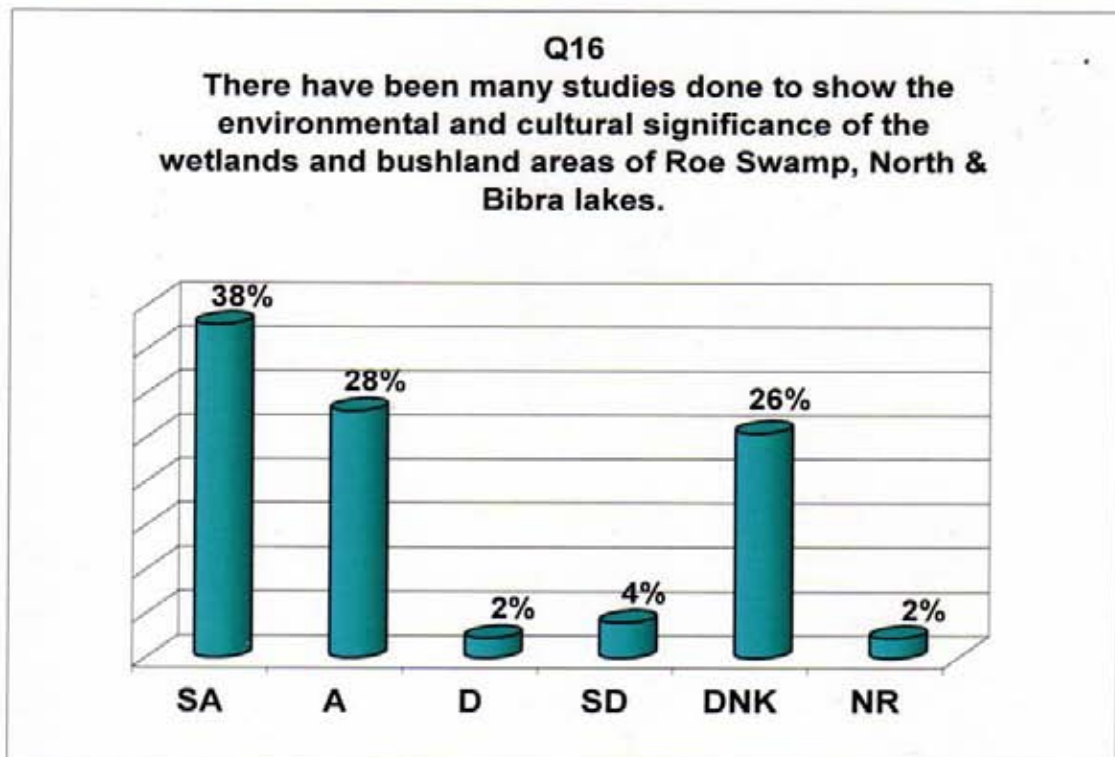
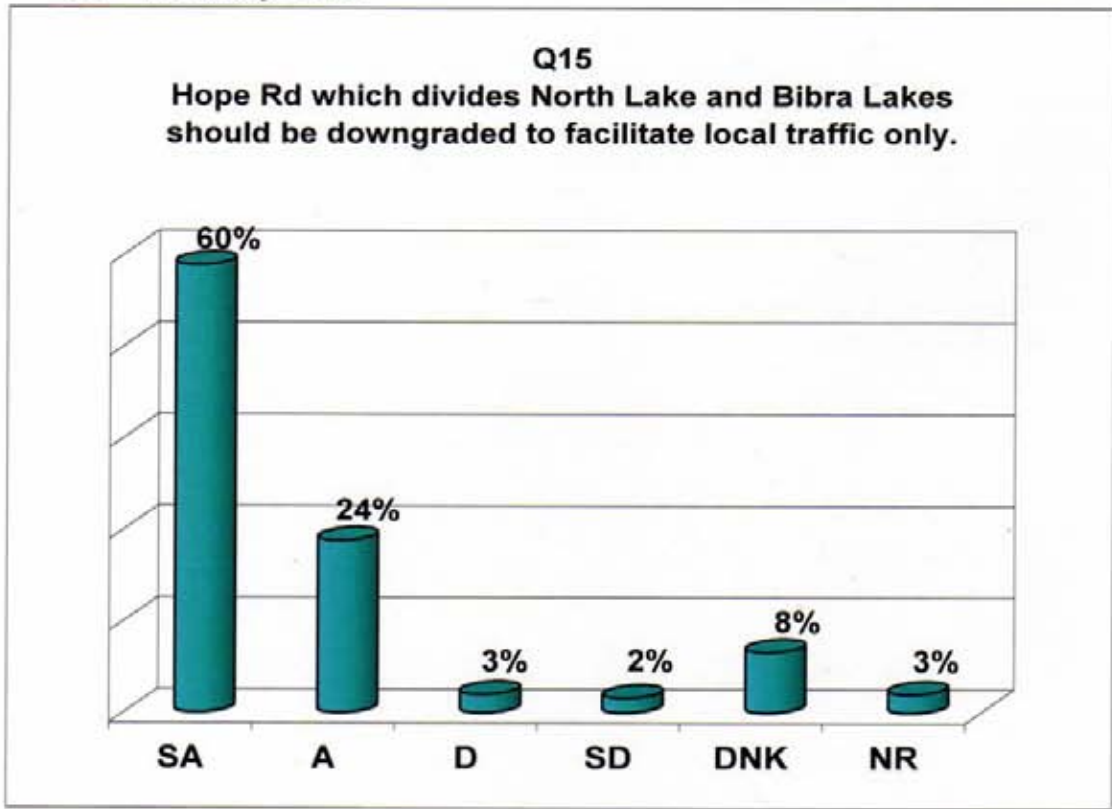
n = 399

SA = Strongly Agree. A = Agree. D = Disagree.
SD = Strongly Disagree. DNK = Do Not Know.
NR = No Response.



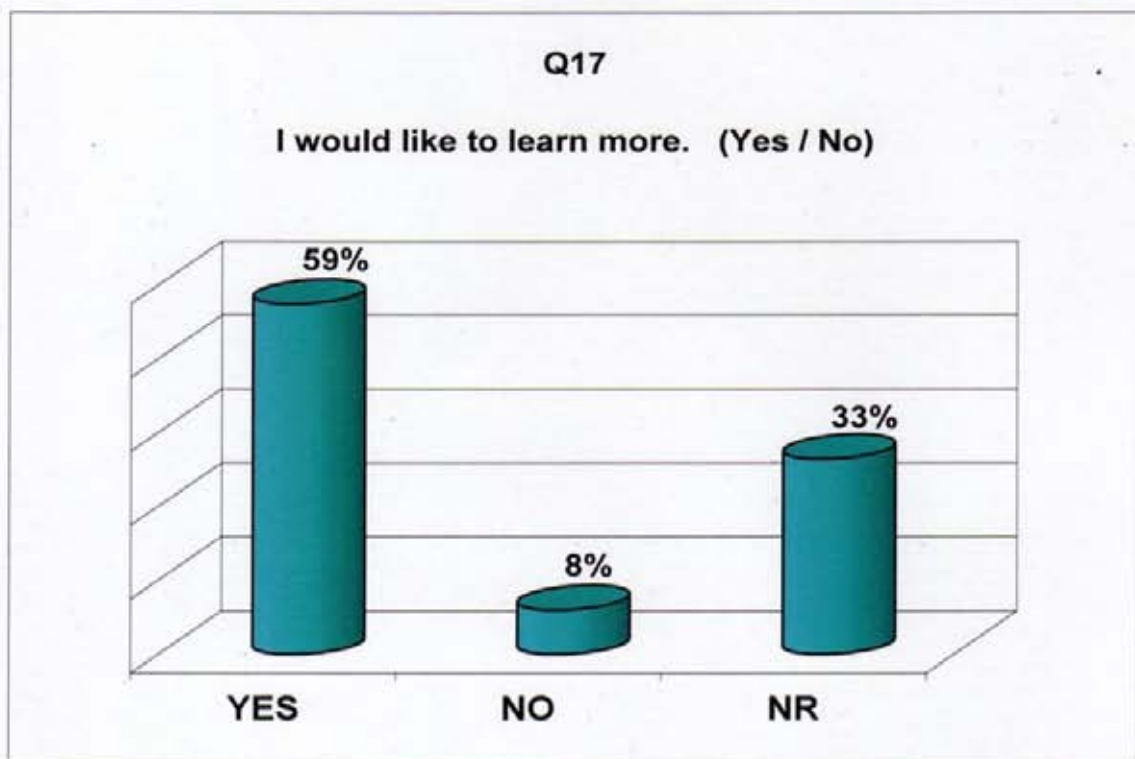
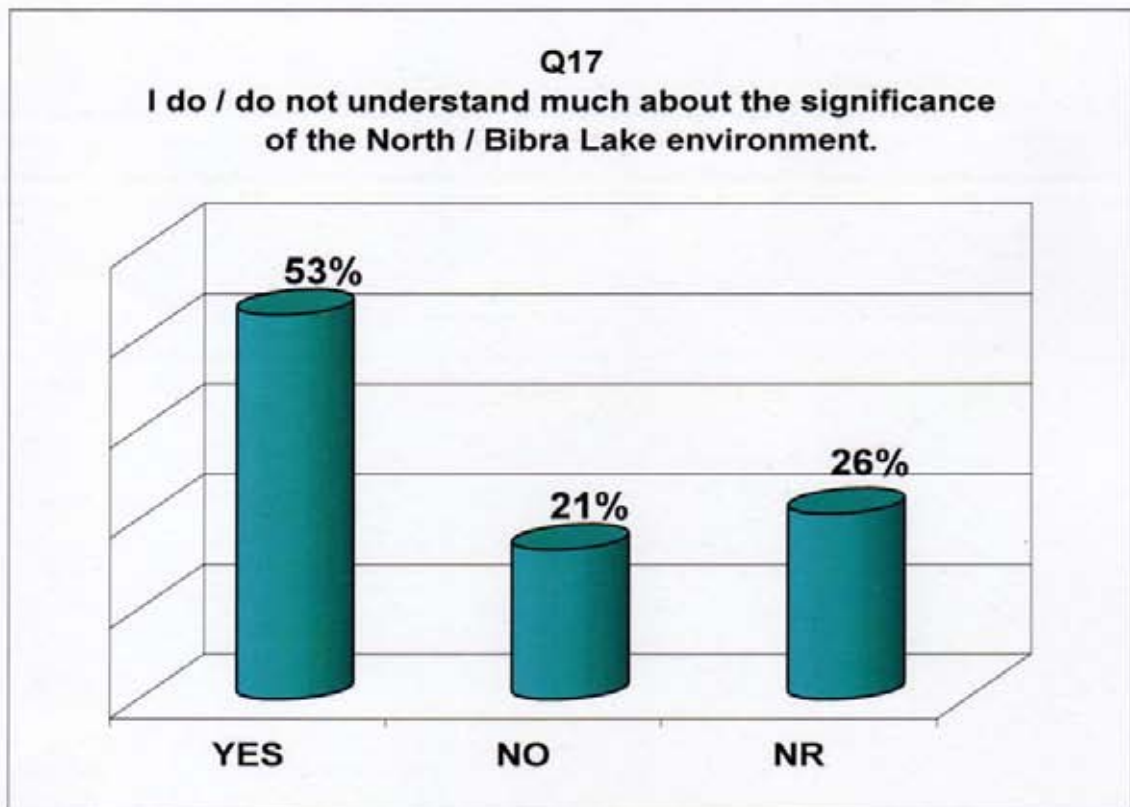
n = 399

SA = Strongly Agree. A = Agree. D = Disagree.
SD = Strongly Disagree. DNK = Do Not Know.
NR = No Response.



n = 399

NR = No Response



n = 399

Appendix 3

Roe Highway Extension Survey 2000

Question 2 Comments

Should Roe Highway be constructed beyond the Kwinana Freeway through the Beelihar Wetlands of North Lake and Bibra Lake? YES, NO, UNDECIDED

Survey No.

- 3 (N) To construct this road would be an act of environmental vandalism. Given Government policy on wetlands conservation it cannot happen.
- 4 (N) If the Roe Hwy goes through these areas, they wont be wetlands any more which is a disaster for all.
- 5 (N) It's stupid that they are thinking of building another highway, we don't need it
- 6 (N) It is not necessary, will not be an asset.
- 7 (N) While this was designed some time ago it is no longer appropriate, new info; better tech.
- 11 (N) This would be an ecological disaster.
- 15 (N) Wetlands should be preserved not destroyed.
- 16 (N) No - due to environmental impact. An alternate route should be found.
- 18 (N) This must not occur under any circumstance.
- 26 (N) Not necessary.
- 29 (N) It will be a complete environmental disaster for the flora/fauna, tortoise and bird life which is getting near extinction.
- 32 (N) It is ridiculous to construct a highway through precious wetlands.
- 34 (N) An alternate route should be allocated and the rail link will indeed increase eco-tourism and more people from north will travel south.
- 45 (N) There are many environmental issues - the impact would be devastating.
- 49 (N) This highway is not necessary anymore.
- 50 (N) These days everyone is talking about the environment and reducing our impact on it - This is a wetlands and a news millennium - lets get real - "NO to ROE"!!
- 53 (N) There are so few large areas left in the metropolitan area where wildlife can breed, live and be enjoyed by hundreds of thousands adults and children.
- 55 (N) The extension would be redundant. Leach Hwy and South St already exist.
- 56 (N) It is equivalent to Vandalism!!!
- 59 (N) Should go further south.
- 63 (N) Apart from dreadful inconvenience to people the environment and fauna of the area would be devastated.

- 71 (N) Definitely not - far too fragile environment.
- 82 (N) They are popular family spots and animals homes and I don't think for the sake of one road we should ruin this.
- 85 (N) I say no to both these statement because the Roe Highway will not achieve its purpose unless it is continuous as a link thru' to the port of Fremantle, but is that still its main objectives?
- 95 (N) Environmentally unfriendly.
- 96 (N) Construction is going to have a negative affect on wetlands and wild life.
- 101 (N) North Lake highway is enough for noise. Moved to this district 16 yrs ago.
- 104 (N) Try to follow existing railway line.
116. (N) No need for the highway to come past the Freeway, it is a highway to no where.
- 120 (N) There is to much residential development and this area is a significant wetlands area and should be preserved. There is no good reason to put a highway there.
- 121 (N) Definitely not the damage to the wetlands would be devastating.
- 122 (N) Across to freeway only will allow traffic to use freeway, other exits (eg. Beeliar Dr).
- 127 (N) There is justification for a link to the Kwinana Fwy, but none for further extension. The North Lake woodlands are too precious to be corrupted.
- 137 (Un) What benefit will be achieved by the progress! destruction of wetlands / division of residential communities???
- 138 (N) What wetlands we have left should be kept to preserve their ecosystems for future generations.
- 139 (N) The land that Main Roads have left for Roe Hwy, could be sold and go towards the cost of re-aligning of Roe Hwy.
- 141 (N) When we purchased our home-site, we were aware that Roe Highway would be built cutting off through traffic, we are still waiting 20 years on.
- 148 (N) It should not be constructed at all. Think of nature, people, animals and their homes.
- 165 (N) Wildlife area should be left to sustain endangered species.
- 166 (N) The noise factor of the Highway so close to built up areas as well as the pollution will have a tremendous impact.
- 184 (N) Not needed any more.
- 186 (Y) Only if constructed on pylons (no trains) and only if all parties conclude there is no other route, as progress problem won't go away.
- 190 (N) No, because North Lake and Bibra Lake should not be destroyed.
- 207 (N) Environmental disaster.
- 209 (N) Construction of roads through Wetlands, both Farrington, Hope, Bibra Drive (particularly Farrington traffic), made no provision for migrating long neck tortoises crossing these roads. The death rate of above is very sad.
- 213 (N) To Kwinana Freeway. Otherwise traffic will be diverted to South Street and Farrington road if it is headed to Kwinana.

- 222 (N) This would be another assault on our fragile and precious natural areas and would perpetuate the tear it down mentality.
- 225 (N) Definitely not.
- 227 (N) Access only to freeway makes sense for traffic/travel purposes
- 228 (N) Please preserve our wetlands and keep our native animals alive.
- 229 (N) Bibra Drive traffic is getting worse in the 17 years I have lived here. Roe will multiply this. (Plans to widen Bibra Drive soon!)
- 246 (N) Lets protect our environment and the quiet suburbs that we live in. How safe will this be for our children.
- 248 (N) What kind of bird sanctuary/reserve has a highway running though it?
- 249 (N) The proposed rout would cause much damage to a valuable natural area and would prevent the movement of fauna through the wetlands corridor.
- 260 (N) Definitely not!!! Tortoises cross the road. Imagine the impact on the wetlands
- 262 (N) We live in a fragile environment. We would lose just about every beautiful native creature we have become accustomed to expect in these areas, both short and long term.
- 264 (N) Completely inappropriate, in a ??? of so much how can we justify destroying beautiful wetlands so close to Perth.
- 266 (N) This is a unique environment that should be preserved for future generations.
- 270 (N) It will lead to the destruction of the wetlands.
- 272 (N) It would be detrimental to the ecosystem environment of the wetlands and a loss of Aboriginal heritage of the past!
- 276 (N) The Beelias wetlands has interim status on the register of the National Estate. The Roe Highway extension will result in significant degradation.
- 277 (N) I feel the road should be diverted down Rolley Road into Henderson as it is planned to replace Fremantle as a freight terminal.
- 278 (N) Roe Hway should not be built, but Leach Hway used as truck route, as is the case at present.
- 279 (N) The Beelias Wetlands are special and cannot be replaced. The more roads we build the more traffic we encourage.
- 281 (N) Wetlands are too important to lose.
- 282 (N) Both alternatives cost us parkland or wetlands. Too few remain now.
- 286 (N) What about 'Bushlands Forever'
- 291 (N) Definitely not!!
- 293 (N) As there are super highways that extend beyond this point it seems really unnecessary and irresponsible towards the environment to extend the Roe Hway.
- 298 (N) Traffic increases in this area is eco unnecessary and totally outdated. 1960/70 has gone.

- 299 (N) Both Ken Hurst Park and the Beeliam Wetlands should be conservation areas without any further disruptive developments.
- 306 (N) This area is too precious for future generations and too sensitive environmentally to take this sort of risk!
- 308 (N) It is a result of poor planning dating back to the 70's that has caused this problem.
- 309 (N) This is a fragile environment that needs ecological protection.
- 312 (N) This will poison the Wetlands and the route is already covered by other routes which exist.
- 314 (N) It is too important an area for recreation, education and appreciation of nature. It is the principal showpiece of Beeliam Regional Park.
- 316 (N) KH Park is in 'Bush Forever' (site 245) and is precious, scarce remnant. When bushland needed is bush forever. As 80% of Swan Coastal Plain Wetlands have been lost no more wetlands should be destroyed. Conserve in Beeliam Regional Park.
- 318 (N) Find alternative route
- 319 (N) This highway does need to connect to the freeway to enable heavy traffic to get to Kwinana and new port.
- 321 (N) Focus on developing the existing South St to the port. Ex rail links not new
- 324 (N) Concerned about pollution
- 327 (N) North Lake and Bibra Lake are nearly a century old and should be left as is, for the pleasure of the local people.
- 328 (N) Definitely not. Heavy vehicles can turn either left or right at Kwinana Fwy to go to their destinations.
- 330 (N) Not needed. Present roads can handle traffic - very few traffic jams. Spend money on upgrading and widening current roads.
- 333 (N) We have lost enough wetlands to roads.
- 337 (N) I shouldn't have to spend my time and energy to insist on my government protecting our environment - it should be their priority! We have rail infrastructure in place, we don't need heavy road haulage.
- 338 (N) Much has been said and is known that this ecology is fragile. 6 lane Highways are not known for being ecologically sound. This would be idiotic and short-sighted.
- 339 (N) Lived in Coolbellup for 32 years. There's enough roads. Keep the suburbs simple.
- 344 (N) Loss of valuable bird habitat, breeding grounds, homes of turtles, Aboriginal sacred land.
- 346 (N) Wild life needs these areas for breeding etc.
- 351 (N) With the Fremantle Bypass stopped, what is the need of Roe Hwy.
- 361 (N) It's not worth the environmental destruction
- 372 (N) It will divide communities and destroy native bush. This road is not needed.
- 373 (N) I'm from Gwellup – The freeway has destroyed that forever.

- 375 (N) A road through the wetlands ? But the animals and plants – we need them.
- 381 (N) It should feed into Fremantle via other existing roads from the freeway.
- 382 (N) Lets have better public transport.
- 392 (N) Environmental vandalism.

Roe Highway Extension Survey 2000

Question 3 Comments.

The Construction of the Roe Highway will take heavy vehicles off Canning Highway, Leach Highway and South Street. (SA) (A) (D) (SD) (DNK).

Survey No.

- 3 (D) Any Road will draw some travellers. This is not the solution to traffic issues. The established highways are the dedicated pathways to the Port of Fremantle.
- 4 (SD) Heavy vehicles and extra cars will always go where they think is the shortest route.
- 5 (A) Who cares. Leave our lakes alone.
- 7 (SD) It is difficult to change routes (attitudes) of drivers.
- 8 (SD) It has been my experience that drivers will always take the shortest route regardless of the alternatives. It is not possible for one new road to be everything to everybody.
- 16 (D) Heavy vehicle will take whatever route suits them at the time and place. An extension to Roe Highway cannot guarantee this.
- 18 (SA) This is the main objective of the Transport Lobby.
- 16 (A) But where will it all go? Through our beautiful Wetlands?
- 22 (DNK) Depends on destination of vehicles.
- 29 (SA) These areas have always had heavy traffic. Why divert it and pollute unpolluted areas (plus the cost of new construction).
- 30 (D) Leach Highway will remain the most direct route to Fremantle
- 31 (D) Drivers will take the route that suits them.
- 35 (D) All studies show that increasing facilities such as roads does not reduce traffic on other arterial routes.
- 45 (SA) Could Leach Highway and South Street be improved/developed to carry heavy haulage vehicles?
- 47 (D) Drivers will take the more direct route -being Canning, Leach Highway and South Street.
- 53 (D) It will take some but nowhere near all of them.
- 55 (A) But why is it necessary since Leach and South Streets are already six lanes and approximately 2 Kms apart.
- 63 (A) We don't want those heavy vehicles here either. I believe an alternative route has been worked out.

- 63 (A) For a while anyway. Then you'll find all of them will still be busy.
- 79 (SD) Trucks will use the best option for them, unless banned. For eg. recommended to use Leach Highway, still use Canning Highway.
- 82 (A) But they don't have to ruin the Wetlands.
- 85 (SD) Yes, only if it is continuous through to Fremantle, otherwise if it stops at South Street, the heavy traffic will use these routes listed above.
- 106 (A) Wouldn't completely take heavy vehicles off, but would lighten other Highways.
- 118 (SD) It will depend upon truck destination.
- 122 (SD) If operators perceive Canning Highway is quicker they will still use it.
- 131 (SA) At the detriment of local Wetlands area, if developed.
- 139 (A) Only for traffic that's going to Kwinana and south of Fremantle.
- 141 (A) If Roe is stopped at Kwinana Freeway, Farrington and South St, may well get extra. It must be extended to Stock Road as planned.
- 148 (D) I don't think that will happen, that's what they are for. We don't need another Highway.
- 166 (SD) We don't agree.
- 176 (A) But Roe Highway should merge with Kwinana Freeway to take traffic into Fremantle.
- 186 (SA) Logically and if traffic controllers restrict by Law heavy traffic movement, not like now.
- 186 (A) Some - not all.
- 188 (A) Alternative options need to be sought.
- 207 (A) While I agree with the statement, I believe they should stay on these roads.
- 209 (DNK) Has to be proved by traffic authorities.
- 213 (D) Heavy vehicles will still need to gain access to Myaree industrial area, Bibra Lake and Jandakot industrial areas.
- 222 (A) It will remove some heavy vehicles from these roads but will result in 4 east – west roads instead of 3.
- 227 (SD) Using Roe through Bibra Lake the trucks would then need to detour back to these roads in order to get to North Fremantle etc. It wouldn't be direct line of travel or them at all!! If they used Roe!!
- 228 (D) Maybe it will direct some but not all.
- 229 (A) Leach Highway was designed initially to take heavy traffic west-east.
- 246 (A) Therefore bringing the traffic to Bibra Lake, North Lake etc.
- 255 (SA) Roe Highway should be made for heavy haulage therefore it should be away from residential areas.
- 260 Only if they are made to use Roe Highway
- 262 (SA) These current roads are adequate, why spread the ????

- 266 (SD) Depending on where the vehicles are going this maybe a more direct route.
- 276 (SD) The Leach Highways original intention to cater for heavy vehicles has not altered. There are enough east/west routes.
- 278 (DNK) No, more roads will attract more traffic.
- 282 (D) They'll take the most economical route.
- 283 (SA) All heavy vehicles made to sue the Leach Highway only.
- 289 (SD) This proposal not a short cut for Fremantle traffic to Fremantle.
- 291 (DNK) As long as Fremantle Port is in use, vehicles will use the most direct route to it.
- 299 (A) These roads have been constructed to take heavy traffic. Roe Highway will disperse heavy traffic through sensitive areas.
- 306 (D) Heavy vehicle will always choose the shortest cut.
- 307 Don't have enough information and figures.
- 309 (D) To where?
- 311 (SD) Truckies will always take the shortest route i.e. Leach Highway and South St. It is nonsense to suggest otherwise.
- 312 (DNK) This depends on which route the drivers choose and Roe Highway might not be most direct.
- 314 (DNK) Would depend on government decisions over time . Future governments are not bound by present governments. But in short term, probably yes.
- 316 (D) Canning Highway was supposed to have less heavy vehicles due to Leach Highway , but Canning Highway still has heavy vehicles that should be moved by freight trains.
- 319 (D) Those going direct to Fremantle Port will probably still use Leach Highway.
- 321 Yes, but too great in cost.
- 328 (D) Depends on the destination. Heavy vehicles going to Fremantle Port will still use Leach Highway.
- 330 (DNK) It might do, so why put traffic here rather than there.
- 333 (DNK) Unknown because truckies would use a gravel track if it saved time.
- 336 Upgrade South St, with overpasses / underpasses i.e no lights.
- 337 (D) These avenues will still be used for vehicles heading to the port.
- 339 (D) More highways - more traffic! Keep Perth simple. Build satellite cities away from Perth.
- 359 (D) 3 highways already why build another.
- 369 (A) If a road is constructed anywhere, vehicles will undoubtedly use it.
- 382 (D) More road more trucks.

392 (SA) Too many heavy vehicles in Perth now!

395 (SD) It should remain a quiet feeder road

Roe Highway Extension Survey 2000

Question 4 Comments.

The construction of the Roe Highway will increase traffic along Farrington Road.
(SA) (A) (D) (SD) (DNK).

Survey No.

- 3 (SA) In a MRWA study of 1998 the predicted increase in traffic for roads such as Farrington will be of the order of 26% to 42%. This is not sustainable, nor is it acceptable to upgrade Farrington Road.
- 4 (SA) The traffic is already heavy along Farrington Rd and it will increase further if Roe Hwy goes through.
- 5 (SA) We don't want that, leave everything as it is.
- 18 (SA) There is space reserved for dual road at the South end, and its ease of access will increase traffic.
- 19 (SA) Consider the damage it will cause near our Wetlands.
- 51 (SA) Heavy vehicles already using Farrington Rd instead of South St, because of lights I believe.
- 55 (SA) It will become an off-road for both Kwinana Freeway and Roe Hwy.
- 56 (SA) It will encourage vehicles entering/exiting Roe Hwy.
- 63 (A) Possibly, but heavy freight vehicles through designated bushland is not the answer.
- 64 (SA) There will probably be an off-ramp at Farrington Road.
- 85 (D) Only if it stops at the Freeway and access is made off the Freeway onto Farrington Road.
- 96 (SA) Be used as a feeder road to proposed Roe Highway.
- 101 (SD) We hear noise from Farrington Rd now. More is too much.
- 106 (SD) Should lighten Farrington Road.
- 118 (SD) It will depend upon truck destination.
- 137 There isn't enough information to answer: ie where will off/on ramps/ intersections be located?
- 141 (SA) Yes if it stops at Kwinana Freeway.
- 148 (SA) Traffic will effect nearby residents. Too noisy. We want to sleep thank you.
- 186 (SD) Not if Farrington was cut off between Bibra Drive and Progress Drive and given back to nature.
- 188 (SA) Cannot be permitted.

- 207 (SA) As a one lane road, this will cause major problems and accidents.
- 209 (DNK) Local traffic will increase.
- 213 (A) Depends on access points to Roe and Kwinana Freeway.
- 229 (A) And also Bibra Drive and this is not wanted
- 246 (A) Yes and Farrington already borders Beeliar that is the reason no streetlights are along part of the road. It affects the nature.
- 266 (SA) Farrington Road was not designed for this purpose.
- 276 (SA) The increased home building and population increase in the area suggest that the traffic volume will increase.
- 278 (DNK) It's difficult to say, but it won't decrease traffic.
- 298 (SA) Unknown, lets not risk it Farrington Road should not be there.
- 299 (A) Access to Farrington Rd via Roe Highway will increase, again putting impact on sensitive areas.
- 311 (DNK) Depend whether anyone will use this unwanted highway in the first place.
- 312 (A) There will be at least some big vehicle choosing this way.
- 314 (DNK) as above - Would depend on government decisions over time . Future governments are not bound by present governments. But in short term, probably yes.
- 328 (DNK) If increase is heavy vehicles, then these should be prohibited on local traffic roads.
- 330 (DNK) Depends where junction is.
- 333 (A) Fast lane to North Lake Rd and Coolbellup.
- 336 Farrington Road was a mistake. So was Hope Road.
- 337 (A) The close vicinity of the roads will naturally facilitate access one to another.
- 339 (A) There is already enough roads.
- 369 (D) Roe Highway would be more likely to decrease traffic on Farrington Road.
- 375 (DNK) Probably
- 395 (D) Impractical feeder road

Roe Highway Extension Survey 2000

Question 5 Comments.

The construction of the Roe Highway will provide freight vehicles better access to the Port of Fremantle. (SA) (A) (D) (SD) (DNK)

Survey No.

- 3 (SD) The access routes to the Port are already established via the Fremantle bridges. Roe Highway extension beyond South Street takes traffic further South and hence longer more expensive journey.
- 4 (SD) Traffic has already access to the Port with Leach Highway, South St, Stock Rd. That's when they use them.
- 5 (A) They don't need better access.
- 7 (DNK) Other issues and routes need to be explored. Freight is not an issue for residents.
- 8 (SD) This will only be true for those travelling from the East of the Port, what about North and South? As it is, the Roe Hwy still ends at the Fremantle Bypass, so it will be not different to coming in via Leach or South St.
- 16 (A) Possibly. But they get there now without any community uproar. An alternative route would do the same.
- 18 (D) The transport Lobby would think so. The MRWA has absolutely no empathy with local residents, and are only interested in big business.
- 19 (A) But I don't want it to come through our Wetlands.
- 22 (DNK) Depends on where they come from.
- 26 (SD) Canning Hwy and Leach Hwy are more direct routes.
- 30 (D) Most trucks come from the Kewdale freight lines, down Leach Hwy directly to Fremantle harbour container yards, and will continue to take the shortest route.
- 35 (D) it doesn't end at the Port. Unless the agenda is to move it south.
- 40 (A) "Better" in terms of time, but not environmentally or socially.
- 47 (SD) More direct routes - South St and leach Hwy give better access.
- 49 (SD) It will do much more harm than good.
- 55 (SD) Roe Hwy will be the long way to Fremantle. Leach Hwy is the short way.
- 56 (SD) it will be a round route, instead of straight through Leach / Canning Hwys.
- 59 (DNK) Depends on where the Roe Hwy goes after Bibra Lake.
- 63 (A) Possibly, but do not cut up a suburban area and bushland for it.
- 64 (SD) I can only see major disruption at the Fremantle end.
- 78 (SD) They will use the best route to suit them. May not be Roe Hwy.
- 79 (SD) Depends on where they originally come from. Eg ex Kewdale will via Leach Hwy.

- 82 (SD) There's no problem the way it is.
- 85 (SD) Only if it is continuous through to Fremantle. The alternative routes beyond South St are too complicated at present.
- 95 (A) At what cost to the environment.
- 96 (A) But at huge environmental cost.
- 101 Not interested.
- 118 (D) The route is too far south for port facilities.
- 122 (SD) Once they get to Hampton Rd they still have to get through Fremantle.
- 131 (SA) Yes, but once again the local areas will be effected.
- 137 (SD) It will be an alternative to current routes! South St, Leach Hwy, Canning.
- 139 (DNK) Depends from what area they are approaching Fremantle.
- 140 Upgrade and use railway for freight traffic. It covers the area regarded in the questionnaire.
- 141 (D) Traffic (heavy) along a fully extended Roe Hwy will not generally divert back to Freo. However freight out of Freo may well use Roe.
- 148 (DNK) Not sure on that question, there are other ways to get there.
- 160 (A) It would provide better access, but it would increase noise and traffic for North Lake which is not wanted.
- 186 (A) Obviously - it would take through heavy traffic off local roads, which are now starting to disintegrate - were never designed for 20 tonnes.
- 187 (A) For some freight vehicles.
- 188 (A) Alternative options should be made available.
- 207 (SD) Leach Hwy serves that purpose well enough.
- 209 (DNK) Has to be proved by traffic authority.
- 213 (A) But at heavy social and environmental costs
- 222 It will provide better access to some point in the Fremantle area
- 225 (DNK) But I doubt it.
- 229 (D) And also dangerous goods will be carried on Roe. Use and develop rail instead.
- 236 (DNK) Probably only time will tell
- 239 (SD) South Street more direct
- 246 (A) AT what cost?! What is wrong with Leach Highway?
- 262 (SD) Plenty of access already and more direct
- 270 (SD) Leach Highway is the shortest and most direct route
- 272 (D) It is not a direct route to Fremantle. Leach Highway is a more direct route.

- 276 (SD) Canning Highway, Leach Highway, South Street already provide adequate access to Fremantle.
- 298 (SD) Current road structure many need a little upgrade for future needs/cost and the environment should be protected.
- 299 (SD) Fremantle bypass is opposed so traffic will still access Fremantle via Leach Highway.
- 307 (A) But at what cost. There are better routes environmentally.
- 309 (D) How?
- 311 (SD) They already have adequate access.
- 312 (SD) It is a more circuitous route and thus not so accessible as the current highways.
- 314 (DNK) I think there is good access already via Canning & Leach Highways and South St.
- 316 (D) Access will be no better than other routes now used, but rail freight would be more appropriate. \$ cost to maintain roads and environmental costs to community are high.
- 319 (DNK) Maybe – but it would be longer route than Leach Highway.
- 321 (SD) - South St which is more direct.
- 328 (D) Depends where freight vehicles come from. If from Welshpool, then perhaps Leach Hwy is a shorter route.
- 330 (DNK) Only if Hampton Road is improved.
- 333 (D) Knowing the thinking of the transport industry - wider roads, larger loads, more road maintenance.
- 337 (D) We don't need better vehicle access to the Port - we already have the railway for that - far less pollution, just as many jobs.
- 339 (D) More roads, more traffic!
- 351 (A) If the Fremantle By-pass goes ahead.
- 361 Possible. But freight vehicles aren't as important as other considerations.
- 372 (SD) The Stock Rd option is the viable one.
- 395 (A) Only with the combination of the Fremantle by-pass

Roe Highway Extension Survey 2000

Question 6 Comments.

The Roe Highway could be constructed without significant impact on the wetlands.
(Particularly North Lake, Horse Paddock Swamp, Bibra Lake, Roe Swamp).
(SA) (A) (D) (SD) (DNK).

Survey No.

- 3 (SD) It is well documented in a range of studies and DPUD studies that the impact on the environment would be devastating.
- 4 (SD) Roe Hwy anywhere near these areas will destroy the wetlands and the public's enjoyment.
- 5 (SD) Shouldn't be constructed at all.
- 7 (SD) Once again the original plans did not take into account the knowledge we now have.
- 8 (SD) Only by not passing through said wetlands.
- 16 (SD) Impossible! Noise, environmental change etc, will impact greatly on the wetlands.
- 18 (SD) The impact will be very significant to the area.
- 22 (SD) The proposed route would certainly impact on the wetlands.
- 26 (SD) How!!
- 29 (SD) It seems an absolute absurd statement, the wetlands will be impacted very much.
- 30 (D) Noise impact will always have impact.
- 34 (SD) We have seen this happening all over the world. You destroy the habitat and wildlife disappears very soon.
- 35 (SD) You'd have to be a fool to think it could!!
- 45 (SD) This is not possible.
- 47 (SD) Any construction in the area will have negative impact.
- 49 (SD) There is no way it will be anything but disaster.
- 50 (SD) Definitely should not go through wetlands areas.
- 54 (SD) If it were diverted elsewhere.
- 55 (SD) Main Roads have never built a road yet, that has not had MAJOR impact on all the areas adjacent.
- 56 (SD) Impossible.
- 59 (SD) Would find it hard to believe a major highway wouldn't have a significant impact.
- 63 (SD) Never. It will devastate the area.
- 64 (SD) How could it!! A highway is a highway.
- 66 (SD) Not in its current design.

- 71 (SD) See Q 2. (ie: Definitely not - far too fragile environment).
- 85 (SD) Only if it is completely re-routed to a completely new alignment (say alongside the existing railway line).
- 96 (SD) Farrington Road did cause permanent damage to existing wetlands.
- 106 (SA) Build bridges over the wetlands.
- 118 (SD) You're kidding. It will split these wetlands in two.
- 120 (SD) This would be impossible.
- 122 (SD) It cannot be constructed without doing some damage.
- 127 (SD) Impossible in the current plan.
- 131 (SD) Any highway through the area will have a major impact on the wetlands.
- 138 (SD) Pretty impossible.
- 139 We need all parklands as population increases.
- 141 (A) Main Roads efforts at the Busselton Bypass show they can build through sensitive areas compassionately.
- 148 Think of animals that live there. Where will they go?
- 165 (SD) Farrington Road affected many species of wildlife.
- 176 (SA) End Roe Highway at the Kwinana Freeway - use an exit from Kwinana Freeway to lead into Fremantle.
- 186 (A) Only if elevated and with joint participation - only a few know how or want to. Cost is less important than time in progress.
- 193 (SD) It is going to be constructed right through the North Lake wetlands (Hope Road).
- 207 (SD) The impact and destruction caused by the Highway would be enormous.
- 212 (SD) It will have massive impact.
- 213 (SD) Even if "elevated" roadworks construction will disrupt the area dramatically.
- 222 (SD) Regardless of safeguards and assurance of care the highway is the significant impact.
- 227 (SD) Shouldn't be constructed at all because of noise pollution
- 228 (SD) How is that possible
- 229 (D) (SD) Much too close to existing housing
- 246 (SD) How could it! lets be honest here!
- 255 (SA) Why would Perth Zoo construct a permanent Wetlands exhibit if Wetlands weren't important?
- 266 (SD) Any disturbances of these areas will have dire consequences
- 270 (SD) The flora and fauna would eventually have their habitat destroyed.

- 272 (D) Any construction no matter how minimal has an effect on our environment e.g. Farrington Road.
- 276 (SD) The Roe Highway construction will significantly denigrate the existing pristine wetlands.
- 278 (SD) It is impossible to build the Roe Highway without major environmental damage.
- 279 (D) I don't believe this could be achieved.
- 291 (SD) The construction would cause the worst possible impact on the nature and human use of this area.
- 298 (SA) Check our past history and advice and think again.
- 299 (SD) Wide roads require wider clearing while site works occur damaging surrounding areas.
- 306 (SD) Pollutants will destroy the whole area – animal and bird life.
- 307 (SD) Not if it runs through the wetlands.
- 309 (D) By raising the highway?
- 311 (SD) Destruction of corridor fragmentation of habitat – this will destroy the environment of North Lake etc.
- 312 (SD) It is clear that 100m of clearance for these roads will significantly impact on wetlands.
- 316 (SD) Any further loss of our remaining scarce wetlands is unacceptable. A highway will destroy the wetlands.
- 319 (SD) Impossible.
- 328 (SD) Impossible. There will be irreparable damage to the environment and the wetlands.
- 330 (SD) It will have a significant initial and ongoing impact.
- 333 (D) Some politician probably worked this out with his crystal ball.
- 336 No. Don't believe it.
- 337 (SD) Anyone who thinks that must have financial interest or be a politician.
- 339 (D) Leave bushlands free.
- 344 (SD) Impossible.
- 347 (SD) Utter deception and self delusion.
- 359 (SD) All highways have some impact on environment.
- 361 Only if it took a different route would this be true.
- 369 (D) Any road, including existing ones which divide or travers any areas, has a significant impact.

- 371 (DNK) Government should review road freight.
- 372 (SD) This statement is not true.
- 375 (SD) See no 8 [Cars smell bad and roads compact the soil and are also dangerous]
- 395 (SD) Long term impacts would eventually result in water quality decline and fauna.

Roe Highway Extension Survey 2000

Question 7 Comments.

The Roe Highway would divide the communities through which it passes (Particularlry Leeming, Bibra Lake, Murdoch Chase, North Lake, St Pauls, Coolbellup and St Andrews).
(SA) (A) (D) (SD) (DNK)

Survey No.

- 3 (SA) Particularly these suburbs and access - exit safety factors as well. Dissection of suburbs from each other, from shopping centres, schools and recreation (public & private).
- 4 (SA) Would completely divide these areas.
- 5 (SA) We need to stick together.
- 7 (SA) Community is an important concept that needs to be conserved.
- 16 (SA) Of course it will. It only stands to reason.
- 18 (SA) Physical limits will change the area, and only for the perceived benefit of transport companies who have no interest in local issues.
- 22 (SA) Self evident.
- 26 (SA) North Lake residents will have no access to Bibra Lake.
- 47 (SA) Ready access to the Parks facilitates communication between the communities. Friendships are established by regular users. A feeling of "community" exists.
- 53 (SA) Especially for younger people's social life. Any very busy road already does that.
- 55 (SA) This is obvious as are its consequences.
- 56 (SA) Every major road does that. Just look at Farrington Road dividing North Lake into two suburbs.
- 63 (SA) Nothing surer.
- 101 I think 100% people are happy as is now.
- 118 (SA) Children will have to change schools, access to shops will also be lost.
- 120 This would be inevitable.

- 138 (SA) Obviously - just look at Farrington Rd.
- 141 (SA) Hooray.
- 186 (D) In reality this question has very little value, perhaps to a minority, but generally no.
- 187 (SA) And Hamilton Hill.
- 209 (SA) The noise and pollution levels would be detrimental to both people and fauna and flora. We can't have both, one or the other will suffer.
- 212 (SA) Especially North Lake would become more isolated.
- 213 (D) The suburbs do not really currently share a sense of community as barriers already exist between them.
- 222 (A) It would be a barrier to the free movement between suburbs. It would be a very anti-social development.
- 229 (SA) Division by size and intolerable noise.
- 246 (A) Dangerous roads for all to cross and pass through
- 262 (SA) Life styles would be seriously affected in terms of schooling access, shops and general motoring ease.
- 270 (SA) It is very hard to cross six lanes and two sets of railway lines.
- 272 (SA) Murdoch Chase residents won't be too happy about the effect on their land market prices.
- 276 (SA) Residents living west of Kwinana Freeway on the proposed interchanges and Hope road will be severely isolated.
- 278 (SA) It certainly will, the same as Farrington Rd has done.
- 279 (SA) We already have enough roads that divide our communities.
- 291 (SA) The experience of the Mitchell Freeway is there to support that belief.
- 298 (A) Highways create community divides.
- 308 (D) There is not much unity currently.
- 311 (SA) It seems to be stating the obvious.
- 312 (SA) Major roads always take their toll on communities particularly for children.
- 316 (SA) Highways fragment communities health, suburbs need to promote community and the physical and mental well-being of residents.
- 319 (D) The road reserves already divide these communities – can be a bit emotive.
- 321 (SA) Ruining a scarce wetlands and community park.
- 333 (SA) The infrastructure is quite good now.

- 337 (SA) And would ruin our bush!
- 339 (A) Highways divide wildlife.
- 373 (SA) Such roads always do.
- 375 (A) Difficult for cyclist and pedestrians to cross.
- 395 (A) Certain areas especially in Coolbellup and St Andrews will be affected.

Roe Highway Extension Survey 2000

Question 8 Comments.

The educational, social and recreational value of the North Lake/Bibra Lake wetlands and bushland would be significantly diminished by the construction of the Roe Highway.

(SA) (A) (D) (SD) (DNK).

Survey No.

- 3 (SA) The significance of the area is obviously not understood by those who would ignorantly advocate to destroy an area with rare species and unique social, cultural, topological and environmental qualities.
- 4 (SA) Would be more than significantly diminished, it would have untold damage for now and the future.
- 6 (SA) It will rob the families of something they can enjoy without having to fork out money which most of them can ill afford.
- 7 (SA) Once again, designs done in the 1950's do not take into account current knowledge and values.
- 8 (SA) The beauty of the Lakes is that they are for the people not for cars.
- 16 (SA) Without doubt!
- 18 (SA) For this reason alone the Roe Highway must not be allowed to be constructed in this area.
- 29 (SA) There will not be any flora, fauna or birds for future generations to be educated and made aware.
- 34 (D) It will give better public transport to arrive at Bibra Lake, especially a train line.
- 35 (SA) Self evident = axiomatic.
- 47 (SA) And the effects would be felt by the wider community, not just the residents of North and Bibra Lakes. It is a place of spiritual healing for many who visit the area.
- 49 (SA) We need this precious resource.
- 53 (SA) I agree very, very strongly!!
- 54 (A) Agree - go elsewhere. South of Yangebup.
- 55 (SA) The wetlands will be destroyed as such, just as Mongers Lake has been.

- 56 The combination of noise and air pollution alone will destroy recreational value of the area.
- 59 (SA) A very special part of the world, would never be the same again.
- 71 (SA) Or ruined.
- 101 Leave it as it is.
- 118 (A) Hundreds currently use these areas every weekend.
- 120 (SD) Very, very significantly diminished.
- 121 (SA) This could never be replaced - lost for future generations.
- 122 (SA) More noise and fume pollution - disturbance to wildlife.
- 135 (SA) It would destroy the serenity of the whole area.
- 138 (SA) Wonderful work is being done to foster and nurture our beautiful small piece of what there once was. Why destroy what children, families, the wider community now appreciate and enjoy so much. Pass it on to those to come.
- 141 (D) Can't see any problem.
- 148 (SA) Many families use this venue for bbq and family outings, where will they go now?
- 167 (DNK) Depends on construction type through these areas.
- 180 (SA) Just leave our birds, wetlands and animals alone.
- 188 (SA) No approval for this proposed direction, by this resident.
- 193 (SA) Particularly the regeneration program undertaken by the Wetlands Centre.
- 207 (SA) Environmental groups and local lobby groups have already highlighted the carnage the Hwy would cause.
- 209 (SA) We should not repeat the damage that Farrington Road has had on local area.
- 212 (SA) Who wants to go to a park that has heavy traffic next to it. The whole idea is back to nature, peace and tranquility.
- 213 (SA) The wetlands would no longer be wetlands.
- 222 (SA) Field trips, seed collection, bush regeneration, and education activities will be severely affected.
- 227 (SA) It has been shown in many other areas to be the case and this area is one of only a couple areas remaining. It should be preserved.
- 229 (SA) By the complete length of Hope Road x 100 metres. Plus the widening of Bibra Drive means two extra lanes from the wetlands removed.
- 246 (SA) The natural environment would disappear.
- 249 (SA) This area is used by schools from all parts of Perth. Children attending Winthrop B. College would have a major highway with associated noise/pollution on their frontage.
- 260 (SA) Isn't it obvious?
- 270 (SA) The traffic would endanger children and fauna.

- 272 (SA) Farrington Road had a major effect on the bird wildlife on the North Lake corner of Progress Drive. I can remember driving part on that road in the beginning and I could hear the birds fly and scream as each car went by.
- 276 (SA) Currently we often picnic at Bibra Lake on weekends. It is a quiet tranquil place with minimal traffic noise/pollution. Six lanes of high-speed heavy transport will alter everything forever.
- 278 (SA) Yes it would, through noise, traffic and loss of access to wetlands
- 279 (SA) I am a frequent walker in these wetlands . The solitude there is wonderful. That would be destroyed by the Roe Highway.
- 287 (SA) Cannot be allowed to happen.
- 291 (SA) It is so obviously TRUE
- 298 (SA) Bush and wetlands have disappeared fast 'STOP THE ROT'
- 306 (SA) Many school groups now enjoy the wd etc and the serenity and safety will be issues.
- 308 (SA) People would readily adapt.
- 309 (SA) It is a major highway therefore it will be disruptive. Its axiomatic.
- 311 (SA) This would only serve to teach our children that we do not care about their future.
- 316 (SA) Conservation of Perth's remaining wetlands and bush land is necessary. Highways destroy the habitat of flora and fauna and reduce the amenity and educational value of the area.
- 319 (SA) Noise pollution would also be ruiness.
- 321 (SA) Non left.
- 330 (SA) Wetland /bushland habitat of many different bird and other species.
- 333 (A) As any school teacher.
- 337 (SA) We would lose significant flora and fauna - all we could teach our kids would be about how it used to be. The effects of exhaust fumes on the air, how to live with noise and pollution.
- 339 (A) More wetlands. Less highways.
- 361 (SA) Noise impact alone from the highway would be huge.
- 373 (SA) Cut access. Animals and plants will lose habitat.
- 375 (SA) Cars smell bad and roads compact the soil and are also dangerous.
- 395 (SA) The potential value is great- for eg separating Booragoon Lakes from Piney Lakes reserve resulted in a steady decline in native fauna who used the thoroughfare. A real loss of local natural history.

Roe Highway Extension Survey 2000

Question 9 Comments.

The environmental costs of the Roe Highway through the wetlands outweigh the benefits.
(SA) (A) (D) (SD) (DNK).

Survey No.

- 3 (SA) The value of the area for future jobs and eco-tourism so only just becoming to be understood by the wider community. The eco-systems must be saved from the road-makers.
- 4 (SA) Totally far outweigh any benefits.
- 5 (SA) Environment is far more important than stupid traffic.
- 8 (SA) The environmental impact of the construction and use of the Highway is irreversible. It will be a permanent cost to the environment.
- 16 (SA) Haven't we learnt enough about how wetlands suffer with these so called improvements.
- 18 (SA) The loss of the significant area must not be allowed to occur.
- 22 (SA) The detrimental factors and affects could be irreversible.
- 29 (SA) The loss to flora/fauna and animals/birds will be massive.
- 34 (A) Unless a thorough risk analysis covering all aspects of environment and engineering study to manage these risks.
- 49 (SA) We don't need this road.
- 55 (SA) There are no benefits to extension of Roe Hwy.
- 56 (SA) Are there ANY benefits at all?
- 63 (SA) What benefits?
- 66 (SA) This can be seen on Farrington Road.
- 85 (SA) Yes on present indications.
- 101 Better spent on Hospitals and sick adults and children.
- 131 (SA) This area would be changed altogether for the worst to residents and flora and fauna.
- 138 (SA) Once lost - gone for ever.
- 148 (SA) Environment is more important. Save Australia's natural environment. Keep Australia beautiful.
- 167 (D) Not with proper planning.
- 207 (SA) We must protect the environment and not pander to companies and government.
- 209 (SA) The environmental and recreational costs can be calculated as to the damage that Farrington Road has caused.
- 222 (SA) The environmental costs will be major, ongoing and forever.

- 239 (SA) Already ??? dead wildlife from traffic and power lines
- 246 (SA) Noise, pollution, environmental damage, safety, devaluing our homes etc.
- 249 (SA) You can relocate a road but not a wetland.
- 262 (SD) There will be no social benefits. This decision is totally inappropriate.
- 270 (SA) Roads can be replaced extinct flora and fauna can't
- 276 (SA) The environmental vandalism will irreversibly denigrate the wetlands.
- 278 (SA) The Roe Highway won't have any benefits for the community.
- 279 (SA) Once you destroy a place of unique significance you cannot replace it.
- 291 (SA) Run offs, noise, air pollution, danger to wild life, increased possibility of accidents have no benefit at all.
- 296 (A) Definitely. We don't yet know the full impact on the environment. Possibly more than estimated.
- 298 (SA) Main Roads, start thinking.
- 299 (SA) Alternative means of access and commuting should be emphasized instead of increasing vehicle access.
- 309 (A) I suspect this may be so though I have no proof.
- 311 (SA) There are no benefits except to MRD egos.
- 312 (SA) There appear to be no benefits.
- 316 (SA) There is no longer an option to destroy habitats and degrade our environment. Future generations will lose a priceless asset.
- 333 (A) My grandchildren need to see birds, frogs and fish outside of a zoo.
- 337 What benefits?
- 338 (SA) The biological entities have no where to go if this area is decimated. They are ringed with freeways and roads. It means eventual death to these communities.
- 339 (A) Less cars, more bikes!
- 344 (SA) Wetlands are so vital to our environment - we have destroyed too much of it already.
- 350 (SA) Environmental disaster and social impact disaster.
- 373 (SA) Where's the past benefit to WA. People from all the big sales/projects done by the Government.
- 375 (SA) What are the alternative costs ? What about the bush along Stock Rd.
- 382 (SA) Water quality is deteriorating already.

Roe Highway Extension Survey 2000

Question 10 Comments.

The decision to construct Roe Highway has already been made by the relevant government departments and therefore cannot be changed. (SA) (A) (D) (SD) (DNK)

Survey No.

- 3 (SD) This is a common myth and also a concern in that many members of our community have been raised with this belief and the associated feeling of powerlessness, even in our so called democratic way of life.
- 4 (A) I feel the powers to be already sanctioned this project. But our hearts want to believe that we all can stop this disaster.
- 5 (SD) People's comments are more important than the government, that doesn't live in this area.
- 7 (SD) New information needs to be taken into account. We do not live in John Howard's 1950's.
- 8 (D) I disagree - look at the Leighton Beach development. A government decision changed due to public outcry.
- 16 (SD) Any decision can be changed if required, nothing is impossible!
- 18 (SD) The residents must have the final say in this regard.
- 22 (A) This is probably true but with the right will the Government can change it.
- 26 (D) Government at present take no notice of what the public wants.
- 29 (SD) It is still in the planning stage and construction has not yet started hence it is still not too late to abandon the idea.
- 34 (D) Risk analysis and project planning can be presented to the government to highlight impact on environment and other options to modify highway route.
- 35 (SD) it hasn't been built yet, so it could be prevented by paperwork only.
- 40 (SD) It's time for current views to override the ignorance of the 60's.
- 43 (DNK) I hope not. But I'm worried it's true.\
- 45 (SD) We live in a democratic society. There must be public consultation. When this route was chosen, the effected suburbs didn't exist and knowledge re - the environment weren't an issue.
- 47 (SD) Public pressure can achieve change.
- 49 (SD) Common sense will prevail.
- 51 (DNK) Let us hope it can be changed.
- 53 (SD) I feel that it depends on who's in government. A government which consists of people who truly care about the world more than their income can change things.
- 54 (SD) There's more 'bullshit' perpetrated by the 2% at the top, than the rest of the population put together.

55 (DNK) Lets hope not. But Main Roads is not to be trusted. They have proved it in the past with 50-60 year old logic on environmental issues.

56 (SD) They may think so, but lets hope the vandals won't get elected.

59 (D) No political decision is unchangeable, as the people are to be served by the government of the day.

63 (SD) A decision is not the same as an actuality: surely an alternative can be found.

66 (SD) Anything can be changed.

85 (DNK) We have not been informed as to whether this is true or not. There seems to have been very little information given out.

96 (SD) Ratepayers and taxpayers and voters will turn this decision around.

101 If the decision is made, we are too late to say no. We should have been asked sooner.

118 (SD) Common sense must prevail, and the project should be re-evaluated.

122 (SD) No decision cannot be changed, particularly if a vote depends on it.

127 (SD) This is the argument of bullies and manipulators.

131 (SD) The power of the people can change the outcome, if we all pull together.

137 (SD) Government departments often make plans and decisions on feasibility study to suit.

138 (SD) Why not?

139 (SD) There is nothing that can not be changed if willing. Stubbornness doesn't help progress.

140 (D) Can the relevant government divert their thinking to using the existing railway for the freight - increase use. The railway does follow the Roe Hwy route.

141 (D) They come and go. It was a good decision 20 odd years ago, and can't happen soon enough.

148 (SD) Listen to what the people of the area want. Not what the government wants. We will protest.

167 (D) It was decided a long time ago.

180 (SD) Strongly disagree the government can and do change the rules all the time.

193 (D) It has been proposed, nothing has been set in stone.

207 (SD) People power and the voice of the community can change decisions.

209 (SD) Protests, petitions, pressure, persist to all agencies.

211 (SD) No government decision is irreversible, that is only the view of developers.

213 (SD) Until the roads are built any decision can be altered or reversed if the will to do so exists.

222 (D) Anything can be done changed. Attitudes, wishes, realizations, new thinking, new government.

225 (SD) I cannot accept the point that any plans for this highway that exist now can't be changed.

- 227 (SD) Elections and future elections for government should be listening to the people of the area they represent. We pay to live here for the beauty of the wetlands!! Government should be prepared for legal suits for letting away.
- 228 (DNK) I hope not because this family won't be very happy.
- 229 (SD) If the local people shout long enough and hard enough it will not take place.
- 236 (SD) Of course it can be changed if a statesman instead of a politician was looking after the environmental issues.
- 246 (A) Can anyone make a difference. We can try but will they really listen.
- 248 (SD) If a decision can be made by a government Department then by the same token it can be changed.
- 249 (SD) Look at the history of the government and law.
- 255 (SD) Gov Depts are there for the people so should consult and decide in the public's favour.
- 257 (SD) Listen to the people.
- 262 (SD) It was proposed years ago, the decision did not take into account present day issues. Wildlife in particular.
- 266 (SD) Any decision can be changed providing the gain is for the right reasons e.g. the environment.
- 270 (SD) Wanna bet it can't
- 272 (D) I agree that the decision has been made by the gov dept, however, if pressure is out on the councilors of Cockburn it can be reversed.
- 276 (SD) The decision makers 40 years ago obviously didn't foresee the spread of suburbia and current environmental reports were not available to them.
- 278 (SD) Plans can be changed if enough people object and the Government is willing.
- 279 (SD) If it isn't built yet it can be changed
- 282 (SD) Should this be so, then they need to rethink.
- 285 (SD) Fremantle by pass has been halted and that was to be set in stone.
- 291 (SD) Discussions that have such enormous impact should always be open to review and changed when necessary.
- 296 (D) Why? Governments are always changing their minds especially when elections loom!
- 298 (D) Public comment and unrest must be taken notice of.
- 306 (SD) We people are the govt. We make the laws or so we are led to believe!
- 309 (A) Sadly there may be some truth in this. MRD knew of it 15 years ago.
- 311 (SD) It is our land, our environment, our government and our money and it will be changed.

- 312 (SD) Responsible government departments will always review decisions as major as this one, and as costly.
- 316 (SD) Rigid thinking is unacceptable. The community want leadership on this plan – which is now outmoded and inappropriate. New thinking is needed.
- 321 (SA) I am fearful of this being the answer.
- 328 (D) Hopefully public opposition to the Roe Highway will cause current government to rethink its construction.
- 330 (D) Leighton Beach stopped the government. Why can't we?
- 333 (SD) The only thing that can't be changed are death and taxes.
- 337 (SD) They've changed their plans before.
- 338 (SD) Man made the decision. Man can change it. The people who voted for you want it changed.
- 339 (D) People rule not government departments, individuals.
- 344 (SD) The decision was made in the dark ages, before government was aware of environmental impact. We need to start to become more environmentally responsible.
- 349 (SD) Of course it can be changed "By the public".
- 359 (SD) Government departments don't care for people or environments, even the EPA
- 361 (SD) Decisions can always be reversed !
- 373 (DNK) Hope not.
- 392 (SD) We the people elect and should guide politicians.
- 395 (DNK) It seems that way, however it took 30 years to build the Northbridge Tunnel.

Roe Highway Extension Survey 2000

Question 11 Comments.

The Roe Highway Road Reserves should be retained as local bushland (Therefore taken off the Metropolitan Regional Scheme). (SA) (A) (D) (SD) (DNK)

Survey No.

- 3 (SA) This is the only sensible solution if the Perth Metro region is to promote Eco-Tourism through the Beeliar Parklands (the Kings Park of the South Metro).
- 4 (SA) Totally Removed.
- 8 (SA) North Lake / Bibra Lake should be turned into one large bushland reserve.

- 16 (SA) How much more bushland do we have to lose before it too mush?
- 18 (SA) Natural bushland is diminishing and must be preserved.
- 26 (SA) Yes lets think about the wild life !!
- 29 (SA) Should be designated as a natural wetland area so that future development are not considered.
- 55 (SA) And improved - return to their natural state and close Hope Rd to through traffic.
- 56 (SA) Not only retained, but revegetated with the support of local community.
- 85 (A) Yes, if the scheme is dropped.
- 116 (SA) Absolutely.
- 131 (DNK) The reserve should remain in place without the Roe Highway.
- 137 (SA) There needs to be a conscious decision made between progress for progress sake and common sense vision of the future environmental preservation!!
- 138 (SA) We have so little bushland left, we need to keep what there is.
- 141 (SD) The Roe Highway is an essential road a perimeter truck route to alleviate the need to thread through existing inadequate roadways.
- 186 (D) Not until the elected controllers, the presumed professional planners and the general public come to a rational or acceptable decision.
- 213 (A) If no freeway is built
- 222 (SA) The threats to this area should be removed permanently
- 227 (SA) Absolutely!! You can plant a tree but you cannot re-create all that exists there now! Try convincing the fauna.
- 229 (SA) (A) And should be state and federally listed as 'Heritage' to prevent future governments doing this again.
- 249 (A) It provides a valuable natural corridor for the movement of fauna from habitat to habitat.
- 262 (SA) Bibra Lake and its regional wetlands are renowned for its beauty the kids love it and visitors love it. Even those living up to 23,000 miles away. They remember it.
- 276 (SA) The rate that the bushland is disappearing this suggestion should be seriously considered.
- 289 (A) Where ever possible.
- 291 (DNK) I do not fully understand the implications.
- 296 (A) We are losing fauna and flora as well as the bush.
- 298 (SA) That's what all the concern is about 'Retain as bush land'
- 309 (DNK) I suspect so but am no expert on this.
- 311 (SA) At least the flora and fauna of road reserves should be the subject of a study to assess their value as habitat and reservoirs of endangered species.

- 312 (SA) Road reserves have protected some otherwise extremely rare flora/fauna and should be protected for this reason.
- 316 (SA) Roe Highway should not extend through Ken Hurst Park and North and Bibra Lakes and should be conserved as reserves with bush land.
- 319 (SA) Not sold for housing but retained as bush corridor.
- 328 (SA) Rumours of ministry of Housing being interested in these reserves for housing would be unthinkable.
- 330 (SA) For God's sake save something!
- 333 (A) Coolbellup could use the land for recreation.
- 337 (SA) We have far too little bushland in the metro are - or anywhere else for that matter! The Bibra Lake chain has already been affected by building and industry. Taking more trees from the vicinity would be disastrous.
- 347 (SA) At least something good can come out of the outrageous planning of highways.
- 361 (A) A good idea
- 373 (SA) Too many people, too little space, clean air, diversity from other environments.
- 382 (SA) Many weeds introduced to bush land via road reserves eg. Geraldton Wax.
- 395 (SA) Provided they are managed and cater for the public – Ken Hurst Reserve could become a great bush reserve for recreation of pathed and fenced. They should be highly valued and a trade off could be agreed to in absence of agreement –

Roe Highway Extension Survey 2000

Question 12 Comments.

The Beelihar Wetlands are listed on the Australian Heritage Council Register as significant to the National Estate, therefore impact such as Roe Highway should be prevented.
(SA) (A) (D) (SD) (DNK).

Survey No.

- 3 (SA) Although this has been the case since 1997 (interim listing) the significance of the road reserve bushland has not been highlighted. The symbiotic relationship must be acknowledged.
- 4 (SA) For this project to go as far as it has, when these areas are listed is a laugh, for these registers are no protection.
- 5 (A) Yes that's right.
- 8 (SA) It can never be replaced! if it is so significant why bulldoze it.
- 16 (SA) Without doubt.

- 18 (SA) Once lost they are gone forever.
- 26 (SA) But does the government care - big business comes first!!!
- 47 (SA) To proceed with the Highway would be criminal, desecration of the environment.
- 55 (SA) The Australian Government should be asked why they are committing funds for the extension under the circumstances. Contradictory.
- 56 (SA) If its not true then AHCR is only a smoke screen.
- 63 (SA) Yes let's do what we can to stop it.
- 66 (SA) As reserve with a freeway through it makes it less of a reserve.
- 96 (SA) No difference to Heritage listings of buildings. Can't change rules to suit government departments.
- 116 (SA) It shouldn't even be allowed for someone to think about building the road, let alone getting this close.
- 131 (SA) These wetlands are very precious to all of us, not just the local people.
- 137 (SA) There must be other alternatives.
- 138 (SA) What other reasons is needed.
- 141 (D) To build a highway there must be some impact, it can be cushioned.
- 148 (SA) Do you want to destroy our Heritage. We hardly have any, so keep something for us to tell our future generation about.
- 228 (SD) If it is not, then it should be. I personally take the Hope Road home because of it's beauty and serenity.
- 270 (SA) The wetlands need every protection they can get.
- 276 (SA) I concur whole heartedly.
- 278 (SA) The Roe Highway will diminish the value of the Beeliar wetlands
- 279 (SA) I believe these wetlands are a sacred site for human beings, birds and animals and should not be destroyed.
- 291 (SA) Prevented at All costs, for all times.
- 299 (SA) Once conservation areas have been identified as significant then all should be protected.
- 312 (SA) This is clearly true.
- 316 (SA) The Beeliar Botanic Park deserves total conservation. Highways through such a natural heritage site is inappropriate and will damage aboriginal sites.
- 337 (SA) What is the point of the Australian Heritage Council Register, if the government is going to ignore it?
- 339 (A) Heritage before excess bitumen!
- 350 (SA) To whom it may concern - Please listen to the people for a change.

- 361 (DNK) They should be registered for protection.
- 373 (SA) If you list it, why can someone overturn it ?
- 395 (SD) A tax should be levied for environmental damage for upgrading existing reserves in lieu of damage to reserves – keep the environmental accounts balanced. A statewide tax !

Roe Highway Extension Survey 2000

Question 13 Comments.

The MRWA (Main Roads) know what is best for the community.
(SA) (A) (D) (SD) (DNK).

Survey No.

- 3 (SD) The MRWA is a culture based in myopic views of traffic and traffic prediction. As a government agency, it has much to answer for, with regard it bias towards the 'constructed environment' regardless of the value of our natural heritage.
- 4 (SD) They think they do, but we know better.
- 7 (SD) How does a Government department who does not understand the environment, know about community!!
- 8 (SD) I don't believe they adequately consult the community - how can they know what's best.
- 13 (SD) They are simply following their political masters who are pushed by the Transport Lobby.
- 23 (SD) What is best for the community clearly does not enter their heads.
- 29 (SD) They probably know of the monetary gains for themselves. Seems like they have lost focus of environmental focus.
- 30 (D) Technology of the future will change the way will move freight. Imagine a monorail suspended track between the port and Kewdale, down the centre of Leach Hwy.
- 35 (SD) Their brief is to build roads, Not to assess community impact. That should be the job of Planning Departments.
- 45 (SD) If the current infrastructure is indicative of MRWA capabilities, then it is obvious that they are in no position to know what's best for the community/ environment.
- 47 (SD) MRWA have shown an arrogant disregard of the community. A resident for 11 years and unaware of any past consultation in the community.
- 49 (SD) I have no confidence in MRWA to decide what is best for the community.
- 55 (SD) So do all bigots, small minds and dictators. This simply means that the MRWA should be annulled.
- 56 (SD) So does every dictator in this world. Surely they've seen/read numerous reports and recommendations.
- 63 (SD) Conditions change over the years and this is a good example of the need for flexibility in planning.

- 85 (D) Unless we can be convinced that all the social, environmental and demographic values are honestly considered.
- 96 (SD) MRWA Dept doesn't live in this beautiful part of Perth City.
- 116 (SD) They don't know at all - they are obsessed with building roads that were planned 30-40 years ago and are no longer needed now. Other options need to be explored.
- 118 (SD) Care only for transport and not the broader community.
- 122 (SD) How?
- 127 (SD) They have their own agenda which is not necessarily that of the community.
- 131 (SD) I don't know if the Main Roads has ever contacted anyone in this area re: the highway.
- 135 (SD) Only the community who live in the area are aware of the potential loss if construction takes place.
- 137 (SD) There are so many projects that have progressed only to be re-evaluated and corrected at the tax payers and environment's expense!!
- 138 (SD) I don't think so!!
- 140 (D) Let the MRWA work with WAGR to possibly make an alternative in favour of a railway?
- 141 They are aware of the community's worries. Certainly know more than me.
- 148 (SD) I don't think so. Do they even live in our area. I don't think they take their dogs for a walk around the lakes.
- 180 (SD) Like hell they do.
- 186 (SD) How would anyone know that. Has the community as a whole, better solutions for this broad complex problem.
- 207 (SD) All they seem to care about is the almighty dollar and keeping the business community happy.
- 209 (D) The mistake of Farrington Road (and the back door methods) should not be repeated.
- 211 (SD) In their dreams.
- 212 (SD) People who live and work in the particular community should have final comment.
- 213 (SD) They know what is best for business and its transport needs.
- 222 (D) The Mains Road Department's role is to construct roads. They should be advised as to what is best for the community including the community.
- 225 (SD) It is obvious that they do not.
- 227 (SD) Key word is community/ if they did - they would not be doing this!!
They are not considering us , but business.
- 229 (SD) Let Main Roads get on with the Kwinana Fwy extension as first priority they have years of work ahead of them at present.
- 239 (SD) This plan was made too long ago with out consolation of residents.
- 246 (SD) It is easy to sit in an office and make these decision and not considering the consequences.

- 248 (D) They should keep up with public opinion and environmental impacts of their roads.
- 255 (SD) MRWA needs to consult the affected public rather than allowing a 50yr plan dictate great disruption to many thousands of people.
- 262 (D) Often the negative issues are realized after wards; and all will regret. They have been sneaky in obtaining land and property over the years. No alternative route seriously considered.
- 270 (SD) There is not one brain among them. That is why we are getting all these private contractors in to make our roads and all they will do is cut corners to make more money.
- 272 (D) They don't necessarily consult with the community and are under pressure from the Government of the day.
- 276 (SD) Taking up a 40 year old concept without the necessary environmental impact study and community consultation is dictatorial. This is a democratic society.
- 278 (SD) They think they know but I disagree
- 279 (SD) They are bureaucrats. They do not live in this community.
- 282 (SD) They appear to look for the easiest way.
- 291 (SD) You must be joking!!
- 296 (D) Since when? I can think of many government department decisions distinctly bad for the community.
- 299 (SD) Roads gazetted 40 to 50 years ago are not necessarily going to be good for the community nowadays. Review is necessary.
- 309 (D) They have a particular expertise, but not a total expertise.
- 311 (SD) The MRD knows about building roads not about the community.
- 312 (SD) Sometimes MRWA knows what is impressive for roads but not what is best for the community.
- 314 (SD) There are not enough checks and balances in place to ensure its policies are sensitive to, and reflective of, public opinion.
- 316 (SD) MRWA know what is best for construction companies and impose their views on the community which is market driven [?] Residents want community planning.
- 327 (SD) Main Roads have a very little idea to know what is best for the community.
- 328 (SD) They are only interested in planning at the expense of the community.
- 337 (SD) Maybe they know but they are given directions by the powers that be.
- 347 (SD) They are fabulous at making roads, but road makers are not automatically competent environmentalist.
- 349 (SD) Of course they don't.

- 350 (SD) Like hell they do.
- 359 (SD) They wouldn't have a clue
- 361 (SD) They only know roads and don't care about anything else – especially the local people.
- 369 (SD) Main Roads only imagines it knows anything at all.
- 372 (SD) They never have considered needs of the community.
- 373 (SD) They are isolated – have the Canberra syndrome.
- 375 (SD) Most roads are bad for communities. Anyway roads in careful moderation would be better.
- 395 (SD) Rising fuel prices would suggest increasing public transport facilities as more practically sustainable than road building projects.

Roe Highway Extension Survey 2000

Question 14 Comments.

Hope Road which divides North Lake and Bibra Lake should become the alignment for the Roe Highway extension. (SA) (A) (D) (SD) (DNK)

Survey No.

- 3 (SD) Hope Road is the reality. It is already responsible for high road kills, noise and light pollution and dissection of the two lakes system. It is too much as it is - how could anyone envisage a road even wider.?
- 4 (SD) No No No. This area is so beautiful it shouldn't be touched.
- 18 (SD) Hope Road is not an answer to the Roe Highway matter.
- 26 (SD) This huge Freeway must not be built.
- 29 (SD) This would mean widening the present road and cutting out a fair bit of bushland on either side.
- 33 (D) Should not go ahead at all.
- 34 (SD) I live in North Lake and I have seen the flight path of the local birds and also migratory birds flying across between the two lakes. It's a majestic sight.
- 45 (SD) This would seem the most obvious place NOT to build a highway. How could this location be considered.
- 50 (SD) Hope Road should be closed down enough to facilitate local traffic only.
- 53 (SD) Any busier road will kill more animals both crawling and flying, especially baby animals.
- 55 (SD) Hope Road should be removed - made into a track and not open to through traffic.
- 56 (SD) No traffic should go through there anyway - except residents.

- 79 (SD) Traffic on Hope Road should be reduced not increased.
- 85 (SD) That is the objection to the present proposal.
- 106 (A) Only if the road is raised and not effecting the Lakes.
- 116 (SD) We don't need it.
- 118 (SD) This is one of the most sensitive areas in the region.
- 121 There should be no Roe Highway extension beyond South St.
- 131 (SD) No Roe Highway through this area at All.
- 138 (SD) Imagine the impact on the community and most importantly the wetlands environment.
- 141 (SD) The power line alignment is acceptable.
- 148 (SD) Like I said before, I don't want another highway to be built. Get it through your heads.
- 167 (A) As close as is possible.
- 186 (SD) Is someone grasping at straws? - for time?
- 193 (SD) It will impact on the nature corridor.
- 207 (SD) The highway should go nowhere near the Lakes.
- 213 (SD) It will require the infill of Horse Paddock swamp and the north end of Bibra Lake to accommodate the carriageway.
- 222 (SD) This would be as devastating as the present alignment plan and would impact dramatically on the Cockburn wetlands education centre.
- 225 (DNK) If the highway goes ahead, God forbid, then I should hope that Hope Rd becomes the alignment to reduce encroachment on lands towards the North and North Lake.
- 227 (SD) There shouldn't be a Roe Hwy at all thru this area.
- 228 (SD) No Roe Highway.
- 229 (SD) Hope road is too close to housing for a highway to be laid there.
- 239 (SD) Hope Rd should be closed altogether.
- 249 (D) I think Hope Rd should be closed as a through way, leaving access to the wetlands centre only from Bibra Drive.
- 255 (SD) Hope Rd and surrounding residential communities have not been planned for it.
- 270 (SD) Hope road is a crossing for tortoise in the breeding season.
- 276 (SD) The Roe Highway should stop at Kwinana freeway. There is no alternative through the wetlands.
- 278 (SD) The Roe Highway should not be built along Hope either.
- 282 (A) If Roe Highway has to be extended
- 291 (SD) Pure waste of time and money.

- 299 (SD) Already road kills on Hope Rd of fauna are high. Roe Highway dividing the lakes would have a devastating effect on wild life.
- 308 (DNK) Only if it goes ahead.
- 311 (SD) Hope Road ideally should be close altogether.
- 312 (SD) There should be no Roe Highway extension.
- 316 (SD) Driving a highway between these lakes would be environmental vandalism damaging cultural and environmental areas.
- 319 (SD) [?] should be the entry point to the lakes system with proper landscaping and entry statements.
- 328 (SD) Hope Road should remain as it is without the Roe Highway Extension.
- 337 (SD) Straight through environmentally sensitive wetlands!?
- 339 (D) Leave as is - good simple planning.
- 347 (SD) Hope Road has no place being there anyway.
- 350 (SD) No, No, No.
- 361 (D) Hope road should be closed and ripped up.
- 369 (A) If constructed Roe Highway should not parallel Hope Rd.

Roe Highway Extension Survey 2000 Question 15 Comments.

Hope Road which divides North Lake and Bibra Lake should be downgraded to facilitate local traffic only.

Survey No.

- 3 (SA) Equivocal here. Ideally it would be removed, but it provides local access and exit routes. At the very least it should be downgraded and have better access for wildlife between the lakes.
- 4 (SA) Yes, Yes, Yes. The traffic is already so busy along Hope Rd.
- 8 (A) Actually believe it should be removed altogether.
- 16 (SA) The increased traffic that has been common on Hope Rd lately has seen one death already. One too many. Downgrade it for local traffic only!
- 18 (SA) Hope Road must not be used for increased traffic.
- 29 (SA) Often when travelling on Hope Road you see tortoises, birds etc, been run over by vehicles.
- 33 (A) This will prevent exhaust pollution and help to protect the wildlife.

- 47 (SA) And adequately controlled. Progress Drive between Farrington and Hope Rds is "local traffic only" but is degenerating into a speedway with the subsequent wildlife casualties.
- 55 (SD) It should be downgraded even further - to a nature track.
- 56 (SA) It should disappear altogether to be converted into bushland / recreational areas - to join both lakes.
- 63 (A) Yes, the sign "Local Traffic Only" is often ignored, but it would still mean NO HIGHWAY.
- 64 (SA) Too many cars using the Road as a short cut.
- 66 (SA) Even shutting it completely and re-vegetating to create a complete nature strip, since Farrington Rd has isolated North Lake.
- 85 (A) That is the way it is supposed to be at present.
- 93 (A) This road has become a bypass road.
- 121 (D) As long as people are made aware of wildlife crossing roads. Speed limit signs etc.
- 122 (SA) Discourage traffic off Hope Rd / Progress Drive and Farrington Rd.
- 131 (SA) Animals cross this road at various times and it makes sense to make it local traffic only, plus reduce the speed limit.
- 138 (SA) The only way to go to stop further degradation.
- 141 Progress Drive should be closed at the Hope Road junction to stop traffic from Farrington.
- 186 (SA) Immediately and strongly policed. Who defines or segregates local traffic? Try controlling Progress Drive (Farrington to Hope) -a local traffic road for at least 15 yrs!!
- 193 (SA) Particularly as during breeding season, many species ie turtles, use this road to travel between lakes.
- 207 (SA) Keep heavy traffic out of such precious nature areas.
- 213 (SD) It should be closed to through traffic altogether, allow access only to the existing facilities from Bibra drive end.
- 222 (A) As Hope Rd dissects the North Lake and Bibra Lake reserves, a low volume traffic flow should be aimed for.
- 225 (SA) As I am retired, I am able to go each day to the lakes. I walk from Lake Side Villas right around both lakes early in the morning and later in the day. I ride a bike 5 laps of Bibra Lake and I often think that it is a shame that Hope road separates the two lakes. I can't understand why it was necessary to have Farrington Rd and Hope Rd at all, but if a through Rd was required I would prefer Farrington Rd to Hope Rd.
- 227 (SA) Perhaps only for wetlands service vehicles !
- 228 (SA) Do you really need Hope Rd at all. Parkland would be better than a road.
- 229 (SA) And also Bibra Drive which is planned for up grading - NO WAY.
- 239 (A) Better still - closed down.
- 257 (SA) Hope road should be closed altogether.

- 266 (SA) Any traffic through the area is endangering the wildlife eg tortoises crossing from one side to the other.
- 270 (SA) Why did we need Hope Rd going between North and Bibra Lake ? That could be closed and motorists could use Farrington Rd.
- 276 (SA) Hope Rd was downgraded with the completion of Kwinana Freeway. It now only allows local access to residents. Roe Highway will reduce the access even further and isolate residents.
- 278 (SA) This would be a better solution.
- 279 (A) This is preferable to my answer to Q14
- 299 (SA) However closing the road through the wetlands would be preferable to allow safe fauna movement between lakes.
- 307 (SA) In order to protect wildlife e.g. turtles etc which cross this road seasonally for breeding etc.
- 311 (SA) At the very least – closure would be better or access from only the Progress Drive side as far as the Educational Centre.
- 312 (SA) This is a very important crossing area for fauna and should be enhanced in this role.
- 314 (SA) This would reduce wildlife deaths (frogs, tortoises, water fowl) and should reduce the pollution levels in the wetlands.
- 316 (SA) Pollution from runoff is a danger to the lakes and Hope Road should avoid high traffic levels. Site is listed as conservation site in Beeliar Regional Park.
- 319 (D) Through traffic is sometimes necessary.
- 328 (SA) We don't want further damage to the fragile environment surrounding the Lakes.
- 336 (SA) Closed and returned to be a nature crossing for fauna.
- 337 (SA) Or get rid of it - it doesn't take a lot of effort to drive around the lakes.
- 347 (SA) Hope Road should only be as access for wetland enjoyment not a traffic thoroughfare.

Roe Highway Extension Survey 2000

Question 16 Comments.

There have been many studies done to show the environmental and cultural significance of the wetlands and bushland areas of Roe Swamp, North and Bibra Lakes.

Survey No.

- 3 (SA) The documented evidence of the quality and significance of the area is extensive and prized by those who know. The community is only just becoming aware of the significance and we hope we'll rally to defend it.
- 4 (SA) But will they take notice. The powers that be I feel don't even look at them.

7 (SA) North Lake is also a site for swans breeding - and needs to be preserved and protected.

8 (DNK) I assume there has, but haven't seen any specifically.

16 (SD) Where are they?

18 (SA) These studies are the public records and must be taken into account.

26 (SD) When !!!

35 (A) But not widely published. Nor looked at by Main Roads.

55 (SA) All natural bushland areas are targets for development. Studies which disagree with such development would be needed by everyone.

56 (SA) We should closely examine the system where government departments are allowed to ignore these studies.

63 (A) I accept much has been done.

69 (SA) Main Roads doesn't appear to be paying any attention to the studies that have been done. Maybe some more should be done to convince them.

96 (SA) Please take time to look at balanced reports already completed.

118 (D) Obviously not enough if MRWA take such a stupid decision.

120 I know of some, I am unsure of whether there are many.

131 (SA) That's right the studies show that there should be no impact on these areas whatsoever.

135 (DNK) With or without studies, one can tell that a highway through would destroy the area.

138 (SA) What does it take to convince the Powers that be.

140 (A) But does the cultural studies look at dividing the traffic from school areas and built up areas. Diverting them to other routes.

148 (DNK) Not sure on that one.

163 (DNK) I don't know of many specific studies. My own belief is that they should be preserved for future generations.

180 (SA) Strongly Agree. Just leave our wetlands and bushlands for the animals.

186 (DNK) Are these "specifically" related to traffic volumes, build up, noise, time zones, vehicular pollution, water table impact, community usage of u'ground water?

187 (DNK) May need more studies to convince authorities of the great value.

193 (A) First year Murdoch Enviro/ conservation, marine etc students use the wetlands for field studies. As do other years.

207 (A) I know some.

209 (A) Yes - that is why there is a Wetlands Education facility on Hope Rd. To promote these values. It would be a total contradiction to construct a major road through these areas.

222 (A) Much as been studied and documented on these areas by many learned people all recognizing the preciousness and value of them in their natural state.

- 225 (DNK) I do not know how many studies have been done but I should imagine that there must be some. Obviously they have been ignored.
- 227 (SA) But politicians/Main Roads probably refuse to read these !
- 229 (A) The Murdoch Uni Lecturer has been preaching on this for many years.
- 239 (SA) Therefore please take note of them.
- 246 (A) Yes I believe there have been. Where are all the outcomes. As rate payers, do we know what there are or are they not telling us.
- 262 (D) When will it stop? When we live in a barren & empty world. Who is arrogant enough to make such important decisions with out local views and realizing the impact on our wonderful environment. We must be heard, this madness must stop.
- 266 (SA) This information should be taken into account.
- 276 (SA) The MRWA and Planning Commission should re-evaluate the latest environmental and cultural impacts. There is over whelming support for a "No Roe Highway".
- 278 (SA) Many studies have been done but MRD doesn't accept these.
- 291 (SA) I have checked out some of them.
- 296 (A) With our wetlands fast diminishing it's important to keep what little we have left.
- 299 (SA) Bush plan, Wildflower Society, Vertebrate Fauna survey, City of Melville Concept Plan, Bush Forever Site, CALM, MRWA Feb 1998.
- 306 (A) The aboriginal community are strongly against any recognition of Septimus Roe who was responsible for the slaughter of many aboriginal women and children of these local areas.
- 311 (SA) obviously not enough for thickhead politicians and MRD maniacs.
- 312 (A) There have been [?] 10 which show that the wetlands are very important.
- 316 (DNK) Scarce pristine wetlands and remnant urban bush land need more study. North and Bibra Lakes are 'Bush Forever' sites. Much more to be assessed and total loss not known.
- 321 (SA) Why hasn't Main Roads and the government properly reviewed these.
- 328 (SA) The results of the studies should be taken into account by the appropriate authorities.
- 333 (A) But not enough. We still don't know the real impact of road dirt, mixed with oil and pollutants on wildlife in the wetlands areas.
- 337 (A) Through Peter Newman at Murdoch Uni and through interested community groups.
- 338 (SA) Do your homework.