

ROE 8/9 MYTH VS FACT



MYTH: Roe 8/9 will reduce traffic congestion.

WRONG

FACT: Roe 8/9 condemns us to more and more trucks, and more and more congestion. It doesn't reach the port and will create a traffic nightmare that cuts East Fremantle and Melville from the coast.



MYTH: The project will create 10,000 jobs and is economically beneficial.

WRONG

FACT: Roe 8/9 will involve a few hundred short-term jobs, and creates no long-term economic activity. By contrast, the development of the Western Trade Coast in combination with an expanded Kwinana Port will create 23,000 direct jobs and 50,000 indirect jobs.



MYTH: Roe 8/9 has been planned and accepted for years.

WRONG

FACT: Tony Abbott announced this project without a plan, without a business case, and without a cost-benefit analysis. Between 1975 and 2004, numerous studies found the road to be environmentally unacceptable.



MYTH: Roe 8/9 will improve road safety and transport.

WRONG

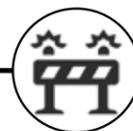
FACT: 92% of traffic will be passenger vehicles, so trucks and cars will still mix. Trucks hauling oversize loads and hazardous cargo will be prohibited from using the Roe 9 tunnel and will continue to use existing roads.



MYTH: Roe 8 will be built on land that is already partly cleared for power lines.

WRONG

FACT: Roe 8 involves the clearing of 97.8 hectares of significant and fragile banksia woodland, including 6.8 ha of conservation category wetlands. This land is habitat for the endangered Carnaby's Cockatoo and other threatened species.



MYTH: Roe 8 is needed.

WRONG

FACT: The Freight Network Review (2001-2007) concluded that Roe 8 was redundant and the best solution was to accelerate the development of the Outer Harbour in Kwinana. Since Labor was elected freight on rail is at a record-high, and more can be achieved.

ROE 8/9 IS A FRAUD

WHAT THE LIBERALS WON'T SAY

- 1 ROE 8/9 HAS NO DESIGN OR FEASIBILITY STUDY
- 2 ROE 8/9 IS A PRIVATELY OPERATED TOLL ROAD
- 3 ROE 8/9 CUTS COMMUNITIES IN HALF
- 4 ROE 8/9 IS THE FIRST STEP TO SELLING FREO PORT

ASK YOURSELF:

- 1 DO YOU WANT A TUNNEL UNDER YOUR HOME?
- 2 DO YOU WANT A PRIVATE TOLL ROAD TO A PRIVATISED PORT?



A BETTER PLAN

\$1.46B in Smart Transport Infrastructure



Smart Transport & Freight Network

Investing in rail, road, public transport, and port facilities to modernise the South Metro transport network, reduce congestion, improve safety, support future freight needs, and create liveable communities.



Planning for Our Freight Future

Development over the longer term of the Fremantle Outer Harbour as part of the Western Trade Coast will create 23,000 direct and 50,000 indirect jobs and will reduce commercial and freight traffic pressure in Fremantle.



Expanding Freight-on-Rail and Modernising Existing Roads

The WA Labor government has achieved a record level of freight on rail since Labor increased the freight rail subsidy.

Upgrade the High Street-Stirling Highway intersection to make it safe and free-flowing.

Increase the operating hours of container storage facilities, reduce the movement of empty trucks, and shift more freight out of the port by rail.



Enable the development of Intermodal Facilities to Reduce Urban Freight Congestion

Rail-truck interchanges at Kewdale-Forrestfield, Bullsbrook, Mundijong, and Latitude 32 at Wattleup will further reduce the number of trucks on urban roads.



Retain Public Ownership of Fremantle Port

Keep Fremantle Port in public hands to protect jobs, keep freight costs down, and make sure this critical infrastructure is managed for the public interest, not profit motives.

1 Record amount of freight on rail reducing truck freight

- Election target of 20% on rail has been surpassed, with record high of 23.7% reached in April 2019
- Fremantle Port now has highest proportion of containers on rail in Australia
- Under the Liberals freight on rail fell to 10%

2 Cockburn to Thornlie Metronet link \$536m

- 17.5km line including two new train stations and park n ride facilities to service the growing south eastern suburbs

3 North Lake Road to Armadale Road freeway flyover connection \$237m

- Improves access for commuters, especially in Atwell, Jandakot, South Lake, and Treeby

4 New Fremantle Traffic and Rail Bridge \$230m

- Infrastructure Australia Priority Project
- Will enable more freight on rail to and from Fremantle Port

5 Duplication of Armadale Road \$145m

- Dedicated turning lanes, intersection improvements, new shared pathways

6 High Street upgrade \$118m

- New smooth and safe Stirling Hwy intersection

7 Murdoch Drive Connection \$100m

- Wide tree-lined median to preserve trees and separate traffic
- Local slip-road and noise-walls to improve local residential amenity
- Pedestrian and cycle underpasses
- Improving regional access to and from the Murdoch Precinct

8 Kwinana Fwy widening northbound, Russell Road to Roe Hwy \$49m

- Improving safety and traffic flow, especially during peak travel times
- Noise walls and shared pathway upgrade for increased local amenity

9 Jandakot Road \$21.7m

- Dual carriageway and intersection upgrades

10 Karel Avenue Improvements \$15m

- Creation of dual carriageway to improve traffic flow

11 Spearwood Ave duplication and bridge \$9.2m

- Duplication of Spearwood Avenue at Yangebup has improved safety and traffic flow on this important connector that serves the Bibra Lake Industrial area

12 Stock Road and Beeliar Drive intersection upgrade

- Works scheduled to start in 2020

