



# Gibson Park Precinct

## Minutes of Gibson Park Precinct Meeting

Tuesday 28th February, 2012

The Library E. Fremantle Primary School – Forrest Street, Fremantle

Attendance : 24 persons

Apologies : Kay Griffiths, Annolies Truman, Grant Burt, Ann & Rhys, Brad Pettitt,  
Margaret Black

Minutes of Previous Meeting : Accepted as read.

Meeting Chair Person : Alison Bullock

Meeting opened : 7.07 pm.

### Correspondence : -

1). **High Street Upgrade – Key Messages :-** Ingrid Waltham gave apology from Brad not being able to attend but had sent key messages :- That the Project is handed from DoT to Main Rds and next stage of more detailed design will be taking place incl. community consultation with key stakeholders incl. Gibson Park Precinct (GPP). A compromise between Option 4 and 4A may be worked out but will depend on evidence. They are also looking for best solutions around Golf Course redesigns, pedestrian access etc.

2). Brad Pettitt to meet with Precinct at a special Q & A presentation of Scheme 49 on Tuesday, 13<sup>th</sup> March at 7pm in the School Library (as above)

### Presentations :-

1). **Options 4 & 4A (Gaye Page Burt ) :-** Gaye presented Options 4 & 4A as per maps available now on Adele Carles' website, the result of about 5 years consultation. Both Options to have the road sunk about ½ m, a camber to help trucks, flyover for access to Netball and Golf course (Wilkinson), existing High St to become a dead end road, traffic signals at Stirling Hwy, Amherst & Carrington.

With Option 4, it goes over Fern and Muzz Buzz, takes 14 houses altogether, 7 houses on High St North side, 2 houses on Holland St South side, and reserve through North side Holland St – 1 or 2 houses. It resumes 2ha of Golf Course, is a 270m curve designed for trucks doing 70km/hr. Still, however there will be traffic lights at Marmion St & Tydeman Rd. The current 60km/hr would be increased by 10km/hr.

With Option 4A the curve would be 150m with a speed of 50 – 55km/hr, still through Fern & MuzzBuzz but only 8 houses altogether, 3 houses taken on South side of High St, 1 or 2 on North side High St, 3 houses on South side Holland St, 1.6 Ha of Golf Course. There are 2 main safety issues. The curve limits the line of sight and people will not expect a speed reduction which could lead to accidents. Ingrid Waltham said that at the next stage there will be 2 reps from GPP, closer to 4A is hoped, Invitations to go out to Stake holders March 12<sup>th</sup>.

2). **Freight to Rail ( Barry Healy ) :-** Founder member of Road to Rail campaign, Barry illustrated a practical and realistic solution. Bigger trucks are expected starting from B doubles, B triples, Double rd trains, AB triples to BAB Quads and ABB Quads. Why are



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trucks so dangerous ? Fatal crashes are 98% cars. (Kay Griffiths described recently how her daughter's car was written off when she got hemmed in by trucks who couldn't see her as she crossed Canning Hwy to get to Marmion St via Stirling Hwy. The only thing to save her was the median strip). Dr George Crisp states however that twice as many casualties can be expected from diesel particle pollution, the results of extensive research in America. Currently, of all trucks on the road to Port, only 35% are fully loaded. 35% partially and 30% empty. We can expect trucks to increase to 1.2 Million/yr as early as 2017. Costs to upgrade the road system...\$60-100M for High St upgrade, \$750M for Wetlands, 10 flyovers needed. With rail, much less pollution, 30% freight would reduce trucks on roads to 2002 levels. The technology is already here. Noisy "rigid bogies" are being replaced by "passive steered bogies", L class locomotives are to be replaced by "Cargo sprinter trains" introduced from Europe and will get across the bridge very quickly, greatly reducing disruptions currently expected to the Fremantle Perth line. Freight to Rail is now a short term solution.

**3). Rail Freight Tunnel (Steve Boni) :** - Steve endorses Barry's solution but would prefer a much longer term solution. The 2 could work together of course. Last year, 700,000 trucks went through Port. Troy Buswell predicts 1.4 Million by 2020. The Liberals aim for 3 fold increase. The Port is ready for this throughput but not the route from Kewdale to Fremantle. The Freight tunnel would be exclusively for container freight. The tunnel would run under N.Mole, Swan river, East Fremantle, Stirling Hwy, Golf Course, 'O' Connor industrial to Stock Rd at south side of South St., linking up to the rail to Kewdale marshalling yards. The tunnel is 5 km and carries 2 Million containers. It would work along with Fremantle Rail – Cockburn sound. Cost around \$1.2 Billion. Safety enhanced 100%. Any spills can be contained by glass shutters and the like. Now \$1.5 Billion is earmarked for the harbour. With the tunnel constructed, we won't have to do that or extend Roe 8. Steve proposes that "we don't want any upgrade; we want something that will enhance Fremantle"

Q. How long will it take ? A. The Gov't needs to pass 1 bit of legislation that containers start at Kewdale. With 700,000 this year at \$300/box, Private industry will queue up and charge, knowing that there are profits to be made. The Gov't won't have to build the tunnel. 5 km through tomala limestone will take about 3 to 5 years to complete. Freight could be pushed around the W. end while the tunnel is in operation.

Q. Even if implemented, wouldn't we create another problem with a massive build up of containers ? A. We're not looking to dump from 1 back yard to another. The solution is to spread the load over more roads in Kewdale, Kwinana and Osborne Park, reducing haulage

**Feedback from Precinct meeting :** - The object of this exercise was to get feedback from those present at the meeting. Ideally we would have a larger more representative proportion of the Precinct. Each person, however, was given a piece of paper and a pen to write their views. These were put up on a whiteboard for all to see. Here are the results :-

- 1). Freight on rail is a great idea but we still need a decision made very soon re. High St. Option 4 is "supposed" to be the safest alternative.
- 2). Option 4. As quick as possible with the road sunk.
- 3). Option 4 Overpass over Stirling Highway.
- 4). Put through Option 4 or 4A. Just do it fast. If it is to be lowered, put in overpasses.
- 5). Option 4



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- 6). Reduced noise pollution.
- 7). Immediate : Upgrade High St. Stop all the talk. Future : Explore advisability, Light Rail, Freight on trains, tunnels etc.
- 8). Get Freight onto Rail. Pedestrian overpasses.
- 9). Currently, High St has many sunken storm water drains that trucks drive through – which shakes my house day and night.
- 10). Reduce Heavy vehicle traffic transiting through Fremantle.
- 11). I would like to see : Short term – Option 4 <--> 4A Long term – Rail freight tunnel to Kewdale – sooner than later
- 12). Overpasses over High St and nr Marmion St. Rail tunnel is a great idea & small trains until then.

## **General Business :-**

- 1). Verge Maintenance Workshop :- City of Fremantle (C of F) seeking support by attending workshop to encourage Fremantle community to care for and maintain their own verges – facilitated by Mary Power. The workshop will be held on Tuesday 13<sup>th</sup> March 2012, 6pm-8pm Council Chambers, Town Hall Centre. 8 William St. A light supper provided. Please RSVP to Lee Pipe by Tuesday, 6<sup>th</sup> March. [leep@fremantle.wa.gov.au](mailto:leep@fremantle.wa.gov.au) or 9432 9758
- 2). Waterwise Seminar :- C of F organising free seminar – one lucky participant to get a FREE verge garden makeover ! Seminar will take place on Wednesday 28<sup>th</sup> March 2012, 6.30-9.30pm in Fremantle Town Hall. Ella Youel = Landscape Project Officer. RSVP by 14<sup>th</sup> March - Tel : 9432 9999 or 1300 669 833 or online [www.Beyondgardens.Com.Au/events.Php](http://www.Beyondgardens.Com.Au/events.Php)

**Meeting closed : 8.31 pm.**

**Next Meeting : ..... 24<sup>th</sup> April 2012**

Check **Freospace**: [www.freospace.com.au](http://www.freospace.com.au)

## **Contact Persons :-**

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