

# Part D: Conclusions and Next Stages

## 12. Conclusions

Stage 1 has now been completed. Twenty priority action locations have been identified for further investigation in stage 2. The identification of these 20 locations has involved a rigorous process of assessment that has included:

- community involvement in identifying and ranking problem types,
- identification of problem locations for individual problem types, based on both technical analysis and community feedback;
- development of composite problem location maps for 2001/3, 2006, 2011 and 2031, and
- a process for bringing it together that identified not only the worst problem locations but also the worst of type locations.

The 20 selected priority action locations are the outcome of a thorough investigation and have been taken through to stage 2. In stage 2 the development of solutions to the problems at these 20 locations will focus on meeting the two remaining tasks set for the LIC, namely:

- develop a strategy for managing traffic on the major roads in the south west metropolitan corridor, focussing on Leach Highway, South Street and Stock Road and prepare a preliminary road development plan for these roads; and
- identify measures to protect local communities from the impacts of freight and general traffic.

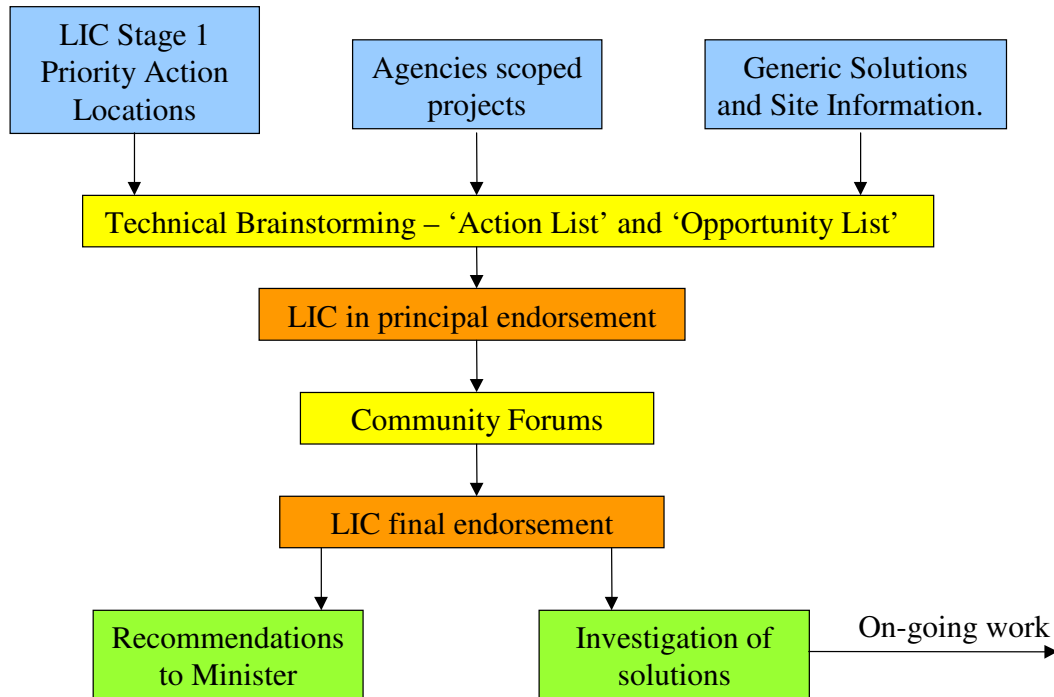
In addition, the other problem locations shown in Figure 18 and in Appendix B will be referred to MRWA, local authorities and other relevant authorities for their consideration.

In the meanwhile, the LIC endorses the immediate, relatively low cost work by Main Roads known as the Leach Highway Priority Improvement Plan. This includes trials of noise attenuation measures, special skid resistant surfacing at intersections, improved street lighting, traffic signals on mast arms for better visibility, and a reduced speed limit on part of Leach Highway. Similar work is planned for South Street.

## 13. Next stages

The next stages of the project are illustrated diagrammatically in **Figure 21**.

**Figure 21 Process for stage 2**



The stage 2 process will involve stakeholder, technical and community input into the development of solutions. Solutions will be in the form of:-

- (a) an action list of ‘scoped’ projects which are advanced or simple enough to be readily scoped. These are generally short/medium term, low impact, low cost and high value solutions
- (b) an action list of ‘concept’ projects which can be conceptually defined but need more work before they can be fully scoped. These can be short, medium, or long term projects with varying costs and benefits. There will also be
- (c) an opportunity list of projects or programs for follow up by government agencies as part of their on-going workload.

Community forums were held in December 2004 to review the action lists and to seek feedback. The LIC will review the feedback from the forums, with the intention of making recommendations to the Minister for Planning and Infrastructure in 2005.

### 14. Acknowledgments

Committee members, stakeholders and consultants involved in Stage 1 have included:

#### Local Impacts Committee

Tony McRae MLA	Member for Riverton (Chair)
Francis Logan MLA	Member for Cockburn
Louise Pratt MLC	Member for East Metropolitan Region
Sue Ellery	Member for South Metropolitan Region
Stephen Lee	City of Cockburn
Catherine Jackson, Trish Phelan, Robert Willis	City of Melville
Peter Tagliaferri, David Nicholson	City of Fremantle
Silvio Trinca	City of Canning
Stuart Wearne	Town of East Fremantle
Len Della, Debra Goostrey	Transport Forum WA
Elizabeth Michelic	Community Representative
Rose Pinter	Community Representative
Phil Jennings	Community Representative
Joe Branco	Community Representative
Brad Lenton, Marion Blair	WA Local Government Association

#### Stakeholders

Department for Planning and Infrastructure  
Main Roads Western Australia

#### Consultants

Sinclair Knight Merz  
ARRB Transport Research  
Lloyd Acoustics  
Herring Storer Acoustics  
ERM  
Patterson Market Research  
Maunsell