

ANNEX A

LOCAL IMPACTS COMMITTEE (LIC) TERMS OF REFERENCE

Background

Since September 2001, a comprehensive review has been undertaken of the movement of freight across the Perth metropolitan area and a strategic response developed to the major challenges and opportunities identified in that review. The culmination of this process was the second FNR Congress held in Fremantle on 15 June 2002 where 130 participants from industry, local government and the community gave general support to a package of recommendations.

The Congress conclusions and recommendations include a commitment to (triple bottom line) sustainability, a new Freight Master Plan, an increase of rail freight - particularly out of Fremantle Port, recognising the limits of Fremantle Inner Harbour and innovative ways to fund freight network initiatives.

A critical phase of the process was an open and accountable multi-criteria analysis to determine the best options for development of the road network in the southwest metropolitan corridor, linking to Roe Highway Stage 6. More than 80 members from the Congress participated in this process. Twenty-one options were assessed against 39 criteria, using quantitative and qualitative information to determine the best options.

The most significant recommendations from this assessment were the construction of Roe Highway Stage 7 (with the best alignment to be determined) and an upgrade of Stock Road and High Street. Upgrading of Leach Highway (explicitly not to freeway standard) was also a highly ranked option. There was a clear and overwhelming rejection by Congress representatives of Roe Highway Stage 8 through the Bibra and North Lake wetlands. The Congress' work has resulted in a number of key network issues to be finalised, including:

- finalising the alignment, and completing design and construction of Roe Highway Stage 7;
- deleting the Fremantle Eastern Bypass reservation; and
- identifying required efficiency and community amenity improvements for High Street (Fremantle), South Street, Leach Highway, Stock Road and related roads.

An Implementation Team of community, industry and government representatives has been appointed, with the task of overseeing the implementation of the Freight Network Strategy priority projects.

An LIC will operate as a sub-group to the Implementation Team and will identify the changes and improvements necessary to manage traffic activity and protect local communities from the impacts of traffic through the southwest metropolitan corridor.

Membership

The LIC will be chaired by Riverton MLA Tony McRae and is to include²:

- Cockburn MLA, Fran Logan, Sue Ellery MLC, Member for South West Metropolitan and Louise Pratt MLC, Member for East Metropolitan as advisory Members;
- WA Local Government Association and nominees from the East and West sectors of the region - Cockburn, Fremantle, East Fremantle (west) and Melville, Canning and Gosnells (east); and
- Four community representatives from the FNR.

² A representative of the freight transport industry was also subsequently included in the LIC to ensure adequate representation of that group.

Because of the complexity of the issue and the broad geographic area involved, it is intended to undertake the review in two stages. Stage 1 will focus on the road network east of Kwinana Freeway and Stage 2 focusing on the road network west of Kwinana Freeway. Local Authorities will be involved for those sections relevant to their municipality. Information and opportunities for submissions will be available to the entire Committee through all stages of the process.

Role of the Local Impacts Committee

The LIC will have three main tasks:

1. Recommend the preferred alignment for Roe Highway Stage 7, based on a strategic overview of the highly ranked options in the multi criteria analysis.
2. Identify the level of upgrading needed for the major roads in the southwest metropolitan corridor, focussing on Leach Highway, South Street, High Street and Stock Road; and prepare a preliminary road development plan for these roads.
3. Determine measures to protect local communities from the impact of freight and general traffic.

In undertaking these three tasks, the LIC will:

- examine traffic forecasts and modelling information and assess the extent of road upgrading to handle traffic forecasts;
- consider the likely impacts of these forecasts on the local community and appropriate amelioration measures;
- advise on local community consultation required;
- oversee the community consultation processes; and
- recommend preferred options and protective strategies to the Minister for Planning and Infrastructure.

Scope of Work

A project brief will be prepared to cover the technical assessment needed, the information that will be available to the Committee and the timeframes involved. Information on forecast traffic volumes on affected routes, based on traffic modelling and other forecasting data, will assist in determining the long-term capacity of relevant roads.

Traffic forecasts and other data will underpin the development of upgrading options and improvements to ameliorate the impacts on residents and businesses on affected routes (eg. surfacing works, noise treatments and traffic signals and/or intersection controls such as roundabouts and fly-overs). Attention will also be given to other non road-based solutions, such as changes to land use zoning.

The LIC will be expected to take into account existing financial constraints. The key revenue source for proposed road treatments will be the receipts obtained by Government in disposing of land covered by current road reserves.

Executive and Technical Support

Executive support will be provided by the DPI. Main Roads will provide technical support and advice as appropriate. Facilitation support will be provided at the commencement of the Review and at critical stages through the process. Support will also be provided for any community consultation required.

Timeframes

The Committee will be established by mid-August 2002. It will report to the Minister for Planning and Infrastructure on a quarterly basis, with a final report to be provided by September 2003.

Meeting Arrangements

The frequency of, and arrangements for, meetings will be determined at the first meeting.