

Wolli Creek Update

From the Wolli Creek Preservation Society Inc.

No.5 October 1988

SUPPORT THE DMR'S TUNNEL OPTION

The battle is no longer just one of getting trucks off our roads and maintaining our open space; it is now one of saving homes!

The DMR has released its options paper for the F5 freeway and called for comments from residents -

Only one DMR option is acceptable - the tunnel option (B5). This has least impact on properties, and preserves the small supply of open space in inner southern Sydney. The destruction of homes and quality of life involved in the other options is utterly unacceptable.

What is the tunnel option (B5)?

This involves a tunnel starting in the valley just north of Bexley North Station, traveling beneath the length of the Earlwood ridge and emerging at Bayview Avenue. The F5 freeway would then cross Wolli Creek opposite Waterworth Park (near the Velodrome) and head east through open ground. Loss of property over the length of the tunnel would be minimal. Noise and visual pollution would be virtually non-existent and aerial pollution would be more effectively dispersed. All the other options involve major loss of property, visual and noise pollution, or both.

The tunnel would be able to accommodate container vehicles. Tankers carrying toxic liquids or petrol (about 1% of vehicles) would not be permitted in the tunnel and must, as a matter of policy, go by rail.

The DMR's other options

These are set out fully in the DMR's options paper (available from Canterbury and Rockdale councils). These options involve either constructing a road over or next to the East Hills Line,

through the Rockdale municipality or along Homer and William Streets. **They involve unacceptable destruction of homes and must be rejected.**

The options over or next to the East Hills Line would prevent expansion or public rail transport in the future.

The DMR believes that the tunnel satisfies their objectives and has "high benefits".

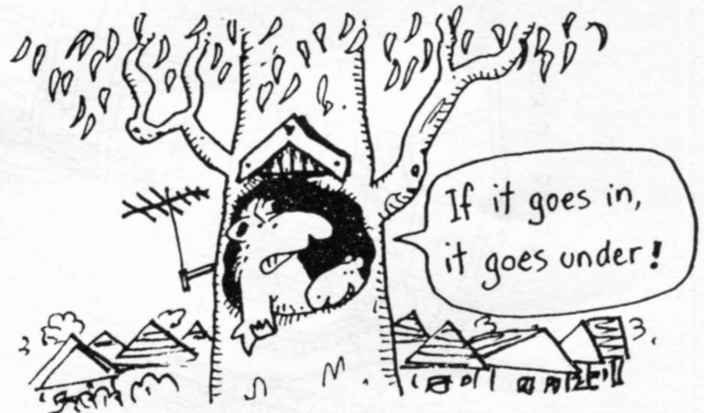
WHAT YOU CAN DO -

1. Fill in the comment form which is included in the DMR's options paper (if you haven't already got one they are available from Rockdale and Canterbury Councils). Under Question 4 write - 'My preferred option is Option B5' giving the reasons you think are important (eg. 'this option retains much needed recreational space in the area, has minimum impact on properties and least visual and noise pollution'.)

2. Talk to your friends and neighbours and get them to do the same.

3. Attend public meetings and have your say. *Success depends upon residents being united in their opposition to all surface roads through the valley.*

NB: The DMR's deadline is October 18 so act now!



Comparison of old and new plans:

The DMR provided these figures -
(which apply over the entire distance from Beverly Hills to Tempe)

	Cost	Houses affected	DMR notes
B1 (Previous, now eliminated, Wolli Creek Freeway plan) -	\$272m	120*	Visual effect - Degrades appearance of Wolli Valley Noise effect - Increased noise in Wolli Valley
B5 (tunnel option)	\$370m	100*	Visual effect - Low Noise effect - Minor

* The majority of these affected properties are in the Beverly Hills to Bexley North section.

The priority: Quality of Life

The successful battle to save the the Wolli Creek bushland was only one facet of a larger war to preserve communities and improve the quality of life of inner southern Sydney residents. Now that the bushland is saved the Preservation Society is turning its attention to larger issues that threaten the quality of life of residents in the Valley and the region.

The priorities are now -

1. reject DMR options that threaten our homes and communities.
2. support the tunnel option (B5).
3. get container trucks off our roads by railing them from Port Botany.

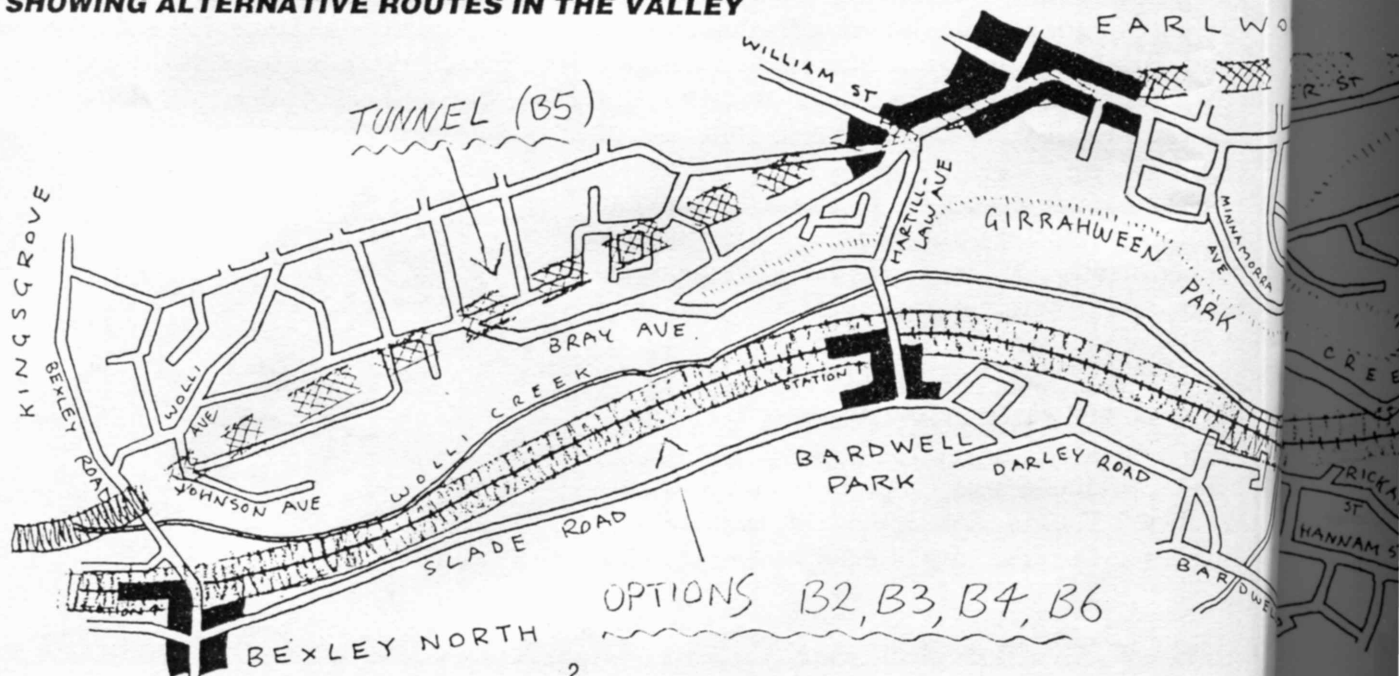
4. more and better public transport in southern Sydney.

5. obtain a government task-force to investigate and implement regional traffic flow improvements to take the pressure off Bexley Shopping Centre.

6. obtain an independent Urban Transport Planning Commission charged with co-ordinating Sydney's urban transport needs into the next century.

7. development of the Wolli Creek bushland as a bush park to add to the desperately low levels of open space in inner southern Sydney.

MAP SHOWING ALTERNATIVE ROUTES IN THE VALLEY



The local crisis point: Forest Road, Bexley



This is the crisis point in the traffic mess of inner southern Sydney. Even with a 6-lane F5 freeway in place, the DMR admits that traffic flows on Forest Road will increase from 2800 to 3800* by the year 2000. This would mean the virtual destruction of Bexley shopping centre and the quality of life of residents of Forest Road.

This is a problem of immense magnitude which is symptomatic of the traffic problems of Sydney as a whole.

Such evidence shows that the F5 Freeway will be an inadequate and temporary solution to traffic problems in the area (remember that the F3 western freeway took only 5 years to become clogged due to the extra traffic flow it encouraged). In any case the F5 Freeway will take many years to complete.

In the long run only long-term planning and improved public transport can be expected to solve major regional traffic crises of this nature.

In the short-term immediate action must be taken to take pressure off Forest Road.

The government must -

1. Rail containers from Port Botany as recommended by the Kyeemagh-Chullora Road Enquiry.

2. Set up a task-force to investigate and im-

plement regional traffic flow improvements, including a by-pass, to take the pressure of Bexley shopping centre.

3. Make this a priority task for an independent Urban Transport Planning Commission.

* 'peak 2 hour traffic flows'

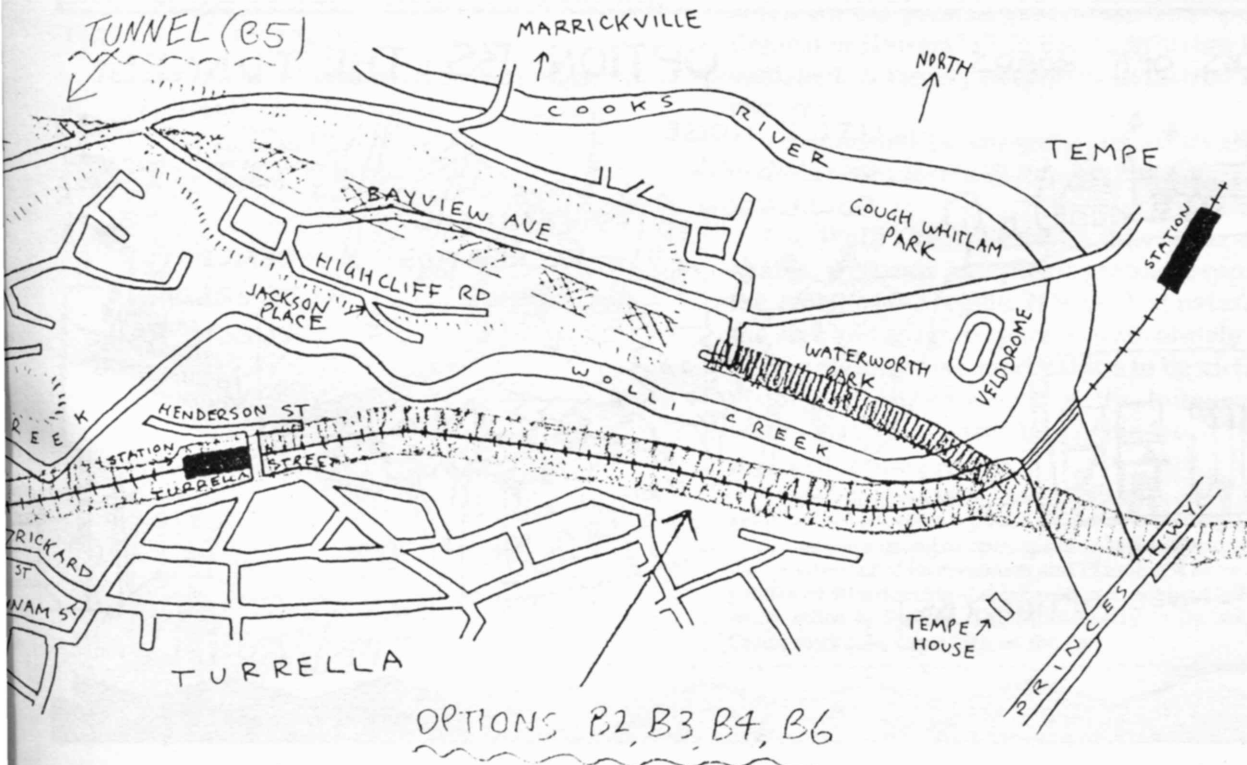
Railing of containers is essential

The tunnel option must be combined with immediate implementation of the Kyeemagh-Chullora Road Enquiry recommendations for the shipping of containers from Port Botany by rail.

The Freeway will take many years to complete and even then will only be a temporary solution to traffic problems in southern Sydney.

The rail option gets trucks off our streets immediately and is relatively inexpensive.

Container trucks are the prime cause of the local traffic nightmare in our streets and must be taken off suburban roads as a priority.



OUTSIDERS TRY TO PANIC LOCAL RESIDENTS -

An outside group known as ERTAG have recently been holding public meetings in the valley in an attempt to panic residents into demanding a return to the old Wollie Creek Freeway option that destroys the valley's bushland. This option has been definitely rejected by the Government. ERTAG have created a great deal of unnecessary fear and concern amongst residents who have been convinced that their houses will be destroyed by the new options.

JUST WHO ARE ERTAG?

ERTAG are the 'Earlwood Rockdale Traffic Action Group', an organisation backed by certain business interests in Bexley and run by an ex-alderman of Rockdale Council. This organisation has no commitment to the quality of life of Valley residents. They are attempting to sacrifice our small supply of open space and bushland for a hoped-for improvement in traffic conditions in Bexley Shopping Centre.

However they are simply wrong - the DMR's unreleased figures, obtained by the Society this

week, show that even if the freeway is built, peak traffic flows on Forest Road will increase by 35% in the next 12 years.

Don't be panicked by ERTAG.

The old, now rejected, Wollie Creek Freeway, which ERTAG is attempting to revive, will, according to the DMR, affect more property than the tunnel option (see page 2 figures), and impose appalling levels of air, noise and visual pollution on Valley residents.

The shallowness of ERTAG's message is shown by the anti-democratic style of their meetings. Residents with opposing opinions are prevented from speaking or talked down. This fact has received comment in the press.

ERTAG's strategy is to panic residents. The Valley's response to the DMR's options must be informed, responsible and unified, not hysterical. If we work together we can retain open space for our children AND get trucks off our streets. The tunnel option plus raiing containers, achieves both.

PUBLIC MEETING: A public meeting in Coolibah Park (end of Hannam Street, Turrella), has been called for 3pm on Sunday 9th October. Please attend this meeting and reject ERTAG's self-interested (and wrong) opinions.

