

PRICE: A donation

Wolli Creek Update

No 7 August 1989



The valley fights back!

INSIDE:

- 8 myths of traffic planning
- Impacts of the freeway
- Rockdale freeway plan
- What you can do

WOLLI CREEK ROAD MUST NEVER PROCEED

The proposed Wolli Creek F5 freeway would rank with the greatest acts of environmental vandalism in Sydney's history.

Already, Valley residents have hit out at this threat to their quality of life.

Let's be clear about what the Roads and Traffic Authority is planning.

Wolli Creek Valley is the last bush valley in inner southern Sydney. It contains the last

examples of the native flora and fauna of the Cooks River system. Any reasonable person would regard its open space and tranquil environment as sacrosanct.

Into our narrow valley the Roads Authority wants to pour 60,000 vehicles a day. In the peak period one truck every 6 seconds would pass along the freeway. Life would become intolerable for residents.

In the face of facts like these the bland assertions and reassurances of the Environmental Impact Statement prepared for the Roads Authority by the controversial Kinhill company can be seen for what they are... a sales pitch for the road.

The impact statement for the "preferred option" is misleading, inadequate and inaccurate.

Noise and fumes

What little it reveals is frightening: There will be traffic noise above the levels which the RTA regards as acceptable, toxic fumes will build up in the narrow confines of the Valley and toxic heavy metals will pollute the creek. The only responsible course of action open to the Minister for Transport is to withdraw the document.

Behind the release of the

EIS lies a tale of deceit by the leading figures of the Greiner government. The Premier, Nick Greiner, the Transport Minister Bruce Baird, the Environment Minister Tim Moore and local Member for Earlwood, Philip White have behaved like con men.

Unless the Greiner government and its Roads Authority turn back from this project, Wolli Creek will become their environmental Stalingrad.

The Coalition forces promised repeatedly before the state election that they would never build a freeway through the

Wolli Valley. They pledged that as soon as they were elected they would implement the findings of the Kyeemagh-Chullora Road Enquiry including the railing of containers from Port Botany.

They have proceeded to do the opposite. Their priority has been to ram through the very freeway that the enquiry totally rejected.

Hoax

These are the facts behind the proposed freeway which must be investigated by an open and independent enquiry:

• In August 1988 Baird, Moore and White announced that the freeway reservation through the Wolli Valley had been revoked. This was later revealed to be a political hoax. The reservation has never been revoked and the proposed freeway lies mostly within it.

• The RTA (formerly the DMR) has developed anti-environment tactics which were used to panic our community with bogus road 'options' through established residential areas. These 'options', were calculated to foster the



This is what the Roads Authority wants to build along the length of Wolli Creek. Unlike the Wahroonga-Berowra freeway shown here, the F5 would be a massive elevated structure running above Wolli Creek for 3 kilometres.

development of the pro-freeway, anti-environmentalist group ERTAG in a tactic of divide and rule.

Promise broken

• Both the RTA and liberal politicians repeatedly promised the public that the most popular of the RTA's alternative options, the Long Tunnel (B5) would be subject to a full environmental impact statement. This option has been dismissed by the RTA without an impact statement.

• The public has been presented with an EIS on a road option which was not included in the RTA's "public consultation" process and on which no information was ever provided. This option had been specifically rejected by the authoritative Kyeemagh-Chullora Road Enquiry.

• The restoration of the Wolli Valley route has been justified by RTA spokesmen by reference to a petition, collected by the anti-environmentalist ERTAG organisation, which carried an authorisation line suggesting that it was initiated by the Department of Main Roads, the forerunner of the RTA.

The public is entitled to know the full facts behind the decision to proceed with the Wolli Valley route as the "preferred option". We are entitled to know who took the decision not to proceed with a full impact statement on the B5 Long Tunnel option. Was the decision taken by the RTA bureaucracy or was it politically directed? Who took the decision to cover up this fact?

Around the world, public concern about the greenhouse effect and the disastrous social and environmental consequences of freeway construction has grown by leaps and

bounds. In the face of this shift in public opinion, the clique of engineers who run the RTA are engaged in a desperate campaign to ram through as many freeways as possible while they can still find politicians to listen to them.

The Wolli Creek Preservation Society is determined that the Wolli Creek Valley will not be sacrificed in the RTA's last assault on the environment.

Unless the Greiner government and its Roads Authority turn back from this project, Wolli Creek will become their environmental Stalingrad.

Don't miss out on these important meetings!

- **LOCAL MP's F5 INFORMATION MEETING**
State Member for Earlwood, Phil White is holding an F5 information meeting which will feature guest appearances by RTA engineers
Monday 31 July 7.30pm
Bardwell Park RSL Club
- **PROTEST MEETING**
The Friends of Wolli Creek have called a meeting to protest against the F5 freeway proposals
Wednesday 2nd August, 8.00pm, Bardwell Park RSL Club

How the freeway

In the cynical world of the RTA engineers an Environmental Impact Statement (EIS) is simply a document prepared by specially selected consultants as a sales document for the project you want to build.

If you are an EIS consultant, these are some of the "tricks of the trade" you can use. All of them are used freely in the EIS for the F5 freeway.

- Always "justify" the further degradation of the environment the project will cause by referring to existing modification; manufactured 'problems' and imaginary benefits.

- If you think you can get away with it, ignore an impact. If you don't think you can get away with it, admit the problem in bland terms, wax lyrical about what will not happen, and suggest the negatives can be smoothed over. Pass over the problem as quickly as possible.

- Hide any admissions about really bad negative impacts in an unrelated chapter of the statement. Make sure a contradictory assertion is prominently placed in the relevant chapter.

- Avoid as much as possible any reference to the real environmental impacts of the proposal (eg. destruction of homes, shopping centres and parks) and those contributing to the degradation of quality of life, like noise, air and water pollution.

Noise will exceed "environmental goal"

Noise from the freeway will be horrendous. Just ask the people who have been subjected to the effects from the F2 Wahroonga-Berowra freeway. Many houses in the valley are very close to the proposed freeway. The topography of the Valley means that noise will reverberate. Houses that look down into the Valley will require expensive soundproofing simply to maintain them in a liveable condition. The impact statement admits that in 28 out of 30 locations along the preferred route, noise levels will exceed the RTA's 'environmental goal' of 63 decibels (p6-17).

Noise levels during construction will be much higher, with levels of up to 88 decibels being admitted (p6-22). The EIS admits that "Some pile driving may be required". (p6-21) In fact a great deal of pile driving would be required over a period of two to three years.

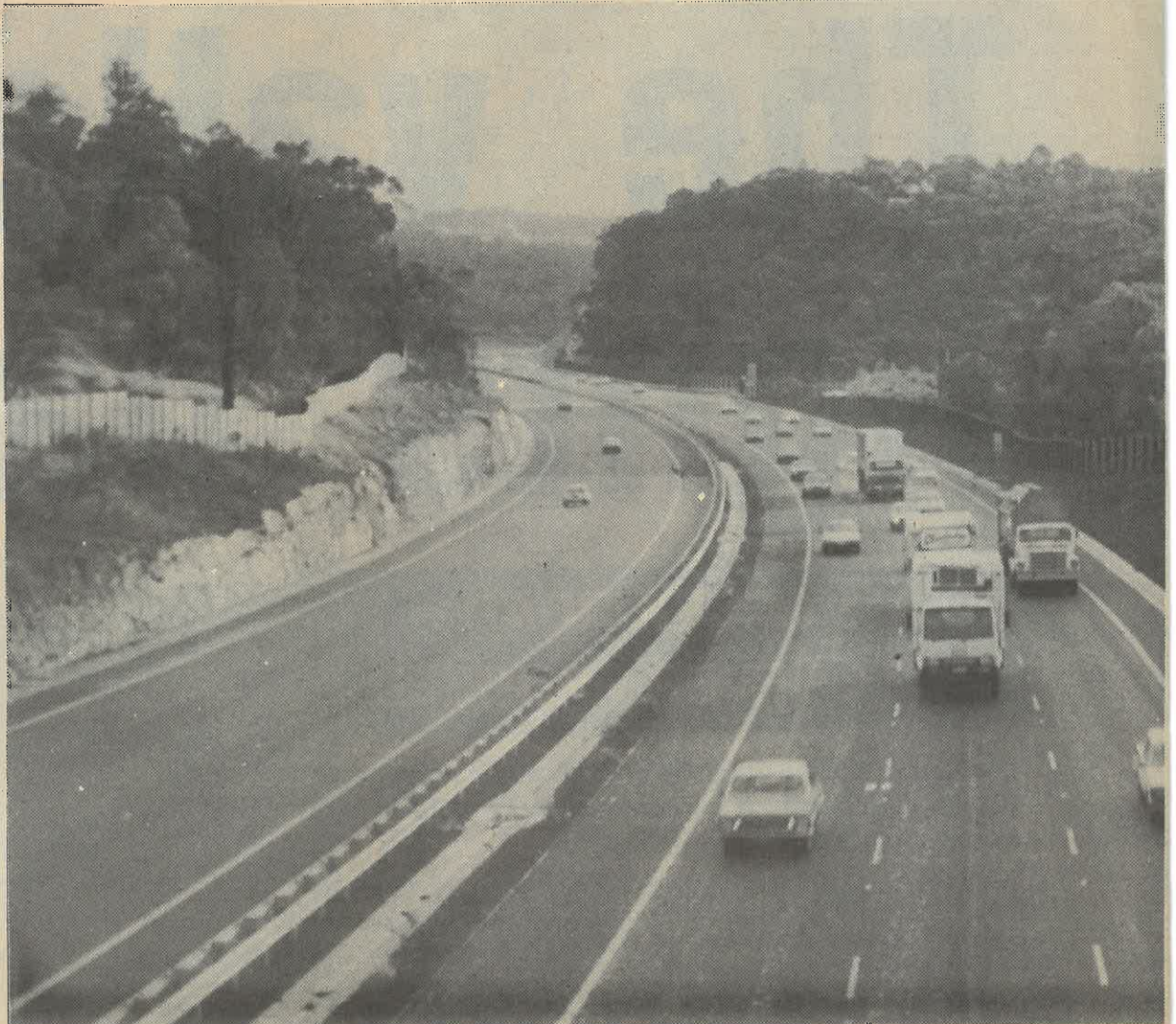
Noise levels during construction will be much higher, with levels of up to 88 decibels being admitted (p6-22). The EIS admits that "Some pile driving may be required". (p6-21) In fact a great deal of pile driving would be required over a period of two to three years.

Beauty of the Valley destroyed

The freeway will look terrible. If you want to see what the RTA is proposing, take a drive up the Pacific Highway to the new F2 and have a look at what this monster has done to Kuring-gai Chase National Park.

At the Turrella end, the six lane elevated structure will tower over thirteen metres above the landscape as it leaps over the rail line and the mail exchange (see p. 7.38). Traffic noise here will be at its maximum

Because the road travels along the Valley's wetland floodplain, it will have to be elevated for much of its length. Timber or concrete screens two to four metres high, added along the sides of the freeway in an attempt to overcome the noise problem, will make the road look even worse. There



The Wahroonga-Berowra freeway. The proposed Wolli Creek road would be as wide as this. Residents near this road have been shattered by vehicle noise which they liken to a jumbo jet taking off in their living rooms. Hundreds of homes in Earlwood, Turrella, Bardwell Park, Kingsgrove and Bexley would be similarly affected.

will be a network of two metre high 'Cyclone' style fencing, to keep people and animals off the road.

A transport corridor 80 metres wide will divide the community

From Tempe to Beverly Hills, communities now linked by a peaceful valley, will be divided by the widest transport corridor in southern Sydney. When the rail line is included this corridor will be in places over

80 metres wide. There will be 6 lanes of freeway, and two rail tracks.

But the story doesn't end there! A further two rail tracks will be added to this when the Campbelltown line is expanded and the Very Fast Train (VFT), would, if allowed to go ahead, add a further two lines, making a total of twelve transport lanes. All these facilities would be divided, for safety or "noise amelioration" purposes, by Cyclone wire fences or concrete noise barriers.

The psychological divisions which will result from this river of concrete and steel will be profound.

Bardwell Park and Bexley North shopping centres will no longer be pleasant local facilities. Urban decay will inevitably follow. Those who can, will sell up and leave, long term residents and homeowners will begin to be replaced by short term tenants. The Preservation Society takes strong exception to Kinhill's absurd assertion that "It is unlikely that community severance, including the impact on community facilities such as schools would be significant, because existing vehicle and pedestrian links would be maintained" (p7.27), [a completely unsubstantiated assertion]. This takes no account whatsoever of the enormous psychological impact of this massive engineering project, and what follows.

Feeder traffic will clog Bexley North

The impact of on-off ramps at the Bexley Road interchange on the local road network is ignored by the EIS. It amazingly asserts that traffic volumes along Bexley Road will decrease (see figures 6-5, 6-6) as a result of the freeway. In fact, the funneling effect of the interchange will lead to massive traffic increases in adjacent residential streets. This is because on-off ramps are a strong attraction to motorists.

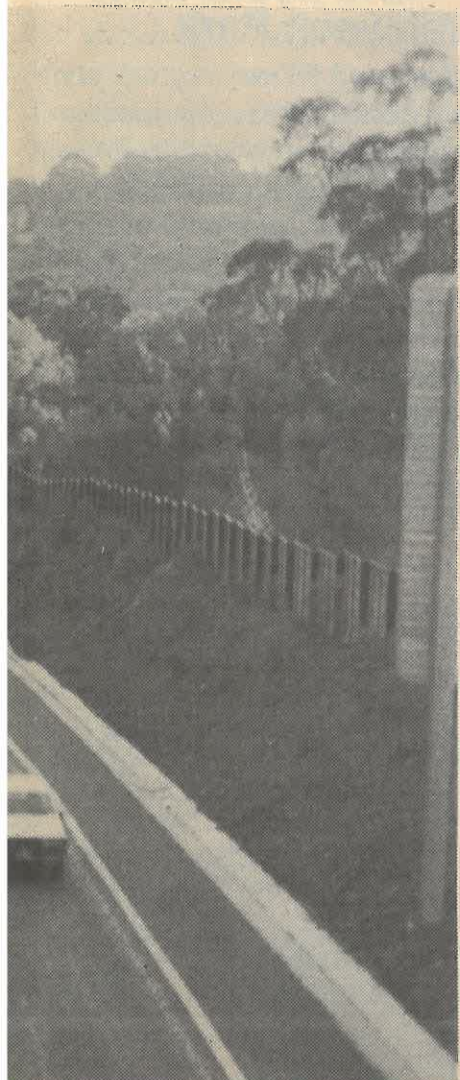
Massive increases in traffic, vehicle noise and pollution, plus the looming presence of the freeway will all but destroy Bexley North and Bardwell Park shopping centres. The residential road network, particularly in south Earlwood, Kingsgrove and Bexley North will simply become freeway feeders.

Wildlife habitats destroyed

The EIS makes a number of alarming admissions relating to the proposed freeway's destructive impact on the Valley's significant wildlife habitats. The mangrove and saltmarsh communities, crucial for birdlife, will be adversely affected by siltation, clearing, weed invasion and water level change (p6-32). Over much of its length the creek itself will be erased and subjected to rea-



will affect you



Hidden away in the body of the report is a passing reference to an average 20 metre wide "proposed freeway reserve". This is the strip on either side of the freeway which must be fenced to stop people and animals wandering onto the road. Assuming that it is absorbed into the railway reserve on the south side of the freeway and applies only on the north side, this buffer zone would nearly double the width of the freeway and cut deep into the remaining open space in the Valley.

The RTA's proposed "linear park" is nothing more than a cynical name for the narrow strip which will be left to the north of the freeway.

Girrahween Park, with its bush and beautiful picnic grounds, will be flanked along its southern side by an imposing, deafening 10 metre high freeway.

Estuaries and waterways will be polluted

This vital problem is scarcely dealt with in the EIS. With the freeway running above, adjacent to or through Wolli Creek for over four kilometres, spillage of toxic chemicals directly into Wolli Creek following a chemical spill is inevitable. Toxic pollutants would then flow into Cooks River and Botany Bay.

The EIS contains the bland assertion: "...it is possible that contamination of these waters might occur. The Roads and Traffic Authority would provide retention basins and gross pollutant traps as a means of preventing waterway pollution. Such measures would be incorporated in the detailed design and drainage provisions of the proposed route" (p6-53)

The EIS makes the following alarming admission: "Certain pollutants such as heavy metals, build up on freeways as a result of traffic flow and after rainfall would be washed off the freeway into the local stormwater system" (p6-5).

As the freeway down almost its entire length lies directly above the Creek bed this "local stormwater system" is a euphemism for Wolli Creek.

What hope would "retention basins and gross pollutant traps" have of stopping a major toxic chemical spill, occurring during heavy rain, from entering the Creek? None.

Health of residents not considered

The implications of the proposed freeway on the health of individuals living near the Valley is not considered to be a

subject worthy of consideration in the EIS. The health impacts are simply not considered. The health of Valley residents and those along feeder roads will be damaged by heavy 24 hour vehicle noise and air pollution, not to mention the anger and disappointment generated within those people who believed they were raising their families or living their retirements in an attractive and peaceful area.

Property value losses ignored

Residents will suffer losses in property values in the vicinity of \$20,000 each. The total property value losses in the area are likely to be in the order of \$48m.

Remember!

It is important that you respond to the EIS. It doesn't matter how short or simple your response is. Get it in!

Fumes will be trapped in the valley

Any road in the Valley would produce totally unacceptable levels of toxic air pollutants which would be trapped by the topography of the area.

The dispersal of toxic gasses into the general atmosphere would be inhibited by the lack of strong winds.

These beliefs are confirmed by the EIS. The document states:

"Differences in wind regimes between the more elevated sites at Earlwood and Bexley and the potentially more sheltered environment of Wolli Creek have important implications for the dispersion of pollutants within the Valley...the potential for trapping of pollutants in light wind conditions during the morning and afternoon peak traffic periods would appear to be high". (p 6-8)

alignment, creating an engineer's substitute for a naturally flowing stream.

The variety of birds, reptiles and amphibians and in the Valley is greatly understated by the EIS and the National Parks and Wildlife Service's weighty survey report on the Valley and its recommendations are virtually ignored. The report, prepared last year is not acknowledged as an official NPWS report, in a transparent attempt to downplay its importance

The beautiful array of bird-life now found in the Valley will vanish. Irreplaceable amphibian and reptile habitat will become fodder for the bulldozers.

Massive loss of open space

The Municipalities surrounding the Valley have among the lowest levels of open space in the Sydney area. They are also among the most industrialized and polluted. The Valley is a crucial recreational and educational resource for this deprived region. It is the last piece of bushland left in inner southern Sydney.

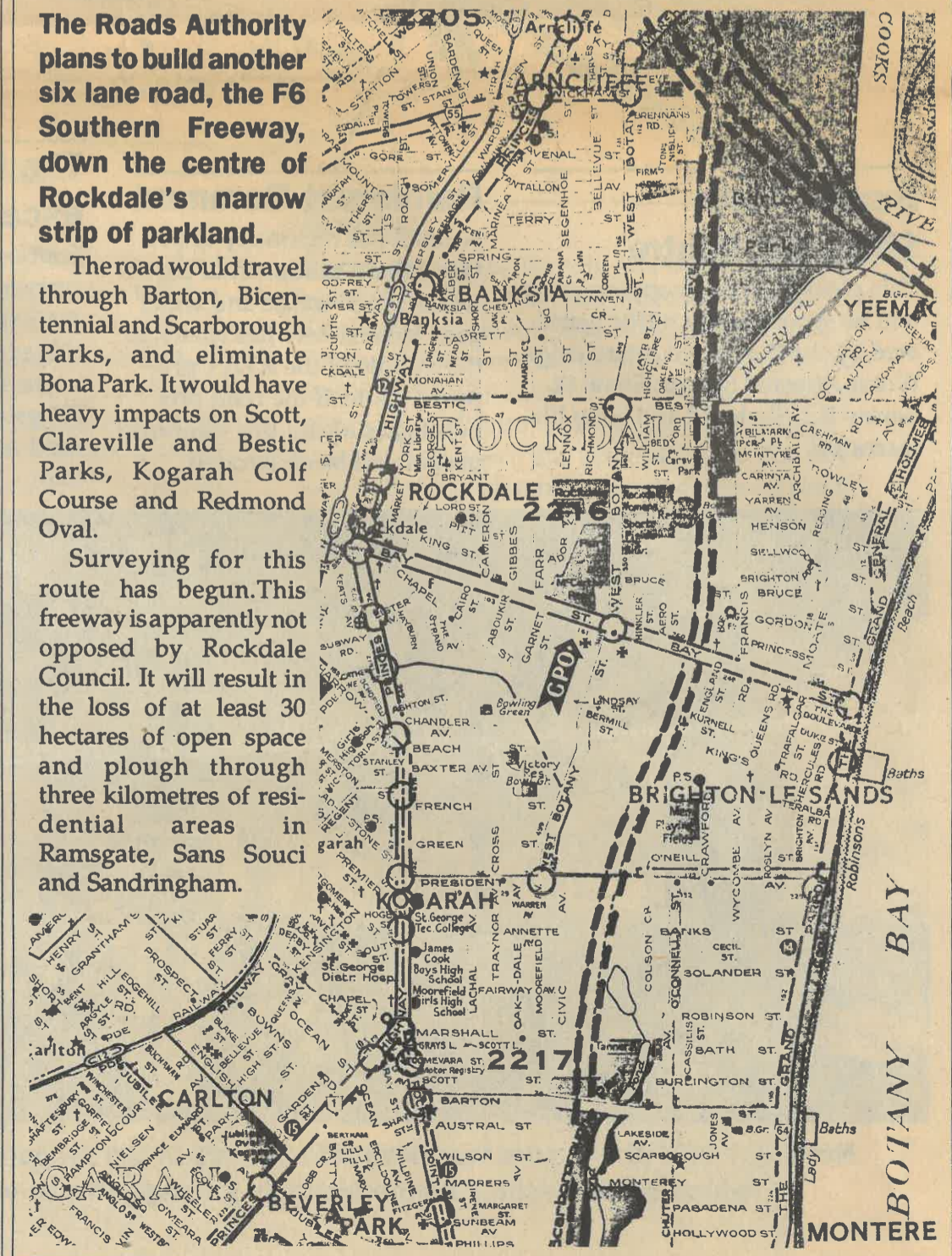
Peacefulness is perhaps the Valley's prime attraction to picnickers and walkers. The freeway would destroy this recreational amenity. The EIS comments that "the long-term impact on the valley could be considerable". This is a deliberately coy and misleading way of admitting that what the RTA plans will destroy the Valley's recreational amenity.

PARKS TO GO IN ROCKDALE FREEWAY PLAN

The Roads Authority plans to build another six lane road, the F6 Southern Freeway, down the centre of Rockdale's narrow strip of parkland.

The road would travel through Barton, Bicentennial and Scarborough Parks, and eliminate Bona Park. It would have heavy impacts on Scott, Clareville and Bestic Parks, Kogarah Golf Course and Redmond Oval.

Surveying for this route has begun. This freeway is apparently not opposed by Rockdale Council. It will result in the loss of at least 30 hectares of open space and plough through three kilometres of residential areas in Ramsgate, Sans Souci and Sandringham.



The effects at a glance

Bexley Road Interchange

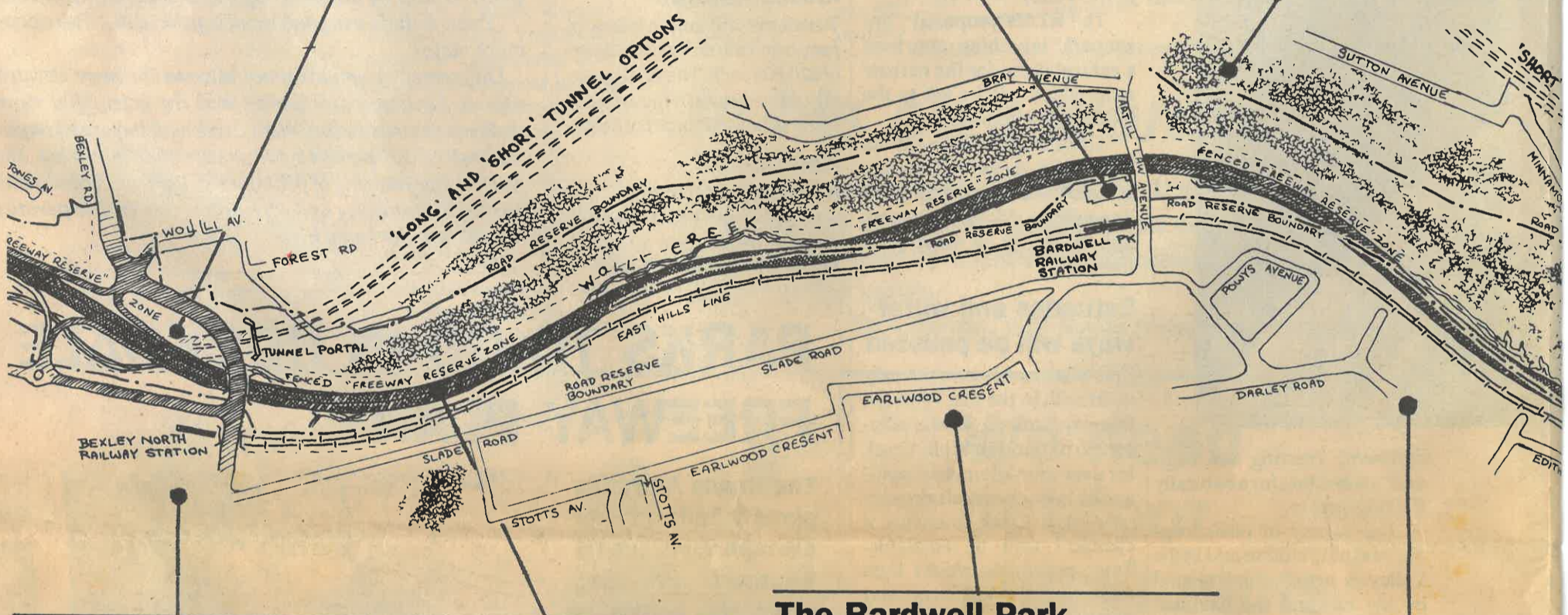
Thousands of additional vehicles will daily clog local residential streets around the Bexley Road on - off ramps. They will generate unacceptable levels of air and noise pollution. This massive traffic increase will present both a health and safety hazard. Access to homes and shops will be severely restricted. Worst affected streets: Bexley Rd, Kingsgrove Ave, Wolli Ave, Woodlawn Ave, Homer St, Poole St, Lundy St, Wolli St, Staples St, Slade Rd, and New Illawarra Rd.

RSL Club

The proposed freeway will change this popular and enjoyable public facility into what could possibly be the most miserable club in Sydney. Sixty thousand vehicles a day will roar past adjacent to the northern windows of this club. Membership will undoubtedly plummet as a result, and with decreasing membership facilities, activities and the club's viability will also suffer.

Girrahween Park

The proposed F5 freeway will completely destroy the recreational and educational amenity of Girrahween Park. A large chunk of the park's beautiful dry sclerophyll Eucalypt forests will be felled. Access routes will need to be created through this area. The Council picnic facilities will become redundant, years of valuable bush regeneration work by the National Trust will be laid to waste.



Bexley North Shopping Centre

This pleasant local shopping centre will be swamped by traffic generated by the Bexley Rd Interchange. Worst Affected Streets; Shaw St, Bexley Rd, Slade Rd and New Illawarra Rd.

Rainforest Remnant

A small but regionally important gallery rainforest of coachwood, black wattle and water gum located here lies smack in the middle of the RTA's proposed route. If the road proposal goes ahead this rainforest pocket will be obliterated.

The Bardwell Park escarpment

Traffic noise generated by the proposal will carry to all homes along the steep sides of the Valley. The densely populated hill and ridge top to the south will cop most of this noise. Worst Affected Areas; Irwin Cres, Kingsland Rd, North Ave, Stotts Ave, Bernard Ave, Barnsbury Gr, and Earlwood Cres.

Bardwell Park homes

Not even the RTA could expect human beings to live in streets close to the railway line at Bardwell Park if the proposal goes ahead. Some of the affected homes in this zone will be within fifty metres of the freeway. The noise, aesthetic and air pollution will be unbearable. Worst Affected Streets; Slade Rd, Powys Ave, Edith St., Ma St, Water St, and Darley Rd.



Nothing would grow under the elevated sections of the proposed freeway which would become dangerous ugly garbage-strewn wastelands.

Construction Access Roads

All access roads necessary for freeway construction in this zone will come in from the north through the residential streets of Earlwood. Most bushland in this area will be flattened. Hundreds of vehicle movements a day, for both workers and materials, will be required. The roads within the sensitive bushland and wetlands will need to be high quality, all weather, two wheel drive access routes. Parking and off-loading and work areas will create a destructive sphere of impact much larger than the road.

ance

Wolli Creek drain

In this zone Wolli Creek will need to be 'moved'. In reality what will occur is that the existing naturally flowing stream will be filled in, pipes will need to be laid to remove its flow during the construction phase, and after the freeway is up and running, a deep trench will need to be dug upslope to carry the resultant runoff. This man-made ditch will be the 'new' Wolli Creek. Worst Affected Area; almost the entire length of Wolli Creek between Hartill-Law Ave and Edith St.

"Freeway Reserve" zone

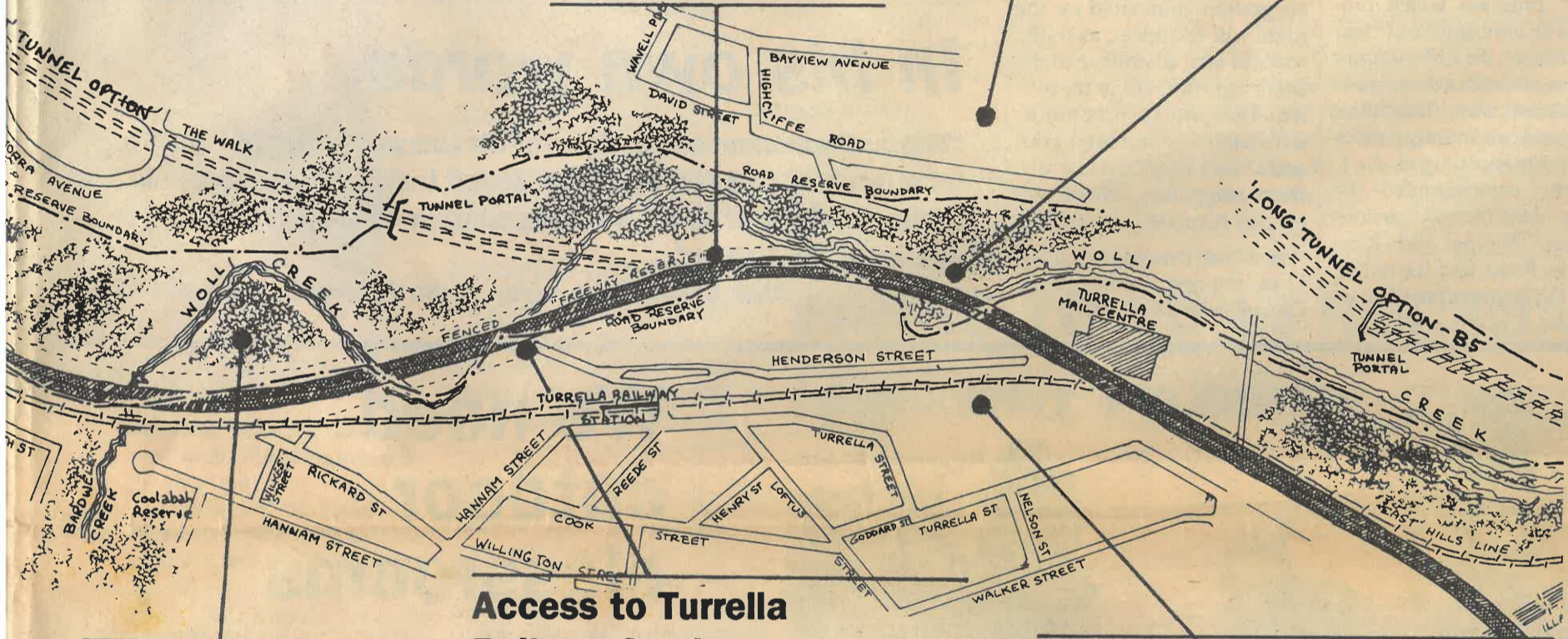
On the north, and possibly on the south side of the freeway down the entire length of the Valley, it is proposed to set aside of a twenty metre wide 'freeway reserve' zone. This fact, surreptitiously concealed within a chapter on Predicted Air Quality Changes (p. 6-12), means a huge strip of what is now bushland open space will be fenced off and permanently withdrawn from public use. The freeway will therefore consume nearly double the 25 metre minimum width of the road itself.

Undercliffe

Dozens of homes in Undercliffe will look down on the freeway and suffer from its above acceptable 24 hour noise.

Wetlands

Areas in this zone have been identified in a National Parks & Wildlife Service report on the natural values of the Valley as some of the most floristically valuable in the region. Kinhill admits this area will have little chance of surviving unscathed due to the combined impacts of sedimentation, altered stream and nutrient flow, weed invasion and water borne pollutants. The mangrove forests, as well as the wetlands are unlikely to survive should this proposal get the green light.



Wetland regeneration area

For years Wolli Creek conservationists have been slowly regenerating this area from its previously denuded state as a horse paddock into a native plant regeneration area. Hundreds of native trees and shrubs now adorn the area and wildlife is starting to return, particularly birdlife. This area is now home to a colony of the Golden-headed Cisticola, a lovely small bird now rarely seen in Sydney. The proposed F5 would destroy this valuable habitat area.

Access to Turrella Railway Station

Access to Turrella Railway Station for the residents of Earlwood and Undercliffe will be severely impeded during the freeway's construction phase. Even after construction what is now a pleasant stroll through the park on the way to or from work will become a dangerous path beneath the two concrete viaducts. This route could quickly become a dimly lit haunt favoured by muggers, rapists and thieves.

Turrella

A wide expanse of Turrella will be badly affected by air pollution, visual degradation, all night floodlights and noise. Streets nearest the Mail Centre will be worst hit by noise because the freeway will rise 13 metres to clear the East Hills line and the Mail Centre, heavy trucks will change gears up and down this slope all night. The freeway will also look terrible here because of the 4 metre "noise amelioration" screens along its side.

Over much of its length the proposed freeway would be an elevated structure. This shows a four-lane freeway. The Wolli Valley freeway would be a six-lane freeway.



"More traffic, more pollution, more noise, less parks..."

The Kirby Inquiry* was the most authoritative planning inquiry ever held in NSW.

Unlike the F5 environmental impact statement it examined all of the social and economic implications of the proposed Wolli Creek route.

Unlike the DMR's now notorious "community consultation" program which proceeded in an atmosphere of "fear and anxiety", the Kirby inquiry was conducted in a democratic and rational way. The fullest expert and community participation was encouraged.


Kirby recommended the release of the freeway corridor between Tempe and King Georges Road, and the raiiling of containers from Port Botany


to get heavy trucks off local streets.

This is what the Inquiry thought about the Wolli Creek route:

"The provision of greater capacity within the South-western corridor ... will in our opinion, simply encourage commuter traffic to travel in a direction in which it ought to be discouraged. Very soon the congestion eliminated by the route will re-appear, as traffic seeks to take advantage of the spare capacity within the system. There will be more traffic, more pollution and less parks, and all for a very short reprieve from congestion which will quickly reappear." (p XLVII)

*The 1979-80 Kyeemagh-Chullora Road Inquiry, conducted by Commissioner David Kirby.





Legislative Assembly of New South Wales
Leader of the Opposition
Sydney, N.S.W. 2000
Telephone 230 2278

NICK GREINER NEWS RELEASE

Thursday, June 18, 1987

The Liberal Party will remove the freeway road reservation over the Wolli Creek Valley. State Opposition Leader, Nick Greiner, said today.

The Shadow Minister for the Environment, Mr Tim Moore, and Shadow Minister for Transport, Mr Bruce Baird, gave an undertaking to a protest meeting at the Earlwood R.S.L. Club last night. The meeting was also attended by Liberal Candidates, Mr Phillip White (Earlwood, State) and Mr Gary Rush (St. George, Federal).

"The anti-environmental plans of Mr Unsworth and Mr Brereton for a freeway and the very high speed train corridor up Wolli Creek would lead to a total despoilation of the environmental values of the Valley.

"The problems of noise and light pollution would occur if the very high speed train was permitted along the Wolli Creek road or railway corridors would also have a significant impact on local residents.

...A come clean on its future plans ... that

In his own words...

"The anti-environmental plans of Mr Unsworth and Mr Brereton for a freeway and the very high speed train corridor up Wolli Creek would lead to a total despoilation of the environmental values of the Valley."

-Nick Greiner, then leader of the Opposition, 18 June 1987.



As the only native bushland in inner southern Sydney the Valley is an essential teaching resource. Each year thousands of school children use its forests and wetlands as outdoor classrooms.

We need outdoor classrooms

By PETER HUME, teacher, St Ursula's College, Kingsgrove

The Wolli Creek Valley is a teaching resource of value beyond price.

The landmark *Cooks River Study* identified four distinct ecological areas within it that provide the setting for irreplaceable teaching experiences about river systems. The open forest at Girrahween, the heath on Nannygoat Hill, the reedbeds near Turrella and the mangrove stands stretching along its banks also contain worlds of meaning far beyond geographical and biological concepts.

Political issues of bureaucratic gamesmanship, inequitable decision-making deceit, point-scoring and grass roots democracy in action, live and breathe in the vast array of documentation bred from the expressway conflict.

Aboriginal rock shelters provide a doorway for imaginative explorations of a rich spiritual heritage that can forge enchanting relationships with a people and a vision of this land that are at once inspiring and totally practical. The chance to encourage the unarguable change of attitude needed towards our natural

resources has no better starting point.

Those students, and others, who cannot see beyond the privet, lantana and castor-oil plants respond with increasing interest when asked to consider what money and work might create here. Such transformative thinking releases energy and ideas and feelings that our world cannot do without.

In the valley expressive language exercises take on a new fresh meaning. Students are capable of profound reflections in this place as they try to capture its spirit. Simply writing what they like and dislike about it leads them to ideas they did not know they knew.

The valley is an incomparable case study of land use planning principles in conflict with powerful sectional interests. Senior geography, economics and social science students can contrast the findings and rationale of Commissioner Kirby's Inquiry against vested Department of Main Roads and Transport interests. The valley is in fact a symbol of our society's dilemma - what price economic exploitation?



MYTH 1:

Future traffic predictions are important in deciding what roads are needed.

Transport studies usually forecast future traffic by projecting current trends, population growth and travel habits and then use these predictions to decide what roads are needed for the future.

This looks like sensible forward thinking, until you realise that it is based on a prejudice: that the present is ideal and that present travel habits are worth encouraging in the future.

MYTH 2:

Planners are not responsible for how much people want to use their cars.

In every city of the world the volume of traffic is limited, intentionally or unintentionally, by measures adopted by governments. If these measures were relaxed, there would be more traffic; if they were strengthened, there would be less. In other words, the volume of traffic in a city is not something like the rainfall that has to be accepted... (Blunden W. R., A Transport Policy For Sydney - Some Background Considerations, CUTS, 1987).

Paris and Los Angeles are good examples of how policies shape travel patterns. These cities have almost identical populations, but roads and sidewalks in Paris only occupy 87 sq kilometres, while in Los Angeles they take up a massive 1201 sq kilometres.

Roads and sidewalks take up 24 per cent of the total area of Paris. In Los Angeles they cover 37 per cent of the city,

Eight myths of traffic planning

and in the central business district an additional 23 per cent is given over to off street parking.

Residents of Houston, USA, consume two and a half times more petrol per person than residents of Brisbane, six times more than London residents and eight times more than Amsterdam residents.

MYTH 3:

Predicted traffic growth must be provided for.

More road space in fact generates more traffic, to the extent that many planners talk of a Parkinson's law of traffic: "Traffic expands to fill the available road space" (Hall P. 1980 'Great Planning Disasters'). Moreover, traffic usually expands dramatically in expectation of easier traffic conditions and faster journeys when the announced new artery is opened.

This type of planning is called "Predict and Provide". It is planning which encourages a spiralling increase in traffic.

Broadly speaking the amount of traffic is governed by what is regarded as a tolerable level of congestion. If the capacity of the road network is increased, whether by road construction or traffic management measures, the mileage will increase until the same conditions obtain. If the capacity

of the road network is not increased, the mileage performed will stabilise, and if the capacity is reduced, the mileage will be reduced correspondingly. (Hillman M. 1983. 'The Wrong Turning: Twenty Years on from Buchanan' Built Environment 9:104-5).

MYTH 4:

Bigger roads are safer roads.

This is not true for two reasons:
• Firstly, while 'upgraded' roads decrease the number of accidents per vehicle kilometre, they encourage extra and longer trips, so that accident rates per trip or per hour spent on the roads remains much the same.

• Secondly, straighter, wider roads encourage greater speed and the accidents that do happen are therefore more severe.

MYTH 5:

Bigger roads increase people's mobility.

Bigger roads encourage cities to spread out. People have to travel further to reach their jobs. Compact, functioning communities are destroyed by the new freeways and the larger roads encourage a decline in public transport (by the time the staggering cost of the freeways or

tollways has been paid by the community, there is no money left over for public transport).

Each new car requires 30 times more road space to move each person than the bus or train it replaces. The final result is that we have to spend more and more time behind the wheel to reach fewer and fewer destinations.

MYTH 6:

Bigger roads advantage more people than they disadvantage.

Each increase in the provision for private motor vehicles is usually made at the expense of the poor, the elderly, the handicapped and the disadvantaged. Bigger roads are pushing Sydney further and further outwards, making public transport less viable and forcing more and more people to use cars.

Meanwhile, the city's older suburbs are degraded by the increased invasion of the car and those who live there bear the cost in noise, air pollution, grime, loss of parks and open space and an unsafe environment for their children.

The rich, and the politicians who promote freeway development can always afford to buy a house away from their negative effects.

One of the explicit purposes for the F5 freeway is to advantage the road transport industry over publicly owned rail transport. The rail link between Port Botany and the container depots in the western suburbs is underutilised, but the government is building the F5 as a form of public subsidy to the big trucking companies.

MYTH 7:

It is not the job of traffic planners to look at the wider social, political and environmental trends.

The EIS for the F5 by Kin hills ignores issues such as the greenhouse effect, an example of planners passively defending the status quo, and refusing to take responsibility for the results of what they advocate.

But let's be clear about what they want: the F5 freeway will result in greatly increased car and truck usage in Sydney. This is lunacy in the light of the

Greenhouse effect. As a recent CSIRO publication, "Greenhouse-planning for climate change" says: "To continue to plan on the basis of perpetuating the current profligate use of the private car can no longer be justified...". This is in fact just what the Greiner government, the RTA and Kin hills are advocating.

The motor vehicle is responsible for at least 50 per cent of all carbon dioxide emissions in this country. A 50 per cent cut in the world's carbon dioxide emissions will be necessary to stabilise the amount of the gas in the atmosphere. You should remember these facts because the RTA engineers, Kin hills and the Greiner government don't give a damn about them.

MYTH 8:

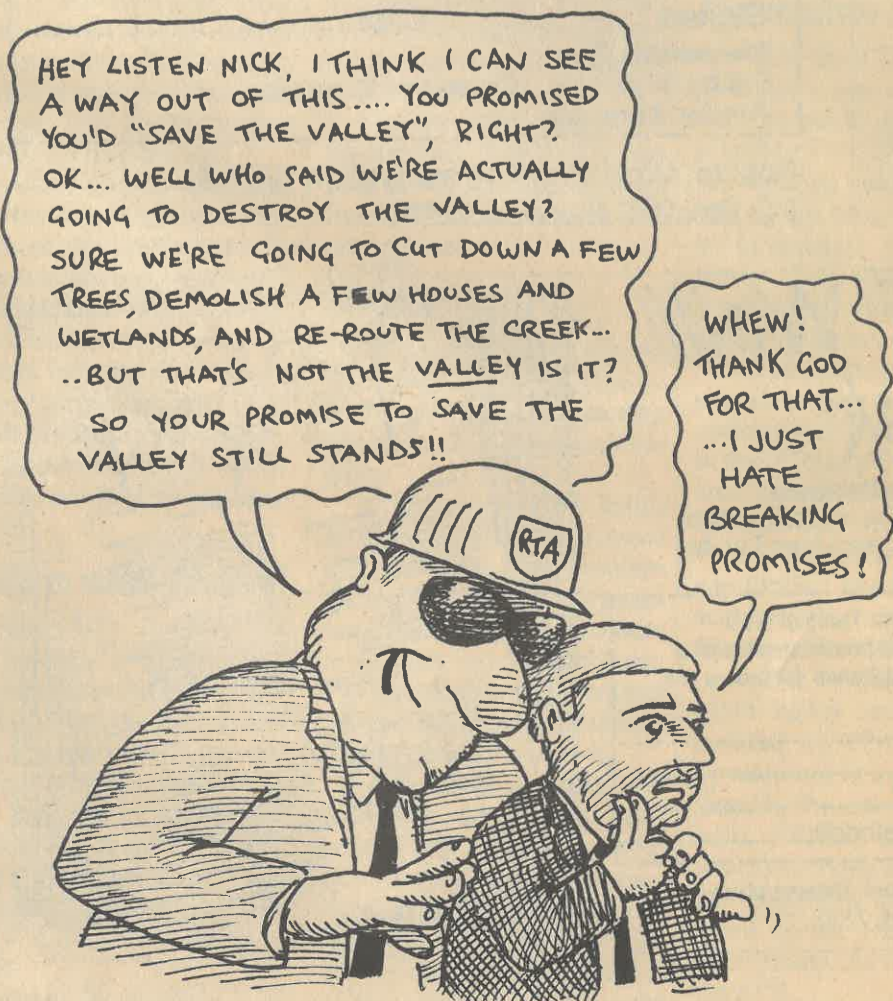
Planning should be left to the experts.

In the last decade government authorities have discovered "community consultation" but all too often the solutions the experts have offered the community are three variations on the same theme. It's like being consulted on whether you want to be shot, poisoned or hung.

In the case of the F5 there has been a sinister new development, with the Roads Authority inventing spurious freeway "options" in order to create a climate of fear and anxiety favouring a surrogate pro-freeway group.

If community consultation is to be "fair dinkum" the first step must be a critical review of past planning and a full public discussion of what kind of city we will have in 20 years time if the Greiner government's policies are continued. It is our lives and the future of our children which are at stake.

* This article is based on the Booklet Traffic Calming - The Solution to Route 20 and a New Vision For Brisbane by Citizens Against Route 20 (CART).



RTA
ROADS AND TRANSPORT AUTHORITY

SENIOR COMMUNITY MANIPULATION OFFICER. Vacancies exist in our fast expanding Political Action Operations Branch for officers with a demonstrated record of creative manipulation of community consultation processes. The successful candidates will be required to uphold the myths of traffic engineering and create climates of fear and anxiety in target communities. **Essential:** Bsc(Civil Eng), experience in liaising with EIS consultants and surrogate "community groups". Membership of the Institute of Engineers is not essential. **Desirable:** Active service with intelligence agency. Inquiries: Linda Vapid, Human Resources Division.

Roads and Transport Authority is an equal opportunity destroyer

"WHAT CAN I DO?"

There are two elements the Wolli Creek Preservation Society needs to fight this battle for the community; expressions of the voice of the people, and financial support.

1. Have your say

Politicians are elected and paid by us to listen to the voice of their constituents, and to carry out their wishes in the name of the public interest. Here's how we recommend you carry that message to your Parliamentary representatives, and to key government Ministers;

✉ Write, expressing your concerns, to;

- the Hon. Bruce Baird
Minister for Transport
- the Hon. Tim Moore
Minister for the Environment
- the Hon. Nick Greiner
Premier of NSW
- Mr Bob Carr
Leader of the Opposition
- Mr Brian Langton
Shadow minister for Transport
- Ms Pam Allan
Shadow Minister for the Environment
- the Hon. Richard Jones
MLC
- Mr Philip White
Member for Earlwood

ALL CARE OF:
Parliament House
Macquarie Street
SYDNEY NSW 2000

✉ Write, or fax letters to, the Editor of any or all of the following newspapers:

- The Sydney Morning Herald
- The Leader
- The Daily Telegraph
- The Glebe
- The Sun-Herald
- The Express

✉ Ring up your favourite talkback radio host to express your concerns.

✉ Tell your neighbours about the issue. Share this newspaper around. Education is the strongest weapon of this campaign.

✉ Make an appointment with Mr. Philip White, Member for Earlwood, to talk to him at his electoral office. Tell him face to face how you feel about the government's duplicity on this issue.
Phone 558 0111 for an appointment.

✉ If you belong to a club, informal group or union, publicise the issue amongst your fellow members.



✉ Lobby your local Municipal Aldermen on the issue.

✉ Join the Wolli Creek Preservation Society Inc. Support us, defend your living space and quality of life, help us in our fight, and be on our mailing list.

Write to us at:
P. O. Box 270
EARLWOOD NSW 2206

MOST IMPORTANTLY,

✉ Prepare a submission on the EIS.

It doesn't have to be technical, it doesn't have to be long, so long as it expresses your concerns. Submissions close on 5 September. They should be mailed to:
The Environmental Planner
Roads and Traffic Authority
PO Box K198
HAYMARKET NSW 2000

A complete list of locations of public displays of the EIS has been published in local and metropolitan media. Copies of the EIS can be purchased from the RTA for \$20.

2. Financial support

A plea for help from the Preservation Society. We are a high profile and accountable community group. We are duly registered with the Corporate Affairs Commission. We have worked entirely on a voluntary basis on the community's behalf for many years defending your quality of life. Our financial accounts are presented annually to members.

Q. How will your quality of life be affected with a freeway adjacent to your home?

Q. What about your health? Air pollution?

tion? Noise pollution? The value of a pleasant bushland view?

Q. If the freeway goes ahead and is close, visible or audible, what monetary value will your home lose?

Your support is vital.

Please post donations to:
"Wolli fighting fund"
PO Box 270
Earlwood 2206 NSW.

THANK YOU

The Society can be contacted by phoning Neil or Danielle Rankin on 559 1269

Membership form

Yes, I would like to join the Wolli Creek Preservation Society

Name.....

Address.....

.....PhonePostcode.....

I enclose membership fee of \$.....

Signed..... Date.....

Membership Fees:

Full fee: \$5 per year Concession: \$2 per year

Families: \$7 per year

Post to: Wolli Creek Preservation Society
PO Box 270 Earlwood 2200

Trees of Wolli Creek

by cartoonist Les Robinson
A simple illustrated guide to the identification of 36 species of native and exotic trees found in the Wolli Creek Valley.

Please send me a copy of "The Trees of Wolli Creek". I enclose \$4.00 (\$3.00 purchase price plus \$1.00 postage) [Bulk orders \$2 each for orders of 5 or more.]

Name.....

Address.....

.....Phone.....Postcode.....

Cut out and post to Wolli Creek Preservation Society, PO Box 270 Earlwood, 2200

