

Wolli Creek Update

FROM THE WOLLI CREEK PRESERVATION SOCIETY INC.

NO. 15, APRIL 1992



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Build freeways & Sydney dies

AN INVITATION TO CHEAT?

LIKE TO REGISTER a 'vote' on the future of big freeway projects affecting your suburb?

It's easy: just ring the Roads and Traffic Authority and they'll send you bulk copies of their Botany-West Transport Study comment form.

The study is the RTA's latest attempt to gain approval for the F5 freeway through Wolli Creek Valley.

Believe it or not, you can fill in as many forms as you like (you only have to tick a box) and send them to the RTA without signing them or supplying your name and address.

Yes, that's right. You can fill in as many forms as you like and nobody will know the difference!

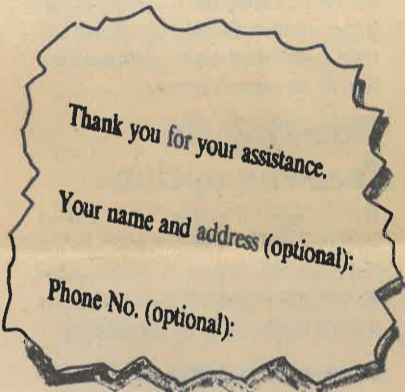
The anonymous form is a breathtaking departure from ethical standards for the assessment of public attitudes to development projects.

The Roads and Traffic Authority has issued the comment form in the latest edition of their Botany-West Transport Study Newsletter.

The form, which readers are encouraged to fill in and return to the RTA's regional planner, does not require the respondent to give their name and address. Respondents are asked to indicate a preference for one of three proposals by simply ticking a box, or to write in some other option.

The newsletter is the fourth in a series issued by the RTA. Earlier numbers in the series also included forms inviting comment on various issues but it was only from the third newsletter that the respondent's name and address became optional. The current issue, No.4, is the final report of the Botany-West study.

There is simply no control over how many forms any one person can fill in.



• NO identification needed!
Just tick a box and post it in.

And there are no administrative safeguards against anonymous forms being thrown away in order to achieve a 'majority' in favour of the freeway option.

The RTA has been handing out bulk copies of the newsletter and form and has told potential respondents that photocopies of the form would be an acceptable substitute for the printed version.

Clearly this 'consultation' is wide open to abuse by dishonest members of pro-freeway action groups.

Historically, these groups have had difficulty in convincing the public to support big new arterial freeways such as the F5 and F2.

Informed public comment on the last F5 environmental impact statement simply drowned out the voice of the petrolheads.

The cry for more public transport, the railing of containers from Port Botany and the preservation of open space was deafening. A record six thousand-plus submissions to the EIS were received by the RTA, the



• THIS is what the RTA wants, but how far is it prepared to go to get it? Wolli Creek Preservation Society President Tony French under the F4 freeway with copies of the RTA's anonymous 'comment form'.

Wolli Creek bushland under threat in new freeway push

The Wolli Creek Preservation Society has condemned the RTA's anonymous Botany-West comment form.

"We've seen plenty of dubious tactics by the RTA in the last few years, but this is perhaps the worse", said WCPS President Tony French.

"The anonymous form is wide open to rorting. This latest episode just reinforces the need for a commission of inquiry into the RTA.

"Right from the start of this latest 'community consultation', we've warned that the RTA would use it as just another push for their discredited freeway plans.

"The difference now is that they're faced with strong alternative proposals which have

captured the imagination of the public.

"After the last year's smog crises, the public has had a taste of what's going to happen if the RTA goes on building more freeways.

"We've got to get cars and trucks off the roads. This means giving people new public transport alternatives and getting freight containers on the trains.

"There are plenty of proposals around which would achieve this and it's about time the government acted on them.

"Proposal P is a golden opportunity for local people to send a message to Macquarie Street. We're urging everybody to support the Proposal P campaign" Tony French said.

vast majority opposed to the F5 project.

To properly grasp the implications of the anonymous form it should be compared to the issuing of blank voting papers, in any numbers, to an unknown voter at a polling place. Any reasonable person would rightly condemn such

an act as an invitation to cheat.

Of course the RTA is not conducting the survey in order merely to find out what people think about the various proposals put forward by the Botany-West Transport Study.

The survey is simply another

attempt to create a 'majority' in favour of the F5 freeway. When the results of the survey go to Roads minister Wal Murray it's a safe bet that the RTA will be able to claim that a majority want more big roads—even if it's a majority of one, with lots of used biro's and a bad case of writer's cramp.

ATTENZIONE!

*Chiediamo la vostra opinione
Vedete L'ultima pagina*

請注意
你的意見是最重要的
請看後頁

انتبه
ان رأيكم هام جدا
راجع آخر صفحة

More fibbing, fudging and dodgy editing

The RTA is at it again

The Botany-West Transport Study's final report is little more than a sales pitch for the RTA's preferred option: a massive freeway designed to 'support growth' in Sydney's sprawling south-west sector and funnel more commuter traffic into the city centre.

And the RTA have used the report to attempt to divide the community and whip up a fear campaign in support of the freeway option. The report, and especially the short version of it contained in the Botany-West Transport Study Newsletter, has been designed as a user-friendly brochure to assist pro-freeway groups.

With this in mind, the report has been carefully edited so that it loads the arguments against the rail option (Proposal P) and in favour of the freeway 'solution' (Proposal R).

Watch how the RTA editors handle the public transport option...

If 30,000 looks too high, call it "some"

"Although some commuters will divert to rail, the diffuse job locations in the CIA [Central Industrial Area—Botany Mascot, Rosebery and Alexandria] and the residential locations from which workers commute are such that many workers, especially shift workers, will continue to commute by car." (Our emphasis).

But how many is "some"? By very conservative estimates an extra 30,000 commuters a day would travel from Sydney's south-west to the Airport and the CIA. These commuters would mostly switch from road, removing 20,000 cars a day from the south-west corridor. (See page 4, 5).

What does "diffuse" mean? It implies that workers will come from lots of different suburbs and go to lots of different factories and businesses in the CIA. So what? Over 70% of those who work in the CBD (Central Business District) travel by public transport and they come from all over Sydney. The CIA would be very well serviced by the Southern Suburbs Railway with stations at the International and Domestic terminals, Mascot and Alexandria, putting tens of thousands of workers within walking distance of work. Rail-bus interchanges would serve thousands more.

The assumption that "many" of these workers will be shift workers who will always prefer to travel by car is neither proved, nor is it really relevant at all, since shift workers create no congestion problems on existing roads.

Another red herring

"Road freight associated with CIA and the Airport, with diffuse origins and destinations, will continue to grow, and will not be effectively provided for." (Our emphasis).

This is a new and very silly argument. The RTA's old argument was that without the F5 freeway, container traffic from Port Botany couldn't be shifted 'effectively' to the west of Sydney. (The fact that the

F5 ran south-west was an embarrassment).

But the Federal government has now allocated over \$100m to upgrading the Enfield and Campbelltown container depots and the lines connecting them to Port Botany. These projects, part of the 'One Nation' package, spell the beginning of the end for most of the big container trucks operating out of Port Botany.

In place of the old argument the RTA has substituted a vague need to provide 'effectively' for road freight from the CIA and the Airport. But if this freight has "diffuse" origins and destinations how can a freeway provide for it at all?

Bexley shops revisited

"Road congestion generally will continue to increase, with resulting increase in road noise, pollution and social effects, particularly in the vicinity of Bexley Shopping Centre and Rockdale Shopping Centre." (Our emphasis).

Whoops! It's a bit difficult to see how road congestion can "continue" to increase in Bexley Shopping Centre when, elsewhere, the report admits that road flows have been "rela-

tively constant over the last ten years, indicating that the network is at its capacity". The report goes on to say that outside of peak hours and on "lower order roads", growth is continuing. The point, however, is to get cars, and where possible trucks, off the roads. Traffic growth on lower order roads should be discouraged by traffic calming measures.

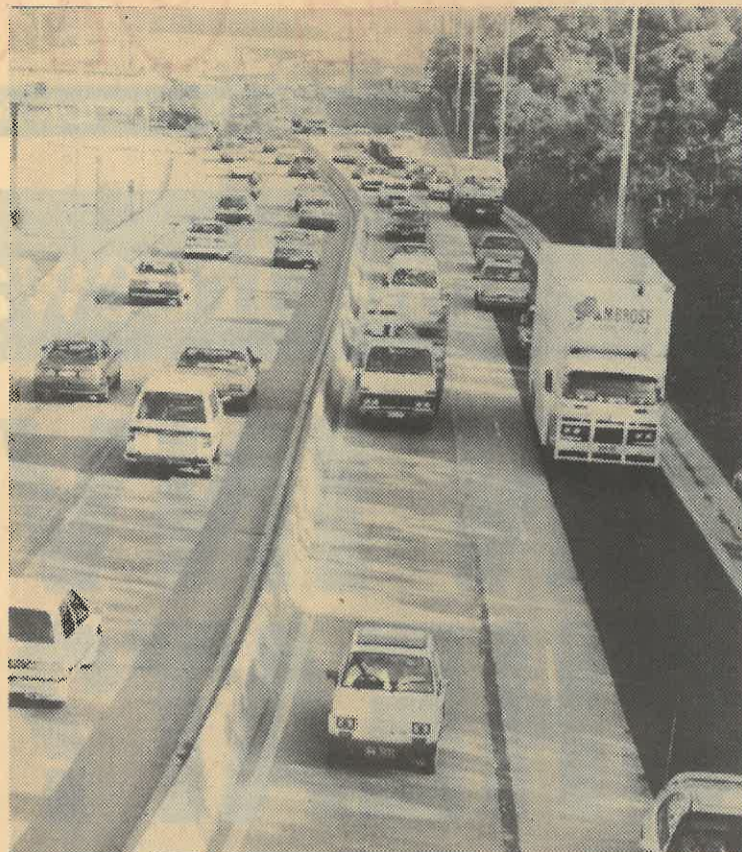
The RTA has never been able to show that the F5 would take any traffic at all off the Princes Highway through Rockdale. But they always mention Rockdale in the hope that somebody will be fooled.

Both the rail and the freeway options include a Rockdale bypass but this is a firm proposal only if the F5 freeway is not built.

Railways OR freeways

"Because of State Government funding constraints, a commitment to the Rail Link will probably preclude construction of the F5, unless either or both can be shown to be capable of supporting private funding."

This is listed as a "disadvantage" but in the light of the Future Directions report (this page) it really should be



THE F5 freeway is designed to funnel traffic from the south-west sector into the centre of Sydney

listed as an advantage that the rail link will displace the F5. In any case the Wolli Valley isn't capable of taking more than the additional two rail tracks without the complete destruction of its natural beauty.

Boosting the freeway option

By contrast, of course, the freeway option (called "Proposal R" in the hope that some people in favour of Rail might support it by accident) is treated very kindly by the editors.

Nonsense and Jargon

"It improves road access to the Airport, CIA and the Port, and serves the diffuse origins and destinations of freight and commuters by linking into the existing arterial road network."

This is simple nonsense and jargon. As experience with freeways everywhere in the world shows, the F5 freeway would soon become clogged in peak hour. Since it would run south-west to north-east it cannot serve "diffuse origins and destinations" and its links into the existing road network will create a series of small bottlenecks.

Los Angeles here we come

"It offers an opportunity to focus road freight to the South-West onto a Freeway/Tollway as a purpose-built truck route. The freeway would provide an important (but presently missing) link in the arterial road network between Beverly Hills and the CIA. It would offer a continuous route from the south-west to the CIA, and connect directly to the Airport."

All this is a disadvantage for Sydney. It will force the residents of Sydney's south-west to be fully car dependent, swamp the inner suburbs with traffic, discourage the growth of employment and services in the West, become rapidly congested due to the enormous number of vehicles it will bring onto the roads and lead to a rapid decline in air quality. This is the thinking which made Los Angeles such a great place to live.

Fooling the locals

"Local roads could be improved

by means of traffic management and truck management in conjunction with a major new road." (Our emphasis).

Note the infamous RTA "could". They mean that they might be able to improve local roads (or they might not). Of course the same trick should be accomplished in conjunction with a major new railway, but that's been conveniently left out.

A bit for the Bexley folks

"There would be major reductions in traffic, particularly truck traffic, through the vicinity of Bexley and Rockdale Shopping Centres." (Emphasis added).

If any reductions took place they would be because of the bypass works proposed as part of both Proposal P and Proposal R.

Firstly, note that these reductions haven't been credited to the advantage side of the public transport option.

Secondly, all previous RTA studies have shown that regardless of whether the F5 freeway was built or not, traffic would continue to increase along Forest Road, Bexley. This is the bit they don't tell the Forest Road residents whom the RTA have traditionally regarded as simple folk, easily led.

Breathtaking lies department

"It would improve opportunities for freight by rail from Port Botany (along the Enfield freight line)."

This is a breathtaking piece of nonsense thrown in on the theory that the bigger the lie and the more often you tell it, the more it will be believed. Believe none of this nonsense. The freeway would act to entrench road transport of containers. Come the royal commission into the RTA the editors will no doubt claim that this one accidentally slipped out of the advantages of the P Proposal list.

Now let's look at how the RTA editors smooth over what they admit to be the disadvantages of the freeway option:

Less is more

"It would have a significant impact on the environment of the Wolli Creek Valley and on the

THE BOTANY-WEST TRANSPORT STUDY

Why you need to know about this issue

The Botany-West Transport Study is the Roads and Traffic Authority's latest attempt to justify a freeway (the F5) to bring more traffic from south-west Sydney into the City and the inner suburbs.

You are being asked to choose between

- A public transport proposal, (Proposal P), and
- A freeway proposal, (Proposal R).

These proposals will affect your life and the future of Sydney.

The RTA undertook the Botany-West study when the F5 freeway project was overwhelmingly rejected by the public in 1989.

The RTA then asked community groups to take part in a 'consultation' about the future of transport projects affecting their suburbs.

The RTA believed that this would look very fair and democratic. At the end of the consultation process the RTA engineers planned to write another pro-freeway report and claim that, this time, a freeway had community support.

Two community groups understood what the RTA was up to and boycotted the RTA's Community Advisory Committee. Others joined the committee in the belief that the consultation was a genuine exercise or because they supported the RTA's freeway plans.

The final report of the Botany-West study has been issued by the RTA. It has been written with a heavy bias against the public transport proposal which the RTA does not support.

You should support the public transport proposal (Proposal P). The best way to do this is to complete and post in the form letter on page 6.

BOTANY-WEST TRANSPORT STUDY

THE BIG PICTURE

Build these freeways and a city dies...

A suppressed RTA report into the future of road transport in NSW shows that if the RTA is allowed to continue on its present path it will lead NSW into social, financial and ecological disaster. Life in Sydney will get dramatically worse over the next 25 years.

The Greiner government has attempted to put the lid on the report by classifying it as a secret cabinet document. However *Wolli Creek Update* has obtained copies of the report.

Entitled *Road Transport Future Directions*, the report is the outcome of a study by three top-level consultants. The value RTA's *Botany-West Transport Study*—the RTA's latest attempt to foist a massive elevated freeway on southern Sydney—must be measured against the findings of the *Future Directions* report.

The authors of the *Botany-West* report claim that *Future Directions* appeared too late to influence the Community Advisory Committee. This is most convenient for them because *Future Directions* throws the most cherished notions of the freeway planners into the garbage bin.

Future Directions confirms the predictions of environmentalists and the findings of the 1978 Kirby Inquiry into the F5 freeway proposal and the 1990 Woodward commission into the F2. Both inquiries rejected the RTA's proposed freeways.

In spite of *Future Directions* the RTA is pushing ahead with the F5 and F2.

The negative impact of these proposed freeways on traffic flow and air quality is apparent when they are mapped against Sydney's planned new growth areas.

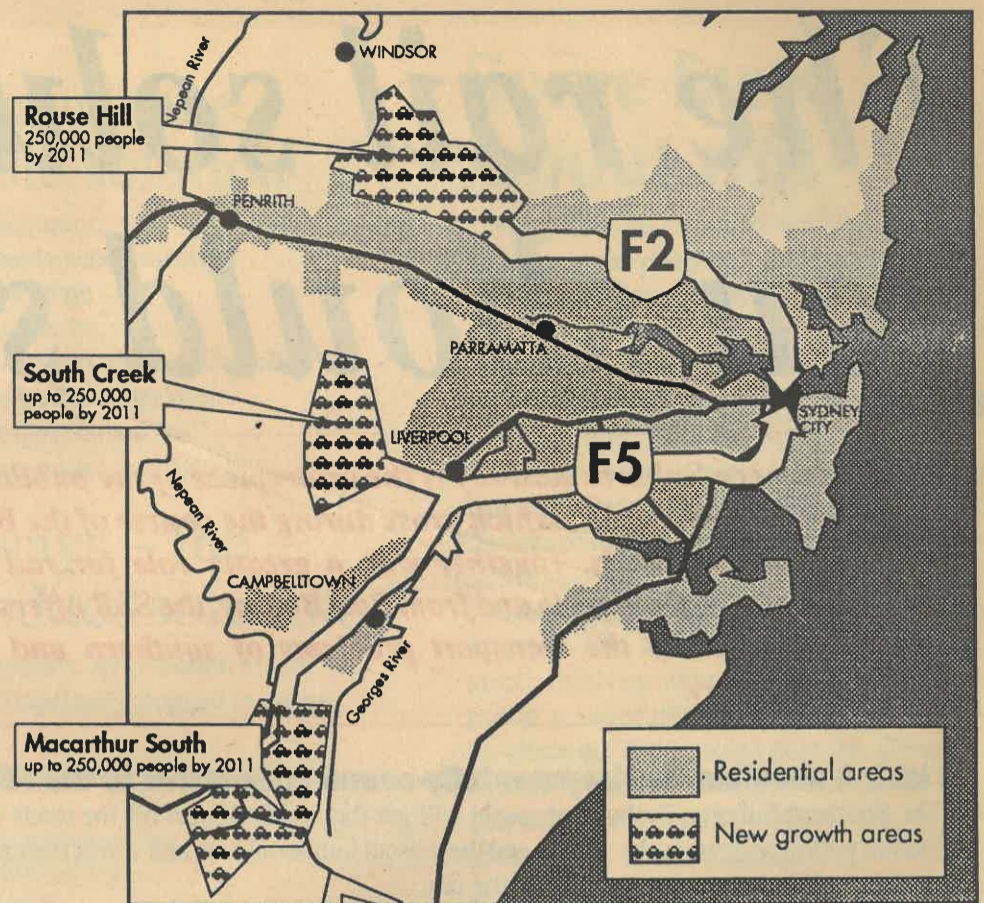
These freeways will have five predictable effects. They will—

1. Make the next 750,000 inhabitants of Sydney's West fully car dependent.
2. Swamp the inner suburbs with traffic.
3. Discourage the growth of employment and services in the West, thus reinforcing the need to drive.
4. Themselves become rapidly congested due to the enormous number of vehicles they will mobilise.
5. Cause air quality to plummet.

The *Future Directions* study supports these predictions. It predicts disastrous outcomes in 25 years time, if current trends continue.

The report points out that without strong state government intervention to discourage road transport and encourage public transport, life in Sydney will get steadily worse.

The report shows that unless the state government immediately institutes serious measures to suppress road transport by a package of 'carrot and stick' measures, air pollution from cars and trucks will escalate out of control. Sydney will face a future



PROPOSED new freeways will make Sydney's new growth sectors fully car dependent, directing traffic towards already congested inner suburbs

A Los Angeles-style future

The RTA's Road Transport Future Directions study, which has been suppressed by the RTA predicts the following outcomes in 25 years time if current trends continue...

Congestion in Sydney	600% increase
CO ₂ emissions	23% increase
Air quality	36% decline
Fuel consumption	23% increase
Accident costs	68% increase
RTA's annual financial performance	-\$480 million
State Government's annual transport performance	-\$1350 million

of Los Angeles style smog and a horrific decline in air quality.

The RTA's pet projects, the F2 and F5 freeways, are aimed at increasing the volume of traffic flooding towards the city, but west Sydney

residents don't escape from the insidious effects of the RTA's policy.

Pollution generated by road transport over the eastern half of Sydney drains westward, heavily affecting residents in Campbelltown and the

new South Creek and Macarthur South growth areas.

And the huge cost of the RTA's counter-productive freeway projects drains money from the state coffers at an alarming rate, robbing other government agencies of the funds they need to provide efficient local services and public transport. A second car has become a necessity for hundreds of thousands of families.

The history of Sydney and the experience of all major cities in the world shows that you can have good air quality, excellent public transport and local services and employment opportunities OR you can have freeways. No government can afford both.

Perhaps the most important suggestion in the *Future Directions* report is that a regional Land Use and Transport Commission, planning for Newcastle, Sydney and Wollongong should be set up.

Obviously this body would remove road planning powers from the RTA—an idea which will hardly be welcomed by the RTA bureaucrats, the oil companies, and the Greiner government. No wonder the *Future Directions* report is a confidential cabinet document!

amenity of residents adjacent to the freeway route. However the overall environmental impacts... could be managed to reduce them in scale and extent." (Our emphasis).

This is like saying: 'It would be really horrible but we'll try to make it nice'. The environmental impact statement for the F5 collapsed because it was torn to pieces on precisely these grounds. It was easily shown that no measures could meaningfully reduce the scale and effects of an elevated freeway through the Wolli Creek. No new measures to reduce the impacts have been proposed nor are they likely to be proposed.

Sorry about the open space

"It would require acquisition of... and affect largely undeveloped land between Turrella and Beverly Hills."

This sounds innocent enough but it means that lots of precious open space would be acquired or would be badly affected by noise, visual and air pollution. Of course the public would never get these vital places back or be compensated for them.

Slick admissions department

"As commuting and freight traffic in the CIA continue to grow, the long term (several decades) interaction between the two will tend to reduce overall efficiency on the road system." (Our emphasis).

This is a jargonistic way of sliding over the fact that the new roads would quickly succumb to 'freeway disease'—the inevitable tendency for traffic to expand to fill the road space available. All the evidence, however, shows that this would happen within months rather than years or decades.

Strange omissions & rubbery figures

There are other dubious omissions and additions in the report:

Whatever happened to the Arncliffe interchange?

No mention is made of the Arncliffe Station interchange, which is an integral part of the Southern Suburbs Railway proposal. The interchange would be located below the existing Arncliffe Station. It would allow Illawarra line commuters to change for the Airport and the CIA stations and thus extend the benefits of the SSR to residents of Sydney's south as well as those living along the Cronulla line.

This in turn would threaten the rationale for another of the RTA's pet projects: the Southern Freeway (F6) through Rockdale.

It's hard to believe that the omission of the Arncliffe interchange isn't a deliberate piece of editing designed to discount the value of the SSR proposal.

Fudging the figures

The total costs of the two options have been carefully arranged so that the freeway proposal looks a bit cheaper. This has been achieved by:

- ignoring the cost of upgrading the local roads at the exits and entrances to the freeway and the large environmental costs of the freeway.
- ignoring the in-built savings on the capital costs of the rail proposal available from the sale or leasing of commercial premises at rail stations.

Divide and rule

The Botany West report uses scare tactics by claiming that the Cooks River road corridor might be 'released' by the RTA if they build the

proposed F5 freeway. Of course the two corridors run in different directions and have nothing to do with each other. This 'promise' by the RTA is just a crude attempt to manufacture 'support' for the F5 on the basis of fear and ignorance—tactics for which the RTA is infamous.

More scare tactics

Another elaborate scare tactic is the use of figures indicating total transport demand for the Airport and Port Botany (trips in all directions) rather than an indication of how much of this traffic they estimate will pass through the Botany to Beverly Hills corridor (which is where there is most concern about traffic). This is a gift to the pro-freeway ERTAG group who you can expect to see aggressively using of these figures to 'prove' the need for the F5 freeway.

The rail solution you should support

The Southern Suburbs Railway is the centrepiece of the public transport option (Proposal P) which arose during the course of the Botany-West Transport Study. Together with a greater role for rail in the movement of containers to and from Port Botany, the SSR offers an all-round solution to the transport problems of southern and south-western Sydney.

At last. A sensible, environmentally-sound alternative to the F5 freeway!

The Southern Suburbs Railway proposal will get thousands of cars off the roads in peak hour, reduce air pollution, service the airport and the mascot industrial area and whisk commuters rapidly from the south-western growth areas to the city.

The Southern Suburbs Railway (SSR) would provide an alternative route for East Hills line passengers.

The new line would provide two tracks in a tunnel. It would diverge from the East Hills line between Turrella and Bardwell Park and pass under Turrella and Arncliffe with an interchange under Arncliffe station. From Arncliffe it would continue to Sydney Airport, with stations at both the international and domestic terminals. The SSR would then continue into the city with two stations in the Botany-Alexandria industrial area (the Central Industrial Area).

The Arncliffe interchange means that the new line would also enable passengers serviced by the Illawarra and Cronulla lines to share in the benefits of a rail service to the Airport and the CIA.

Estimates place the cost of construction in the vicinity of \$600-\$800 million.

Journey times on the new route would be similar to those on the existing route through Sydenham. Conservative estimates show that by the year 2000, the annual number of trips on the new line would approach 10 million. This would remove almost 20,000 cars from southern Sydney's congested road system every day!

WHY A RAILWAY?

Rail transport has important advantages over road transport. Rail uses less energy, causes less pollution and can be routed through tunnels to minimise impacts on the urban environment.

In addition to these built-in advantages, the SSR fulfils three major transport needs in the region:

• Airport Rail Link

The SSR would finally provide rail access to Sydney (Kingsford-Smith) airport, Australia's most

By Peter Warrington

important airport.

The SSR would provide a fast rail link from the Airport to the City centre—the daily destination of thousands of business travellers. Many air passengers and airport employees come from southern and south-western Sydney. For the first time they would have a real alternative to private transport.

The link would help the bid for the Olympic Games in the Year 2000. An airport rail link is necessary if Sydney is to present a good image and handle thousands of international and domestic visitors.

The need for the SSR has been increased by the decision to build the third runway. The line is also highly desirable as part of a rail link between Sydney Airport and the proposed Badgerys Creek airport.

• Increased capacity between Sydenham and Redfern

During peak periods no more trains can be packed into the existing track between Sydenham and Redfern stations. The problem is that between these two points, express and regular trains from the East Hills line share track with trains from the Bankstown line.

With this section of track already operating at full capacity, the alternatives to the SSR are completely unacceptable. They include a reduction in the frequency of services on the Bankstown line, forcing commuters from Campbelltown to stand for the whole journey to the City, or the end of Campbelltown express services.

Building another two tracks in the existing corridor would severely disrupt services during construction.

The SSR solves the capacity

problem by providing an alternative route for some East Hills trains into the city.

• Campbelltown - Central Industrial Area - Sydney Link

The Campbelltown region is still one of the fastest growing regions in Sydney. The demand for rail services from Campbelltown to the City in the peak periods is increasing dramatically. This reflects both increases in population and the improved service made possible by the East Hills-Glenfield link.

Demand will continue to grow with the development of the Macarthur South Release Area and the recently announced decision to proceed with part of the South Creek Valley Release Area.

If the number of express services operating from Campbelltown is to increase to cater for this demand, the capacity of this section of line must also be increased.

The Central Industrial Area is a key site for industrial development, as it lies between the Airport and the City. Land prices are relatively low. Both population and employment are likely to grow in the area.

Opportunities exist for high density residential areas, especially if rail services are provided, and development of light industrial, high-technology areas. Public transport to this area must be improved and the SSR is the best way to do it.

OTHER BENEFITS

The SSR would provide many other benefits in the region, particularly when compared with road-based alternatives. These include:

• An increase in the share of the transport task performed by rail

In our era of increased environ-



mental awareness this has strong community support. Rail will save precious fossil fuels, reduce air pollution and minimise greenhouse gas emissions.

• Relief from road congestion

It is estimated that in the year 2000 the SSR would attract in excess of 10 million trips a year from road to rail. The vast majority of these would be during morning and afternoon peak periods.

• A transport system compatible with urban consolidation

International research has proved conclusively that major radial freeway developments (such as the proposed F5 freeway) lead to urban sprawl. This leads to poor energy efficiency and increased traffic congestion.

• Preservation of the heritage values of the Wolli Creek Valley

The last significant area of bushland in the Botany Bay region must not be sacrificed.

ECONOMIC IMPLICATIONS

In a major change of policy, Premier Nick Greiner has committed at least \$500,000 to a feasibility study of the SSR. An equal sum will probably come from the Transfield consortium.

The premier has also indicated that the project is now very likely and that the government already has \$60m towards the project. The rest would come from private investment.

In contrast with the Roads and Traffic Authority which is lavishly funded through the 3X3 fuel levy, CityRail does not have an identified source of funding. It must beg for allocations from Consolidated Revenue, in com-

petition with all the other vital government services.

There are compelling arguments for the '3X3' levy being allocated to public transport. This would help relieve road congestion. The RTA's *Future Directions* report (see page 3) in fact advocates such a move.

How does the \$600 million for the SSR shape up against the RTA's freeway alternative? When compared with the minimum \$500 million cost for the F5 freeway between Beverly Hills and Tempe, the cost of the SSR is quite reasonable. Throw in the value of saving the Wolli Valley's irreplaceable open space and bushland and the SSR is a bargain at the price!

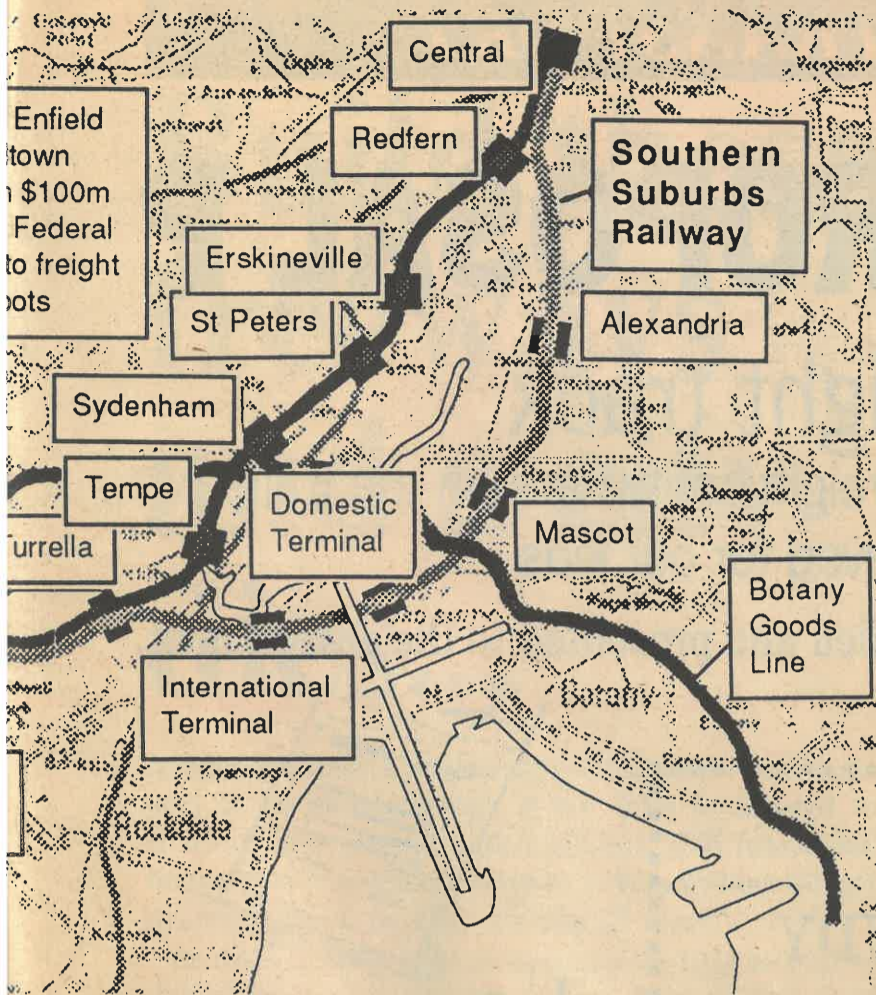
And the railway will end up paying for itself. Specific sources of funding for the SSR could include a transport levy. This would be paid by those developers close to a rail station, to reflect the increase in the value of their land. For example, building height restrictions could be relaxed and car parking requirements reduced. In return, an appropriate amount would be levied for public transport infrastructure.

The value of government land holdings in the Botany-Alexandria industrial area would also dramatically increase in value, minimising the net cost to government.

In addition, amounts previously allocated to the F5 Freeway could be reallocated for the construction of the SSR. Previous rail allocations for increasing the capacity between Sydenham and Redfern could likewise be reallocated to the SSR project.

In conjunction with these institutional arrangements, other factors could reduce the cost of the SSR. A premium fare could

SOUTHERN SUBURBS RAILWAY



Railways – the sensible solution

- Reduce pollution
- Move people economically
- Save travel time
- Create less noise
- Link in with other transport modes
- Decrease traffic congestion
- Move freight economically
- Take semi-trailers off the roads

Freeways – the discredited solution

- Create massive air pollution levels
- Become hopelessly clogged in a short time
- Turn quiet suburban streets into feeder roads
- Are ugly and obtrusive
- Divide communities
- Cause noise levels damaging to health
- Squander valuable open space
- Cause sleep disturbance

Some facts about rail

New additions to rail have proved successful beyond the planners' wildest dreams.

• Patronage on the Eastern Suburbs Railway is up 18 per cent on estimates and continues to rise despite a static population.

• Patronage on the extension of the East Hills line is up 47 per cent.

Surveys taken at parking stations showed that car commuters overwhelmingly endorse the idea of new train routes and more frequent services.

Land along new rail routes increases greatly in value. The stations act as hubs for commercial activity and new development. 'Capturing' some of this value is an important way in which rail links can be paid for. Construction costs can be recouped by special land taxes on commercial ventures, sale of air-space rights, lease fees, and sale of advertising space. There will be excellent opportunities for value capture at the international and domestic Airport terminal stations on the SSR line.

be paid by passengers making a one-off trip to the Airport. When combined with the substantial increase in rail patronage (at least 10 million trips a year), the potential long-term revenue generated by the SSR is of major financial significance.

RAILWAYS NOT FREEWAYS!

Launching the campaign for the SSR world transport expert Professor Peter Newman said "My recent trip to USA only served to confirm that freeways are harmful to cities. Across the border, the Canadians have adopted a policy of not building freeways. They at least recognise that rail provides the only solution to urban transport problems."

And Tony French, President of the Preservation Society, said "It's a relief after all the years of hard slog to have a solution to the problem. We are happy to be in the position of campaigning for such a positive option. The SSR not only preserves Wolli Creek's precious heritage and recreational values, it also provides meaningful long-term transport solutions."

The Southern Suburbs Railway has major benefits. The SSR provides better public transport for people in outlying suburbs commuting to the city or the Botany-Alexandria industrial area, encourages urban consolidation and relieves road congestion.

It would also solve the major environmental problem of Southern Sydney, the need to preserve the region's major open space asset, Wolli Creek Valley, in an efficient and equitable manner.

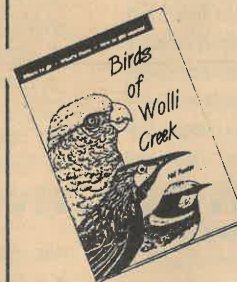
For these compelling reasons, its construction should commence immediately.



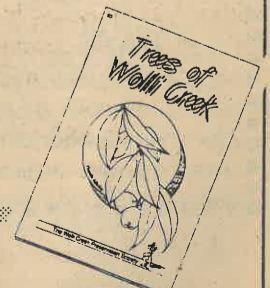
Did you know?

• IN PEAK HOUR, fully loaded with commuters, this 8-car Tangara replaces a full lane of car traffic 10 kilometres long! Of course the public is seldom told facts like this by state governments which have pandered to the roads lobby and starved public rail transport of funds since the end of World War II.

Find out more about the wildlife of the Wolli Creek Valley...



**Birds of Wolli Creek \$5
Trees of Wolli Creek \$3
plus \$1 Postage**



Write to Wolli Books, PO Box 270 Earlwood, NSW 2206.

PROPOSAL P = PUBLIC TRANSPORT

How to support PROPOSAL P

Get Sydney on the right track

- Better public transport • Less air pollution • Freight containers on the train
- Less traffic • Wolli Creek Valley saved for our kids

All letters sent to the **Proposal P Campaign** will be compiled and presented to the government.



RE: BOTANY-WEST TRANSPORT STUDY

Dear Premier,

- **I fully support Proposal P**, the public transport solution put forward by the Botany-West Transport Study.
- **I am opposed to Proposal R**, the freeway option.
- I call on the government to honour its 1988 election promise to abandon the F5 freeway corridor through Wolli Creek Valley.
- I support measures to encourage the railing of a far greater proportion of freight containers from Port Botany to Enfield and Campbelltown freight depots.
- I strongly protest against the manner in which the RTA has misused the Botany-West Transport Study.

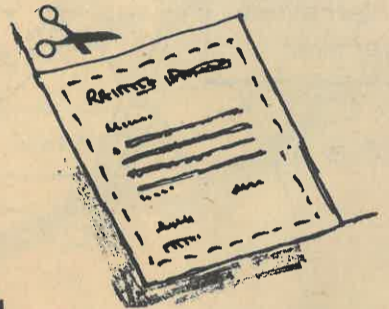
NAME _____

ADDRESS _____

POSTCODE _____

SIGNATURE _____

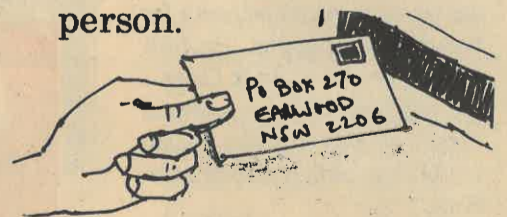
DATE _____



1. Cut out this letter or photocopy it. More than one adult per household can send a letter. Extra copies can be obtained by phoning 559 1269.



2. Sign it and date it. It is most important that you **include your name and address**—this is your guarantee that your support for **Proposal P** is known by the government to be the real opinion of a real person.



3. Post the letter to:
 Proposal P Campaign
 PO Box 270
 Earlwood NSW 2206



4. Your letter must reach us by **Wednesday 13 May 1992.**

Don't delay. **DO IT NOW.**

The Campaign needs money!

Difficult times, we know. But the battle against the freeway must continue and our expenses must be met. This edition of Update, for example, didn't come cheap, and there'll be many more expenses associated with the Proposal P Campaign. Please do what you can. Even a few dollars will help. Post donations to Wolli Creek Preservation Society, PO Box 270, Earlwood, NSW 2206.

Dates for your diary

- 26 April Heritage brunch Girrahween Park, Earlwood
- 6 May Wolli Creek Preservation Society general meeting. 7.30 pm, Bardwell Park Community Centre. 11-13 Hartill-Law Avenue Bardwell Park.
- 1 July Wolli Creek Preservation Society general meeting. 7.30 pm, Bardwell Park Community Centre. 11-13 Hartill-Law Avenue Bardwell Park.

City car tax not enough

The Greiner government's decision to impose a \$200 a year tax on city car parking spaces represents a belated acknowledgement by the government that previous policies aimed at accommodating private cars in the city centre were a mistake.

Imagine how much money we'd have saved if this realisation had sunk in before we were all forced to fork out megabucks for the Harbour Tunnel! This project was basically a giant public subsidy to wealthy car commuters from the north shore and the north-west sector.

The tax, which will raise a mere \$5m a year, has been earmarked for construction of car parks at suburban rail stations. Transport and city-design experts welcomed the move, but said the tax was too small to discourage executives and the privileged few with company cars from driving to the city. A giant step for a Greiner but a small step for mankind.

• Wolli Creek Update is published for & on behalf of the Wolli Creek Preservation Society Inc.

South Ward alderman supports rail solution

Canterbury South Ward aldermen Ian Latham has welcomed the Botany-West proposal for increased rail transport.

"If our neighbourhoods are not to be clogged with traffic and our communities not divided by freeways, it is up to governments to provide transport alternatives to

CANTERBURY

freeways" Ian said.

"An extended rail system linking the City, Airport and East Hills line will reduce road traffic through residential areas, increase public access to the Airport and help save Wolli Creek, one of the

few pieces of native bushland near the inner city."

"For too long, government bureaucracies have imposed their will on residents and commuters in favour of road transport with the end result that our lifestyles

are destroyed, our health endangered and the environment plundered.

"At last we are being offered a choice in relation to our future. We cannot squander that choice."

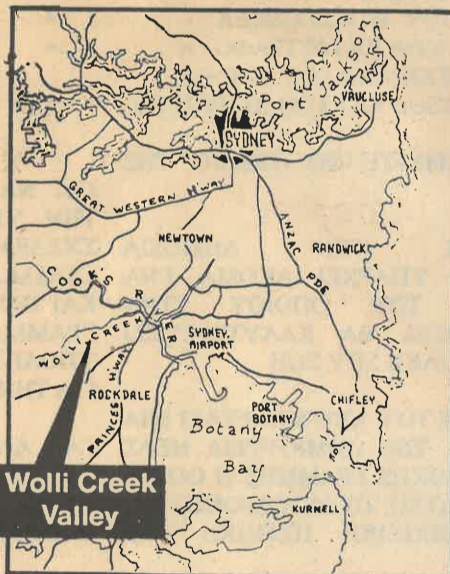
Ian urged residents to support the public transport proposal (Proposal P) to help save Wolli Creek and reduce traffic in the area.



• The view from Nannygoat Hill

Why is Wolli Creek Valley important?

- The Wolli Valley is the last remnant of natural environment in inner south-west Sydney - the only piece of local bushland left for over half a million residents of this environmentally threatened region
- The Valley is accessible to areas of Sydney that are starved of open space. The surrounding suburbs have amongst the worst open-space-to-residents-ratios in Sydney.
- The Valley has an outstanding array of natural environments: mangroves, heaths, eucalypt forest and extensive wetlands. It even has a pocket of coachwood-watergum rainforest.
- Wolli Creek is the only stream left in the vast Cooks River catchment that retains its natural vegetation.
- The Wolli Valley is of great importance to the Koories of Sydney. Wolli means



"camping place" in the local Aboriginal dialect. The Valley is the site of thousands of years of Aboriginal occupation.

- The Valley is the only major field resource for environmental education in the inner southern suburbs.
 - Over 160 species of birds have been recorded as inhabiting the Valley's bush and wetlands. Some of these are migratory species that travel from as far away as Japan and Siberia.
- The 1980 Kyeemagh-Chullora Road Inquiry recommended:
- "...the release of that section of [freeway] corridor between the Princes Highway, Tempe and the King Georges Road Beverly Hills...the land must be returned to the public as open space. On no account (either now or in the future) should it be used for residential, commercial or industrial development."

HERITAGE WEEK

Heritage Brunch

WHERE Girrahween Park
Earlwood

WHEN Sunday 26 April 10 am
until the afternoon

- Heritage Brunch to herald and celebrate Heritage Week '92
- Bring your own BBQ and picnic brunch
 - Enjoy your park
 - For the whole family
 - Bring a friend! Bring two!

MEMBERSHIP APPLICATION

Wolli Creek Preservation Society

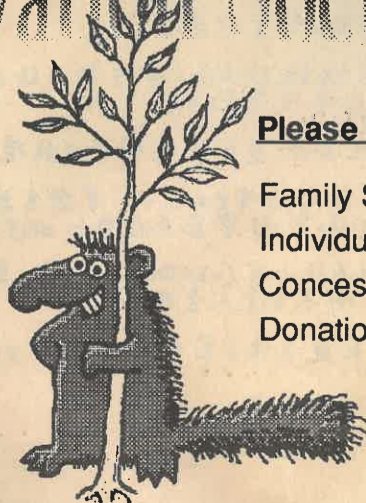
Yes, I would like to join the Wolli Creek Preservation Society

NAME

ADDRESS

POSTCODE

By mail to: WCPS, PO Box 270, Earlwood NSW 2206



Please tick

- Family \$10
- Individual \$7
- Concession \$5
- Donation \$

ENGLISH

This is an important issue which affects you

The Roads and Traffic Authority and the Greiner government want to build the F5 freeway through our area. This is what the freeway would mean:

- More traffic would be attracted to our area and the new freeway will soon become congested
• Noise pollution will severely affect your home
• Air pollution would get much worse. The high level of air pollution in Sydney already affects our health
• Parks and open space like the Wolli Creek Valley would be destroyed
• Your family lifestyle would be severely affected.

Do not support the freeway plan.

Support the public transport solution

There is an alternative plan which will actually improve our lifestyle.

1. The State Government is studying a new proposal for new rail line to link the East Hills line to the airport, the Alexandria industrial area and the City. This plan will reduce the number of cars on the roads.

2. Container trucks can be removed from our roads by the upgrading of the rail freight line from Port Botany to Enfield and then to Campbelltown. (The Federal Government has promised to spend \$100 million on these improvements).

Better public transport means:

- Less traffic on our roads
• Less air pollution
• Our parks and open space will be saved
• Our lifestyle will be preserved

To tell the government that you support this plan please cut out the form letter on page 6, fill in your name and address in the space provided, sign the letter and post it to the address shown. Thank you for your support.

The other articles in this newspaper explain more about this issue. Try to find somebody who can translate them for you.

ARABIC

انه موضوع علم وسوف يؤثر عليكم ان مديرية المواصلات وحكومة غراينر يريدون بناء الطريق العرة (فري واي) والطريق العرة تعني:

- * زيادة حركة المرور في منطقتنا والطريق العرة الجديدة سوف تصبح مزدحمة.
* الضجيج وتلوث البيئة سيؤثر على مسكنكم.
* ان درجة التلوث في اجواء سيدني عالية بطبيعة الحال وسوف تزداد سوءا.

- * سوف تدمر المذائق والمنتزهات مثل وولي كريك فالي.
* سوف يتاثر نمط حياة عائلتكم.
* لاتدعموا خطة بناء الطريق العرة.

ادعموا حل الحكومة المحلية للمواصلات كالتالي:
قص النموذج في الصفحة 6 وضعوا عليه اسمكم وعنوانكم وتوقيعكم، ثم ارساله الى العنوان الموجود عليه.

GREEK

TO R.T.A.KAI H KYBERNHESIS TOY K. GREINER ΘΕΛΟΥΝ ΝΑ ΚΑΤΑΣΚΕΥΑΣΟΥΝ ΤΗΝ F5 ΛΕΩΦΟΡΟ ΜΕΣΩ ΤΗΣ ΠΕΡΙΟΧΗΣ ΜΑΣ.

ΣΚΕΨΟΥ ΤΙ ΘΑ ΠΗ ΛΕΩΦΟΡΟΣ:

- * ΠΕΡΙΣΣΟΤΕΡΗ ΚΥΚΛΟΦΟΡΙΑ ΑΥΤΟΚΙΝΗΤΩΝ ΣΤΗΝ ΠΕΡΙΟΧΗ ΜΑΣ ΣΥΝΤΟΜΑ Η ΚΑΙΝΟΥΡΓΙΑ ΛΕΩΦΟΡΟΣ ΘΑ ΓΙΝΗ ΑΠΟΠΝΙΚΤΥΚΗ
* Ο ΘΟΡΥΒΟΣ ΘΑ ΕΠΕΙΡΙΑΣΗ ΔΡΥΜΠΑΤΑ ΤΟ ΣΠΙΤΙ ΣΑΣ
* Η ΜΟΛΥΝΣΙΣ ΤΗΣ ΑΤΜΟΣΦΑΙΡΑΣ ΘΑ ΓΙΝΗ ΠΟΛΥ ΧΕΙΡΟΤΕΡΗ ΤΟ ΥΨΗΛΟ ΕΠΙΠΕΔΟ ΤΟΥ ΜΟΛΥΜΕΝΟΥ ΑΕΡΟΣ ΣΤΟ ΣΥΔΝΕΥ ΕΧΕΙ ΗΔΗ ΕΠΕΙΡΙΑΣΗ ΤΗΝ ΥΓΕΙΑ ΣΟΥ
* ΤΑ ΠΑΡΚΑ ΚΑΙ ΟΙ ΑΝΟΙΚΤΟΙ ΧΩΡΟΙ ΤΟΥ WOLLI CREEK VALLEY ΘΑ ΚΑΤΑΣΤΡΑΦΟΥΝ
* Η ΟΙΚΟΓΕΝΙΑΚΗ ΣΟΥ ΖΩΗ ΘΑ ΕΠΥΡΙΑΣΘΗ ΚΑΤΑ ΤΟ ΧΕΙΡΟΤΕΡΟ

ΜΗΝ ΥΠΟΣΤΗΡΙΞΕΤΕ ΤΟ ΣΧΕΔΙΟ ΤΗΣ ΛΕΩΦΟΡΟΥ

ΥΠΟΣΤΗΡΙΞΕΤΕ ΤΗΝ ΔΗΜΟΣΙΑ ΣΥΓΚΟΙΝΩΝΙΑ. ΥΠΑΡΧΕΙ ΑΚΟΜΑ ΕΝΑ ΣΧΕΔΙΟ ΔΙΑ ΤΟΥ ΟΠΟΙΟΥ ΣΤΗΝ ΠΡΑΓΜΑΤΙΚΟΤΗΤΑ ΘΑ ΚΑΛΥΤΕΡΕΥΣΕΙ ΤΗΝ ΟΙΚΟΓΕΝΕΙΑΚΗ ΣΟΥ ΖΩΗ

1. ΚΥΒΕΡΝΗΣΙΣ ΤΟΥ NSW ΜΕΛΕΤΑΕΙ ΜΙΑ ΑΛΛΗ ΙΔΕΑ, ΤΗΝ ΔΗΜΙΟΥΡΓΙΑ ΝΕΑΣ ΣΙΔΗΡΟΔΡΟΜΙΚΗΣ ΓΡΑΜΜΗΣ Η ΟΠΟΙΑ ΘΑ ΕΝΩΣΗ ΤΟ ΜΕ ΤΟ ΑΕΡΟΔΡΟΜΙΟ ΚΑΙ ΤΗΝ ΒΙΟΜΗΧΙΝΙΚΗ ΠΕΡΙΟΧΗ ΤΗΣ

ΑΛΕΞΑΝΔΡΙΑΣ ΜΕ ΤΟ ΣΥΔΝΕΥ. ΑΥΤΟ ΤΟ ΣΧΕΔΙΟ ΘΑ ΛΙΓΟΣΤΕΨΗ ΤΟ ΑΡΙΘΜΟΝ ΤΩΝ ΑΥΤΟΚΙΝΗΤΩΝ ΑΠΟ ΤΟΥΣ ΔΡΟΜΟΥΣ ΜΑΣ

2. ΤΑ ΦΟΡΤΗΓΑ ΠΟΥ ΜΕΤΑΦΕΡΟΥΝ CONTAINERS ΘΑ ΑΠΟΤΡΑΒΗΘΟΥΝ ΑΠΟ ΤΟΥΣ ΔΡΟΜΟΥΣ, ΔΙΑ ΤΟΥ ΕΚΣΥΓΧΡΟΝΙΣΜΟΥ ΤΗΣ ΜΕΤΑΦΟΡΙΚΗΣ ΣΙΔΗΡΟΔΡΟΜΙΚΗΣ ΓΡΑΜΜΗΣ ΑΠΟ ΤΟ PORT BOTANY ΜΕΧΡΙ ΤΟ ENFIELD ΚΑΙ ΑΠΟ ΕΚΕΙ ΣΤΟ CAMPBELLTOWN (Η ΚΟΙΝΟΠΟΛΙΤΙΑΚΗ ΚΥΒΕΡΝΗΣΗ ΥΠΟΣΧΕΘΙΚΕ ΕΚΑΤΟ ΕΚΑΤΟΜΜΥΡΙΑ ΔΟΛΑΡΙΑ ΓΙΑ ΑΥΤΕΣ ΤΙΣ ΥΠΟΘΕΣΕΙΣ)

ΚΑΛΥΤΕΡΗ ΔΗΜΟΣΙΑ ΣΥΓΚΟΙΝΩΝΙΑ ΘΑ ΠΗ:

- * ΛΙΓΟΤΕΡΟ ΑΥΤΟΚΙΝΗΤΙΣΤΙΚΟ ΣΥΝΟΣΤΙΣΜΟ ΣΤΟΥΣ ΔΡΟΜΟΥΣ
* ΛΙΓΟΤΕΡΗ ΜΟΛΥΝΣΗ ΤΟ ΑΕΡΟΣ
* ΤΑ ΠΑΡΚΑ ΚΑΙ ΟΙ ΑΝΟΙΧΤΟΙ ΧΩΡΟΙ ΘΑ ΔΙΑΘΡΥΘΟΥΝ
* Η ΔΙΑΒΟΙΣΙΣ ΜΑΣ ΘΑ ΚΑΛΥΤΕΡΕΥΣΕΙ

ΓΙΑ ΝΑ ΔΙΑΒΙΒΑΣΗΣ ΣΤΗΝ ΚΥΒΕΡΝΗΣΗ ΤΗΝ ΥΠΟΣΤΗΡΙΞΗ ΣΟΥ ΓΙΑ ΑΥΤΟ ΤΟ ΣΧΕΔΙΟ ΚΟΥΕ ΤΟ ΓΡΑΜΜΑ ΣΤΗΝ 6ΗΝ ΣΕΛΙΔΑ, ΣΥΜΠΛΗΡΙΩΣΕ ΤΟ ΟΝΟΜΑ ΣΟΥ ΚΑΙ ΤΗΝ ΔΙΕΥΘΥΝΣΗ ΣΟΥ, ΥΠΟΓΡΑΨΕ ΤΟ ΓΡΑΜΜΑ ΚΑΙ ΤΑΧΥΔΡΟΜΙΣΕΤΟ ΣΤΗΝ ΥΠΟΔΕΛΓΜΕΝΗ ΔΙΕΥΘΥΝΣΗ. ΕΥΧΑΡΙΣΤΟ ΓΙΑ ΤΗΝ ΥΠΟΣΤΗΡΙΞΗ ΣΟΥ.

ΤΑ ΑΛΛΑ ΑΡΘΡΑ ΣΕ ΑΥΤΗΝ ΤΗΝ ΕΦΗΜΕΡΙΔΑ ΕΞΗΓΟΥΝ ΠΕΡΙΣΣΟΤΕΡΟ ΓΙΑ ΑΥΤΟ ΤΟ ΘΕΜΑ. ΠΡΟΣΠΑΘΗΣΕ ΝΑ ΒΡΗΣ ΚΑΠΟΙΟΝ ΝΑ ΣΟΥ ΤΑ ΕΞΗΓΗΣΗ.

CHINESE

這項爭論會重大的影響到你

路道與交通部 (RTA) 及 (Greiner) 州政府正計畫興建第 F5 公路通過本區。

這條高速公路會引至:

- 過多車輛駛經本區, 同時新公路上的交通很快也會阻塞起來。
• 你的住家會 遭受嚴重噪音的騷擾。
• 本區空氣污染會更加惡化, 雪梨空氣污染現在已達到影響居民健康的地步。
• 本區的烏拉小河 (Wolli Creek), 公園, 空曠野地和樹木會遭大量的破壞。
• 你的家庭生活生活方式會受極大的打差。

請大力支持公共交通運輸 解決方法

現有另一選擇, 可以改善我們的生活方式。

一. 州政府正在考慮一項新提議, 就是建築一條新鐵路, 從東山線 (East Hill Line) 連通機場, 至山地利亞 (Alexandria) 工業區及市中心區。此項計畫可以減少路道上的車輛。

二. 同時, 由於改進從植物學港 (Botany Port) 通 Enfield 及 Campbelltown 這段運貨鐵路, 能大量的減少必經本區路道上的貨車。 (中央政府已定許撥款一億 用作此用途)

良好的公共運輸有下列的優點:

- 減少本區路道上的車輛。
• 減低空氣污染。
• 保全公園, 曠野地和樹木。
• 保持我們現有的生活方式。

** 為要向政府表達你的支持, 請剪下第 6 頁上的信, 填上你的地址, 簽名, 然後寄往信上指明的地址。 **

本報其他文章, 有更詳細解釋這項爭論, 請你 找人為你翻譯。

MACEDONIAN

ОВА Е ВАЖНОДАТО ЗНАЈТЕ ШТО КЕ БУ ТРЕБА

НАДЛЕЖНОТЕ ЗА ПАУСТА У ПРЕКЕДАТЕЛСТВО НА ГОСПОДИН ГРАТНА СКАА ДА ГО ГРАДАТ АФТОПАТОТ F5 НУЗ НАШАТА ЕРВА. АФТОПАТОТ КЕ ЗНАКУ:

- СЕ ПОВЕКЕ СОБРАКАТ ДОВА СО НОВИТ АФТОПАТ ТОЈ ПРОБЛЕМ КЕ БУДУ ГОЛОЕМ
• ЗДУКНИТЕ ПРОБЛЕМУ КЕ СЕ НАКОЛЕМАТ ВО ВАШОТ ДОМ
• ВОЗДУШНИТЕ ЗАГЛУВАВА КЕ БУДАТ ГОЛОЕМУ А ВЕКЕ ВО СУДНЕЈ ЗАРАДУ ТОА УМАТЕ ДОВОЛНО ПРОБЛЕМУ СО ВАШЕТО ЗДРАВЈЕ
• ПАРКОВТЕ У ОТВОРЕНИТЕ МЕСТА КАКО WOLLI CREEK VALLEY КЕ БУДАТ УНУШТЕМУ
• ВАШОТ НУВОТ У НА ВАШАТА ФАМИЛИЈА КЕ БУДЕ ПОВЕКЕКРАТНО ПОВРЕДЕН.
НЕ ПОМАГАЈТЕГО ПЛАНОТ ЗА ГРАДЕЊЕ НА АФТОПАТОТ ДА МУ СЕ КАЖУ НА ВЛАДАТА ДЕКА ВАШЕТО ПОДРЖУВАЊЕ НА ОВАЈ ПЛАН. ВУ СЕ МОЉУМЕ ПРЕСЕКЕТЕГО ФОРМУЛАРОТ НА СТРАНА 6 ПОТПОЛНЕТЕГО ВАШЕТО УМЕ У АДРЕСА НА МЕСТОТО ШТО Е НАЗНАЧЕНО ПОТПУШЕТЕГО ПУКМОТО У УСПРАТЕТЕГО ДО НАЗНАЧЕНАТА АДРЕСА. ВУ БЛАГОДАРУМЕ ЗА ВАШАТА ПОДРЖКА. ДРУГИТЕ ЧЛЕНОВУ ВО ОВАА НОВНА ОБЈАСНУВААТ ПОВЕКЕ ЗА ОВАА ОБЈАВА АКО НЕ ВУ Е ЗАСНО ПОБАРАЈТЕ ДА НАЈДЕТЕ НЕКОГО ОВА ДА ВУ ГО ОБЈАСНУ

ITALIAN

Un'iniziativa del governo nella nostra zona, che vi riguarda!

Si tratta di una proposizione da parte della Roads and Traffic Authority del governo Greiner: cioè, la costruzione dell'autostrada F5 proprio vicino alle nostre case.

Questo significhera`

- Aumento di traffico che portera` ad un'ingorgo continuo sull'autostrada nuova
• Rumori nocivi della strada penetreranno nelle nostre case
• L'inquinamento ambientale, di gia` ad un livello sufficientemente alto a danneggiare la nostra salute a Sydney, continuera` a peggiorare

• La distruzione sia dello spazio pubblico che di giardini pubblici come Wolli Creek Valley

• La vostra vita familiare non sara` piu` come prima

Non sostenere il progetto autostradale

Dichiaratevi favorevoli alla soluzione trasporti pubblici

C'e` una soluzione che migliorerà il nostro modo di vivere

1. Il governo del NSW sta studiando una proposta per la costruzione di un nuovo servizio ferroviario che potrebbe collegare il servizio East Hills, l'aeroporto, la zona industriale di Alexandria e la città. Tale progetto potrebbe ridurre il numero di veicoli sulle strade.

2. Con il miglioramento del servizio treni merci fra Port Botany, Enfield e Campbelltown, spariranno dalle nostre strade gli autocarri "container". (Il governo federale ha promesso di spendere oltre 100 milioni di dollari per migliorare il trasporto ferroviario dei merci).

Un cambiamento in meglio di trasporti pubblici significa:

- Meno traffico sulle strade
• Meno inquinamento ambientale
• I nostri giardini pubblici non saranno perduti
• Potremo conservare il nostro modo di vivere

Se volete informare il governo dello stato che sostenete il progetto trasporti pubblici, vi preghiamo di riempire il modulo che troverete alla pagina 6, inclusi nome e indirizzo, di firmare la lettera e di indirizzarla come indicato. Vi ringraziamo della vostra contribuzione.

Gli altri articoli su questo giornale offrono ulteriori informazioni al riguardo. Cercate qualcuno in grado di tradurveli.