

To whom it may concern,

I would like to express my absolute opposition to the PFL, where limited planning development and investigation have vindicated my grave concerns about this entire project.

Hundreds of millions of dollars are being focused on the wrong freight solution where an estimated and nominal 10 minutes would be 'saved' for freight being trucked. That is hardly a worthy outcome for a near 2 billion dollar investment of tax payer's money.

For a state government facing the wall with immense budget pressure and debt. One would think these ridiculous projects straight out the 1950's would be the first to be axed.

Not only will there be irreversible destruction of the Beelair Wetlands. There's been very little consultation and very limited investigation of environmental, heritage, geotechnical and hydrological issues only perpetuates this concern and public frustration at this project and would ask that the following questions be answered:

How do you prove that this will improve safety for all road users, reduced traffic congestion, have fewer trucks on urban roads, lower emissions, reduced noise and have significant freight industry productivity improvements?

Why wasn't all the other 12 options thoroughly investigated?

How do you prove the PFL will improve safety for all road users, reduced traffic congestion, have fewer trucks on urban roads, lower emissions, reduced noise and have significant freight industry productivity improvements as compared to rail? What public information supports this and what investigations were engaged for the rail option?

How are you going to resolve the obvious and existing traffic bottle necks at:

1. Intersection of Stock Road and Leach Highway
2. Intersection of High Street and Stirling Highway
3. Intersection of Marmion and Stirling Highway
4. Intersection of Canning Highway and Stirling Highway
5. Intersection of Tydeman Road and Stirling Highway
6. Intersection of Tydeman Road and Queen Victoria Street
7. Intersection of Tydeman Road and Port Beach Road

Where are the large traffic-noise calming walls being erected and how high are they going to be?
What public consultation has the government undertaken to decide this?

Finally why hasn't the complete business case been released to the public before this project was funded?

As a tax payer and resident who will be effected by the project, I've raised these questions about this project and would expect a full and factual response.

Kind regards,

David Spencer