

HIGH STREET–STIRLING HIGHWAY INTERSECTION — UPGRADE

**718. Hon LYNN MacLAREN to the minister representing the Minister for Transport:**

- (1) Has the Minister for Transport made the decision to pursue option 4 in the upgrade of the intersection of High Street and Stirling Highway in Fremantle?
- (2) What are the safety differences between option 4 and option 4a?
- (3) How much A-class reserve is required to be excised for each of options 4 and 4a?
- (4) Will the minister proceed with option 4 without the consent of the City of Fremantle?
- (5) Is the minister aware of the considerable public opposition to option 4?

**Hon SIMON O'BRIEN replied:**

I thank the honourable member for some notice of this question.

- (1) Yes, option 4 is the best outcome for freight efficiency, safety and community amenity.
- (2) The independent consultant engaged by the Department of Transport and the City of Fremantle assessed option 4a as having medium to high-level safety risks in three areas.
- (3) Option 4 requires approximately 4.2 hectares to be excised from the class A reserve and option 4a requires approximately 3.6 hectares to be excised from the class A reserve.
- (4) Option 4a is not supported due to the road safety risks. Consent is being sought to excise land from the A-class reserve to enable option 4 to be progressed.
- (5) The minister is aware of various points of view.