

Social Criteria Weightings Table – Raw Data

No.	Social Criteria	Key Attributes	Red	Yellow	Blue	Score	Ranking
Soc1	Heritage	<ul style="list-style-type: none"> <li>• Reducing impacts on sites of historical significance</li> <li>• Hope Road (40 years old)</li> <li>• Important to follow existing easement</li> <li>• Impact on sacred sites (Aboriginal)</li> <li>• Acknowledging Indigenous cultural values</li> <li>• Acknowledging non-Indigenous cultural values</li> <li>• Minimise impact to the sites</li> <li>• Increase awareness of Aboriginal sites. Educational process for the greater community</li> <li>• Legal requirements</li> </ul>	2	4	25	39	5
Soc2	Road safety	<ul style="list-style-type: none"> <li>• Reducing accidents/fatalities</li> <li>• Grading and separating PSP and roads</li> <li>• Safe placement of PSP</li> <li>• Treatment and types of intersections</li> </ul>	3	2	30	43	3
Soc3	Access to local amenities	<ul style="list-style-type: none"> <li>• Access to local roads</li> <li>• Access within neighbourhoods</li> <li>• Access to tertiary institutions</li> <li>• Access to recreation facilities</li> <li>• Access to community facilities</li> <li>• Access to medical centres</li> </ul>	1	1	23	28	12
Soc4	Visual aesthetics and visual impact	<ul style="list-style-type: none"> <li>• Maximising aesthetic pleasure</li> <li>• Maintaining privacy</li> <li>• Maintaining security</li> <li>• Creating artwork</li> <li>• Landscaping</li> <li>• Providing revegetation</li> <li>• Green belt</li> </ul>	3	2	20	33	9
Soc5	Land Resumption and Property Impact	<ul style="list-style-type: none"> <li>• Resumption of land</li> <li>• Managing building alterations</li> <li>• Providing equity</li> <li>• Managing impacts on existing properties and infrastructure</li> <li>• Avoiding resumption of south east corner of Murdoch Uni vets area, Murdoch Drive and Farrington Rd</li> </ul>	1	0	15	18	17
Soc6	Education	<ul style="list-style-type: none"> <li>• Providing/maintaining access to lakes and resources for educational purposes</li> <li>• Providing viewing platforms</li> <li>• Providing educational pathways</li> <li>• Developing educational nodes</li> <li>• Education of community with respect to reconciliation and Aboriginal interests</li> <li>• Contribute to the resolution of the land claim</li> <li>• Impacts on volunteers (Cockburn wetlands centre)</li> <li>• Schools</li> <li>• Native Arc</li> <li>• Look at previous projects that have been through env. sensitive areas</li> </ul>	0	2	20	24	14
Soc7	Planning	<ul style="list-style-type: none"> <li>• Planning for the route across the reserve should be done first not last in order to establish this early in the plan</li> </ul>	8	0	16	40	4
Soc8	Safety Pedestrians and Cyclists	<ul style="list-style-type: none"> <li>• Access between the two lakes crossing</li> <li>• Hope Road to be elevated</li> </ul>	0	1	20	22	15
Soc9	Visual Impact	<ul style="list-style-type: none"> <li>• Concerns on Visual Impact to see highway (instead of garden views and lakes and bush</li> <li>• Tranquillity around the lake area instead of all the traffic noise</li> <li>• Landscaping a priority and pollution as clean as possible. Storm water systems</li> <li>• Promote green landscaping (trees) sensitivity to the residents</li> </ul>	2	2	19	29	11

Soc10	Noise	<ul style="list-style-type: none"> <li>• Noise becomes a visual issue as you have a wall in front. Make sure the landscape and noise is built in</li> <li>• Noise walls and how to avoid inadequate mitigation</li> <li>• Reducing noise and pollution</li> <li>• Enjoyment of quiet amenity</li> <li>• Brings rise to mental health</li> <li>• Sleep deprivation</li> <li>• Build a tunnel instead of a wall</li> </ul>	0	3	33	39	5
Soc11	Access from	<ul style="list-style-type: none"> <li>• From Kardinya - concerns are we able to access the lakes from Kardinya?</li> </ul>	0	0	1	1	32
Soc12	Access to	<ul style="list-style-type: none"> <li>• North Lake to roadways - to get to the road or anywhere else - initially this was blocked off. When they upgraded North Lake Road it was blocked off</li> </ul>	0	0	7	7	26
Soc13	Noise	<ul style="list-style-type: none"> <li>• Already some</li> <li>• As traffic volumes increase,</li> <li>• Impact on people who live/use corridor (residents, truck users)</li> <li>• Reducing noise on the connecting roads and Roe Hwy</li> <li>• Reducing noise on receptors</li> <li>• Noise walls aesthetics and material and thickness, distance criteria, community input</li> </ul>	1	1	11	16	19
Soc14	Traffic	<ul style="list-style-type: none"> <li>• The impact of not having the road built is Heavy Traffic on Leach Highway</li> <li>• Relieving traffic on other roads</li> <li>• Reduce traffic slow and increase traffic flow - introduce ITS system</li> <li>• Encourage people to use public transport</li> </ul>	3	7	36	59	1
Soc15	Access/Safety	<ul style="list-style-type: none"> <li>• Bibra Drive - two access. If there is a fire - to get in and out of the area should not consider putting access roads - Look at some other way over the railway line.</li> <li>• Roe should continue to coast - Big social factor not being able to get direct to coast from east.</li> <li>• Pedestrian access - -to areas of interest</li> <li>• Access to piney lakes</li> <li>• School and other social areas (safety)</li> <li>• Reducing toxic spills</li> <li>• Social access - care with termination at Stock - making local area comfortable</li> <li>• Access to Port and future ports - future planning</li> </ul>	0	0	1	1	32
Soc16	Pollution	<ul style="list-style-type: none"> <li>• Two major high schools - all the stock traffic at traffic lights</li> </ul>	1	0	6	9	23
Soc17	Access	<ul style="list-style-type: none"> <li>• Access to wildlife by car rehab centre</li> <li>• How we are going to do this</li> <li>• Access to Stock Road and coast</li> <li>• Access to things that benefit the community</li> <li>• Access to Fiona Stanley Hospital - is there access to these amenities</li> <li>• If we are looking at traffic congestion we need easy access</li> </ul>	0	0	0	0	35
Soc18	Safety	<ul style="list-style-type: none"> <li>• During construction</li> <li>• Road works</li> <li>• Trucks going in and out</li> <li>• Impacts on residents, users and workers</li> <li>• Personal safety - carparks</li> <li>• Antisocial behaviour</li> <li>• Fire breaks</li> <li>• Speed control</li> <li>• Project should be conscious of safety impact, safety high priority</li> </ul>	0	2	13	17	18
Soc19	Inconvenience	<ul style="list-style-type: none"> <li>• Short-term or long-term - any?</li> <li>• Traffic detours</li> <li>• Time</li> <li>• Disruption</li> </ul>	1	1	2	7	26

Soc20	Local amenity	<ul style="list-style-type: none"> <li>• Inconvenience</li> <li>• Dust</li> <li>• During construction and beyond</li> <li>• Increased traffic</li> <li>• Amenity on people living along extension (noise, wetlands, flora and fauna, activity hub and access to it)</li> <li>• Social fabric of area - positive perspective</li> </ul>	0	0	6	6	28
Soc21	Quality of life	<ul style="list-style-type: none"> <li>• Health</li> <li>• Noise and interference with living</li> <li>• Dust</li> <li>• Vibrations of trucks and construction</li> </ul>	3	2	22	35	7
Soc22	Maintaining traffic flow		0	3	10	16	19
Soc23	Community impact	<ul style="list-style-type: none"> <li>• Ripple impact further out</li> <li>• Big picture impacts at various levels - commercial, residential, industrial</li> </ul>	8	4	19	51	2
Soc24	Design /Planning	<ul style="list-style-type: none"> <li>• Design safety</li> <li>• Importance of completing original design</li> <li>• Area west of proposed project</li> <li>• Dealing with issues created at the western terminus</li> <li>• Local government should consider increase buffer zones</li> <li>• Spend money on amenities instead of roads</li> <li>• Criteria restriction and too limited if we are to comment it has already been decided. Eg the Port is most certainly a criteria</li> </ul>	3	2	18	31	10
Soc25	Connectivity (existing)	<ul style="list-style-type: none"> <li>• Design highway so it is not a barrier (pedestrian bridge)</li> <li>• Underpass - designed well to avoid antisocial behaviour</li> <li>• Principal Shared Path</li> <li>• Community connectivity - community cohesiveness (maintaining not dividing)</li> <li>• Road connectivity</li> <li>• Between North and Bibra Lakes</li> <li>• Overall network - widen impact on social zone</li> </ul>	2	4	13	27	13
Soc26	Sense of isolation	<ul style="list-style-type: none"> <li>• Unwanted cut-off from current throughway</li> </ul>	0	0	1	1	32
Soc27	Recreation	<ul style="list-style-type: none"> <li>• Maintaining / improving recreational aspects of the lakes</li> <li>• Access to lakes</li> <li>• Principal Shared Path (PSP)</li> <li>• Access to and pathways for cyclists and safety - to continue the cycle and pedestrian paths</li> <li>• Can we still use the area for existing purposes</li> <li>• Pedestrian and cyclist easy access</li> </ul>	1	0	16	19	16
Soc28	Sense of Place	<ul style="list-style-type: none"> <li>• Spirituality</li> <li>• Tranquillity</li> <li>• Age of the place - trees, wetlands</li> <li>• Uses (past, present, future, recreation, bird watching, nature study, education)</li> </ul>	3	1	4	15	21
Soc29		<ul style="list-style-type: none"> <li>• Owners should have been aware</li> <li>• Go underground and improve the land above</li> </ul>	0	0	0	0	35
Soc30	Visual amenity	<ul style="list-style-type: none"> <li>• Opportunity to enhance sense of place</li> <li>• Opportunity to enhance local community</li> <li>• Height of project</li> <li>• Closeness to existing properties</li> <li>• Loss of vegetation - Roe 7 water (Perth Bunbury did a good job)</li> <li>• Blending into environment</li> <li>• Could become iconic if designed well</li> </ul>	0	1	12	14	22
Soc31	Access to lake	<ul style="list-style-type: none"> <li>• Local amenities</li> <li>• Weight restrictions on the road, for example if there are roundabouts to inhibit the trucks to take the road</li> </ul>	0	0	4	4	31
Soc32	Restriction to lake	<ul style="list-style-type: none"> <li>• Locke in to triangle - some sensible way of being locked in</li> </ul>	0	0	0	0	35

Soc33	Access to Fiona Stanley Hospital		0	1	4	6	28
Soc34	Construction issues	<ul style="list-style-type: none"> <li>• Preconstruction surveys</li> <li>• Peace of homes</li> <li>• Enjoyment of amenity</li> </ul>	0	0	5	5	30
Soc35	Residents	<ul style="list-style-type: none"> <li>• House prices</li> <li>• Individual consultation during construction and before</li> <li>• Direct impacts</li> <li>• Use bikeways, walking</li> <li>• Anti-social behaviour - need to manage</li> </ul>	1	0	5	8	24
Soc36	Benefits	<ul style="list-style-type: none"> <li>• Broad social benefits need to be understood</li> <li>• Impact on people throughout whole SW corridor</li> <li>• Not just localised</li> <li>• Justification of social reasons to the community</li> <li>• Demonstrate why it is socially acceptable</li> <li>• Rationale for the road network should be on website</li> </ul>	0	1	6	8	24
Soc37	Sustainability	<ul style="list-style-type: none"> <li>• Future sustainability - whatever we doing today should be thought about for the future. Port containers are going to grow - high tech trucks</li> </ul>	1	2	28	35	7
	<b>TOTALS</b>		<b>48</b>	<b>49</b>	<b>471</b>	<b>713 (score)</b>	