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Definitions and abbreviations

Activity centre/activity node	A community focal point or destination which includes a variety of activities such as retail, commercial, medical and education services and higher density residential.
Transit	High frequency, high capacity public transport.
Transit corridor	A road linking activity centres/nodes by transit and where transit has priority.
Transit oriented development	Focusing activity centre development and higher density residential around transit stops especially rail stations.
Activity corridor	A transit corridor (linking activity centres/nodes) and having activity and higher residential densities along its way especially around the transit stops.
Shared zone	Where pedestrians, cyclists and motorised traffic share the same road space. Special rules and speed limits apply.
Mode shift	A move from one form of transport to another for a particular trip.
Parklet	Where a street parking bay is removed and replaced by green space or alfresco dining.
BRT	Bus rapid transit
CPTED	Crime prevention through environmental design
DOT	Department of Transport
LR	Light rail
MRS	Metropolitan Region Scheme
РТА	Public Transport Authority
TOD	Transit oriented development
WAPC	Western Australian Planning Commission



The City of Fremantle's Integrated Transport Strategy sets out Fremantle's transition toward a connected city as outlined in Directions 2031, and is the overarching document between the City's Strategic Plan 2010-2015 and a number of detailed action plans. The strategy also takes into consideration the draft Public Transport Plan for Perth in 2031, State Planning Policy 4.2 - Activity Centres for Perth and Peel, the Department of Transport's TransPriority initiative and the Perth Freight Network Plan.

The strategy achieves this transition in the council context by:

- relating the City's position, policy and actions to state policy and plans and nominating alternatives where policies differ
- nominating key directions for capital works, projects and advocacy
- integrating land-use and transport planning to maximise value capture
- nominating transit corridors destinations and activity nodes
- integrating transit and preferred City routes into policy

 promoting healthy commuting through provision of comprehensive walking and cycling infrastructure (active transport).

The strategy advocates for:

- transit connections between Fremantle and regional Secondary, Specialised and Other Centres, outlined in Directions 2031
- an approach to freight supporting port operations whilst minimising adverse impacts on the environment and communities along rail and road routes.

The strategy also gives policy directions on:

- management and provision of car parking
- promoting public transit and active transport within Fremantle's CBD.

The City of Fremantle's Integrated Transport Strategy sets out Fremantle's transition toward a connected city as outlined in Directions 2031...



Aspirations

The 2010-2015 strategic plan sets out the aspirations of the current council. It guides decision making and policy setting currently being undertaken by the City. While the Strategic Plan is due for review, it is expected that the current vision will remain relevant and that transport will remain a strategic imperative.

Vision

For Fremantle to be recognised as a unique city of cultural and economic significance.

One Planet vision

The ITS supports the City's One Planet Vision; that is for Fremantle to:

...become Perth's most sustainable local government - a place where we foster community in a way that supports quality of life, while respecting the limits of the planet on which we live.

Strategic imperative (vision) for transport

For Fremantle to:

...lead in the provision of environmentally and economically sustainable transport solutions.

Objective of the ITS

The need for an Integrated Transport Strategy (ITS) sits under the strategic imperative of transport in the City's strategic plan (2010-2015). Its stated purpose is to respond to emerging transport technologies and peak oil.

At its meeting of 19 February 2014, council approved the preparation, function and scope of the ITS. The function of the ITS is to provide a broad strategic position on a variety of transport and land use issues as a basis for more detailed plans and projects. The ITS is not intended to address every detailed transport issue, or replace operational plans such as the bicycle plan, local area traffic management schemes or parking plans.

Major themes ear marked for consideration are:

- Population and employment growth
- Alignment of public transport corridors
- Required capacity and frequency of existing public transport
- An adopted street hierarchy
- An adopted future cycling network
- Parking policy
- Policy on port traffic and freight.

ITS scope

The ITS covers the current
Fremantle local government area
and takes into consideration
adjacent local government areas
particularly the Town of East
Fremantle and the Cities of
Cockburn and Melville.

ITS desired outcomes

Four outcomes are listed under the strategic imperative of Transport in the City's current strategic plan.

These are supported by targets and projects many of which have now been completed or are underway.

This strategy will develop the next set of actions in support of these outcomes:

Transport

Strategic Imperative: Lead in the provision of environmentally and economically sustainable transport solutions.

OUTCOME	Fremantle is the centre of the region with access to other economic hubs and population catchments
Target (in next 5 yrs)	Increase number of visits to Fremantle
3 Year Plans/Projects	Develop Integrated Transport Strategy that responds to emerging transport technologies and peak oil
3 Tear Flatts/F10Jects	Complete planning for public transit corridors linking Fremantle Railway Station to the expanding urban areas to the south and east of Fremantle
OUTCOME	Improved public transport options for the efficient movement of people, and/or decreased reliance on private transport
Target (in next 5 yrs)	Increase in visits by public transport relative to private vehicles
7 Vacy Dioxa /Dyaicata	Review assumptions underpinning current parking strategy and develop a new strategy
3 Year Plans/Projects	Review existing public transport options to improve access into Fremantle
OUTCOME	Fremantle recognised as a pedestrian and cycle-friendly city
Target (in next 5 yrs)	Improved community satisfaction survey results
7 Voor Diona/Drainata	Undertake review of bike plan
3 Year Plans/Projects	Increase cycling infrastructure to a specified target
OUTCOME	Developed road and rail solutions for transport of freight to and from the port
Target (in next 5 yrs)	Container transport strategy adopted
	Develop a community supported position on the High Street Upgrade and advocate its implementation to government
3 Year Plans/Projects	Work with Fremantle Ports and other key stakeholders to develop a container transport management strategy that maximises transport efficiency and minimises local impacts
	Work with Fremantle Ports to maximise container number on rail

Figure 1 - Strategic Imperative - transport

Preparing the ITS

This draft strategy was prepared by the City taking into consideration a range of state and local government policies, studies and initiatives. The final strategy was prepared with reference to the WAPC's guidelines for preparation of integrated transport plans. (ITP Guidelines)

While taking into account state government plans and policies, council's policy position must ultimately respond to its own community through its own strategic and One Planet visions and to community aspirations expressed through the recent 2029 visioning project.

The final version of the integrated transport strategy responds to community and stakeholder input provided in November and December 2014 and includes the outcomes of the 2029 visioning project. However in some places the final ITS may still conflict with community ideas or state government policies. Where this occurs a rationale is provided, backed up as much as possible by technical advice and/or alternative solutions.

Policy context

The ITS is intended to sit between the council's visionary strategic Plan, and the various operational plans that focus on different aspects of the transport network (Figure 2 - City of Fremantle policy context). It will therefore provide the overarching strategic direction for transport planning decisions, and will inform future updates to council's operational plans, such as the bike plan, various local area traffic management schemes, etc. It also provides the City with a place to explain the reasoning behind various concepts, and to present the justification for different transport policy positions.

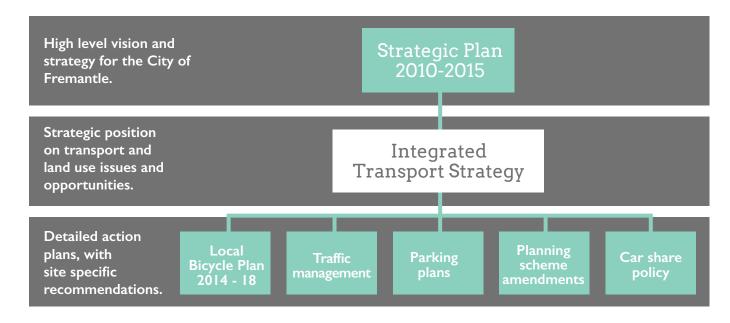


Figure 2 - City of Fremantle policy context

In support of local needs, the ITS draws on a range of local research and policy projects which the Council has undertaken or been involved with in recent years including:

- South West Group Regional Integrated Transport and Land Use Strategy for the South West Metropolitan Region
- South West Group Congestion strategy for the SW Metro Region -(Draft discussion paper May 2013)
- South West Group Freight Priorities for the SW Metro region - Investments to achieve an integrated Freight Transport Network
- Transit Corridor Alignment Study (SKM, 2010)
- Cockburn Coast Fremantle Bus Rapid Transit: Prelim. Feasibility Study (2012)
- council's submission to the State Government's Draft Public Transport Plan for Perth and Peel in 2031 (2011)
- Fremantle City Centre Car Parking Study (ARRB, 2013)
- Fremantle Local Bicycle Plan (2014).

At a broader level, the ITS also takes into consideration the following metropolitan and state level strategic plans and policies:

- Directions 2031 and Beyond,
- draft Public Transport Plan for Perth in 2031
- SPP 4.2 Activity Centres for Perth and Peel
- DCP 1.6 Planning to Support Transit Use and Transit Oriented Development
- draft SPP Metropolitan Freight Network (2005)
- Department of Transport's TransPriority initiative
- Perth Freight Link
- Designing Out Crime Planning Guidelines (WAPC 2006).

Each of the main sections of the strategy includes:

- a discussion around the main issues regarding that topic
- a list of ideas arising from the 2029 visioning project
- a 'key policy' statement that summarise council's position on that topic
- a set of 'supporting policies and actions', which sit under each of key policy.

The key policies and supporting policies and actions are repeated in summary at the end of the strategy.

Document structure

To enable council's key policy positions to be set out clearly and logically, the ITS is structured around headings ordered to reflect the priority of transport modes:

- Key drivers
- Integrating transport and land use planning
- · Walking and cycling
- Public transport
- Freight
- Private vehicles
- The road network
- Parking
- Projects and innovation
- List of policies and actions.



This section outlines the specific challenges faced by the City of Fremantle in the creation of its ITS.

Sustainable transport

WAPC's guidelines for preparation of integrated transport plans. (ITP Guidelines) define sustainable transport as:

..transportation that meets the mobility needs of today, does not endanger public health or ecosystems and meets the need for access consistent with sustainable use of resources used and resources replaced, without compromising the ability of future generations to meet their needs.

Population and employment growth

As Perth's 'second city' Fremantle will emerge in coming years as a unique activity centre, home to many more residents, workers, and a tourism and recreation destination for Perth locals and visitors. To meet WAPC's infill targets, by 203 I, central Fremantle is planned to accommodate 1,500 additional dwellings. It will also accommodate 20,000 sqm of additional retail space, and 70,000 of additional office space¹

With the population estimated at 35,000 people and additional dwelling targets at over 5,500 for the City as a whole, the transport task that will arise with this urban growth will be significant and require equally significant transport improvements. Not only is the population increasing, it is aging.

The transport task will also need to ensure it caters to the individual needs of people of all ages and abilities as well as meeting local and regional freight needs.

The growth of the residential population, employment land uses and commercial activities provides an opportunity for Fremantle to function as a more sustainable city. More people living closer to employment and other services, and a greater concentration of employment in central Fremantle will deliver significant transport benefits, reducing people's need to travel and stimulating the local economy.

High quality linkages with other and emerging urban centres such as Cockburn Coast, Murdoch and Canning Bridge activity centres will also be needed to enable Fremantle to tap into the growing communities in these and broader metropolitan areas.

Amenity and accessibility

Access to and from local, district and regional destinations and the wider Perth metropolitan area will be fundamental to the success of Fremantle's growth. As well as being a strategic metropolitan centre serving a broad catchment population, Fremantle is also an important tourist destination for locals, interstate and international visitors.

Regionally, Fremantle's prosperity is intrinsically linked to the ability of people to travel to and from the Perth city and other parts of the metropolitan area by public transport and to easily move around within the Fremantle CBD. There is not enough space for this growing task to be met by car travel. Alternatives need to be identified so the negative environmental, social and economic externalities of car dependence can be minimised in the future.

Major employment centres such as Murdoch are also set to expand in coming years, and ensuring there are high capacity, high frequency public transport links (transit) between Fremantle and these centres is essential.

Locally, people walking and using the pedestrian environment are the City's highest priority in central Fremantle as well as in other local neighbourhoods in the broader City of Fremantle. It is the City's responsibility to provide people with streets that are safe, connected and vibrant.

The creation of walking and cycle friendly neighbourhoods and communities will provide increased opportunities for people of all ages to engage in active transport for journeys to and from school, work, friends, chores and leisure activities.

On a broader scale, public transport with good options for local links (such as pedestrian and cycle pathways and CAT buses) should be available making private vehicle usage, unnecessary or a least a last resort.

Health and safety

Road trauma is a major public health issue facing the community, personal security is also an issue affecting people's willingness to walk cycle or use public transport. The ITS therefore needs to address issues of road safety and personal security.

Since the introduction of unleaded petrol and vehicle emission standards, air quality has improved considerably. However diesel emissions, particularly from trucks are still a concern and cleaner alternatives need to be found for freight transport.

In terms of the health of individuals, the transport network can play a central role in achieving good public health outcomes. Walking and cycling are known as active transport modes which deliver obvious and substantial health benefits. Public transport usage also delivers a positive health benefit by encouraging more walking to and from stops and stations.

Together, these modes can also reduce private car usage, reducing congestion as well as harmful tailpipe emissions, thus having a significant long term benefit on public health.

Enabling active and public transport modes by providing more choice and safe, attractive networks is a key element of this strategy.

Ecosystems

The City's strategic plan contains a strategic imperative for climate change and environmental protection, stating it will:

> ...lead in the provision of environmentally sustainable solutions for the benefit of current and future generations.

In addition the City's One Planet principles relating to transport and to land and wildlife are aimed at:

...becoming Perth's most sustainable local government - a place where we foster community in a way that supports quality of life, while respecting the limits of the planet on which we live.

...protecting and restoring biodiversity and natural habitats through appropriate land use and integration into the built environment.

To this end, the ITS will need to find ways to work with state agencies in particular to solve problems, or to offer alternative solutions to the plans which may threaten this objective.

Transit oriented development

Transport and land use planning is essentially the same thing. A good transport strategy is a great land use strategy, and 'transit oriented development' (TOD) is the most obvious example of this. The TOD approach focuses new development to places well served by transit, or public transport. The more that public transport serves a place, the more logical it is to locate residential and commercial development there. This integrated approach can enable residents and workers to utilise the public transport network, minimising their need to travel by car.

This strategy seeks to identify locations that are currently well served by public transport, and others that will be in the future. The aim is then to initiate planning processes which aim to achieve higher intensity development at those locations.

Likewise the City needs to identify areas where rapid public transport networks, supported by local bus services, need to be planned for and accommodated to support key development opportunities in Fremantle and the surrounding region (eg Cockburn Coast.)

Car use

In the past the car has been the dominant mode of transport. It has been heavily prioritised over the past 60 years, and is today underpinned by almost ubiquitous access throughout the city, supported by a network of freeways, highways and major arterial roads. While the car has been the dominant mode in the past, its ability to deliver the mass transport task in to the future will be increasingly difficult due to its limited capacity, the reduction in the use of fossil fuels, congestion and competition for infrastructure space and funding.

Notwithstanding, the car still has a valuable role, and the City of Fremantle has no plans to ban car use in the city centre. The road network plays a vital role in providing access to Fremantle to meet a whole variety of transport needs such as, local deliveries and services, tourism and emergency services. However, given the scale of the transport task in the near future, and the limitations and negative impacts of car use, modes that are more efficient must be prioritised for transport of individuals. While allowance needs to be made for essential car trips, a more balanced mode share created to provide people with more transport choice.

The City will prioritise transport modes as ranked below:

- I. Pedestrians
- 2. Bicycles
- 3. Public transport
- 4. Freight vehicles
- 5. Private motor vehicles.

Progressive cities across the world are improving the safety and amenity of walking and cycling. Fremantle aims to be a leader in this field, however, Fremantle, like metropolitan Perth, is currently heavily reliant on cars to achieve the transport task. People currently have few options other than car use in most of the metropolitan area. Despite being better serviced than many areas in Perth, a reliance on cars was evident in Fremantle's journey to work data from the 2011 census (Figure 3: 2011 Journeys to Work in Fremantle).

While allowing that some car use is necessary, this strategy aims to support a shift in passenger transport behaviour from car use to more efficient, sustainable transport modes. (Figure 4: 203 I Target mode share - journeys to work in Fremantle Figure 4).

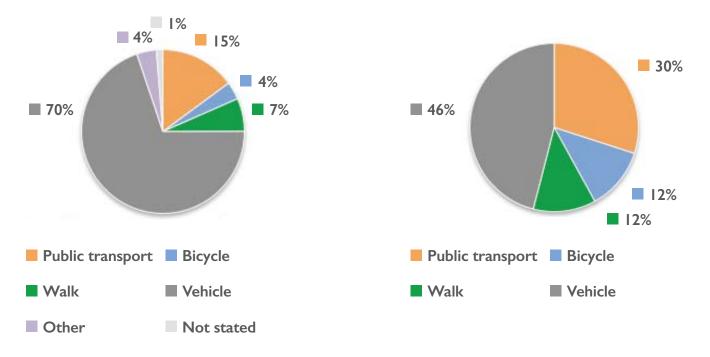


Figure 3 - 2011 journeys to work in Fremantle

Figure 4 - 2031 Target mode share - journeys to work in Fremantle

Source; ABS Census, 2011

Servicing and freight

Fremantle is a strategic metropolitan activity centre which requires servicing and deliveries through local freight. This strategy needs to recognise and accommodate this along with the comings and goings of emergency service vehicles, police, fire and ambulances.

However the Fremantle port is a dominant element of the city's history, its present day function, and its future economy. Providing road and rail access to the Port will continue to underpin many transport and infrastructure decisions affecting the city. This makes (heavy) freight one of the key transport challenges facing Fremantle.

The activity associated with the port is anticipated to increase over the next decade, as the port continues to play a vital role in Perth's economy. An increase in truck movements to and from the port is likely to be the most obvious reflection of this growth and the impact of road freight on other road users and nearby residents is a major concern for the City.

It is critical, considering the urban change occurring in Fremantle, that the function of the port and access to it is sensitive to the needs of the environment as well as local residents, and other users of the road and rail networks.

This strategy sets out the City's preferred traffic and freight routes to accommodate heavy vehicle movements. The City's position on freight seeks to safeguard areas of the city and its surrounds that are more sensitive to the impact of heavy freight traffic. The role of the rail network in supporting the growth of the Port is also highlighted, and the City's advocacy for more freight to be carried on rail is reiterated here.



The WAPC's guidelines for preparation of integrated transport plans (ITP Guidelines) suggest that an ITP should create an appropriate balance between social, economic and environmental outcomes; and between local and regional functions of transport.

Land use planning and transport planning are fundamentally linked and require close consideration of each other throughout the planning process. Good, comprehensive planning seeks to integrate these fields so as to set out a sustainable and efficient urban form.

Moving people

The Department of Transport identifies moving people and moving freight as the two key tasks in its integrated transport framework. People in urban centres need urban transport, and currently Fremantle is served by a largely suburban transport system, heavily reliant on car use. Linking Fremantle to other higher order and growing activity centres (see Figure 5) with high capacity, high frequency public transport is a core element of this strategy.

Such links will help each of the centres grow, become more productive and more sustainable.

Likewise, linking destinations within the Fremantle local government area and making these as walking and cycling friendly as possible is a core element of this strategy. Destinations within the Fremantle area include the CBD and its West End, Fremantle Arts Centre, Fishing Boat Harbour and Kings Square as well as Wray Avenue, South Fremantle, Hilton, O'Connor industrial area, North Fremantle, schools and TAFEs. The port and the beaches are other key destinations. Destinations beyond the local government area include Cockburn Coast and the George Street and Silas Street precincts in East Fremantle.

As well as recognising destinations, it is important to accommodate some of the differing traits of people and the purposes of their trips.

This strategy attempts to accommodate a range of people such as adults, children, older people, people with disabilities, tourists, residents, visitors and workers; and purposes,

While walking, cycling and public transport are the preferred modes for moving people, this strategy recognises that there is still a need for some private vehicle trips. People with disabilities and older people need to get to work and appointments, visit friends and cart groceries. Children need to get to school, sports and other activities. For buying a TV, shopping with elderly relatives, getting your tuba to school or taking the dog to the vet, walking, cycling and public transport may not be a viable alternative even if the option is available. The aim is not to ban the car but to create more sustainable choices where possible.

Transit oriented development

Central to this is the need to consider where land use development should be encouraged, and how those locations are made as accessible as possible by walking, cycling and public transport. Higher densities of residential and commercial land near public transport will support the state's goal for infill development and can lead to more sustainable transport behaviour. The challenge is to design these precincts with a good level of amenity and public safety using design principles which support crime prevention (CPTED). The aim is to encourage increased walking and cycling, and a reduction in car use.

Committing to public transport service improvements and new routes and infrastructure can also have a catalytic effect on land use change. By embedding future public transport corridors into planning policy, we can proactively structure the city to leverage the benefits of this increased accessibility.

This is a self fulfilling set of policy positions; high densities are more likely to occur where there is good public transport, and good public transport will be justified by higher density land uses.

This policy approach can enable us to avoid some of the potential negative externalities of urban growth, such as land clearing, the loss of remnant bushland, congestion, air, noise and water pollution, poor health outcomes, etc. An enhanced public transport system, and high quality walking and cycling environments enable us to grow and cater for a larger urban population in a more sustainable way. Population and employment growth predicated on a mainly car based transport system is likely to lead to poor 'triple bottom line' (social, environmental and economic) effects.

Moving freight

The second major task in an integrated transport framework is moving freight. Just as moving people relies on linking people with urban destinations within and beyond the local government area, moving freight relies on linking business and industry with consumers, retailers and exporters.

While the port is the dominant destination within the city, links to bulky goods commercial and light industrial areas such as O'Connor, Myaree and Henderson need to be considered along with industrial destinations in central Fremantle such as the Fishing Boat Harbour and major retailers. Moving freight needs to be done in such a way as to support economic development without compromising urban amenity.

Land use planning and transport planning are fundamentally linked and require close consideration of each other throughout the planning process.

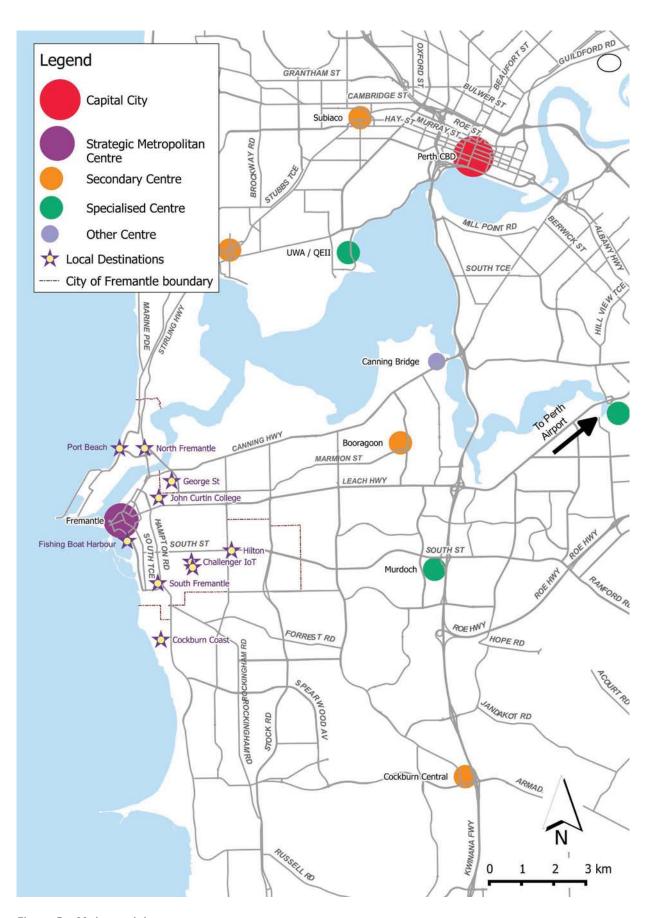


Figure 5 - Major activity centres



3.1 Ideas from 2029 visioning

- Involve the public in the conversation about an integrated public transport system
- Use psychological understanding about how individuals and groups interpret and accept new ideas and take action
- Better connections in Fremantle, between the city, port and beach, with increased density through affordable and diverse housing, business and cultural activities.

3.2 Key policy

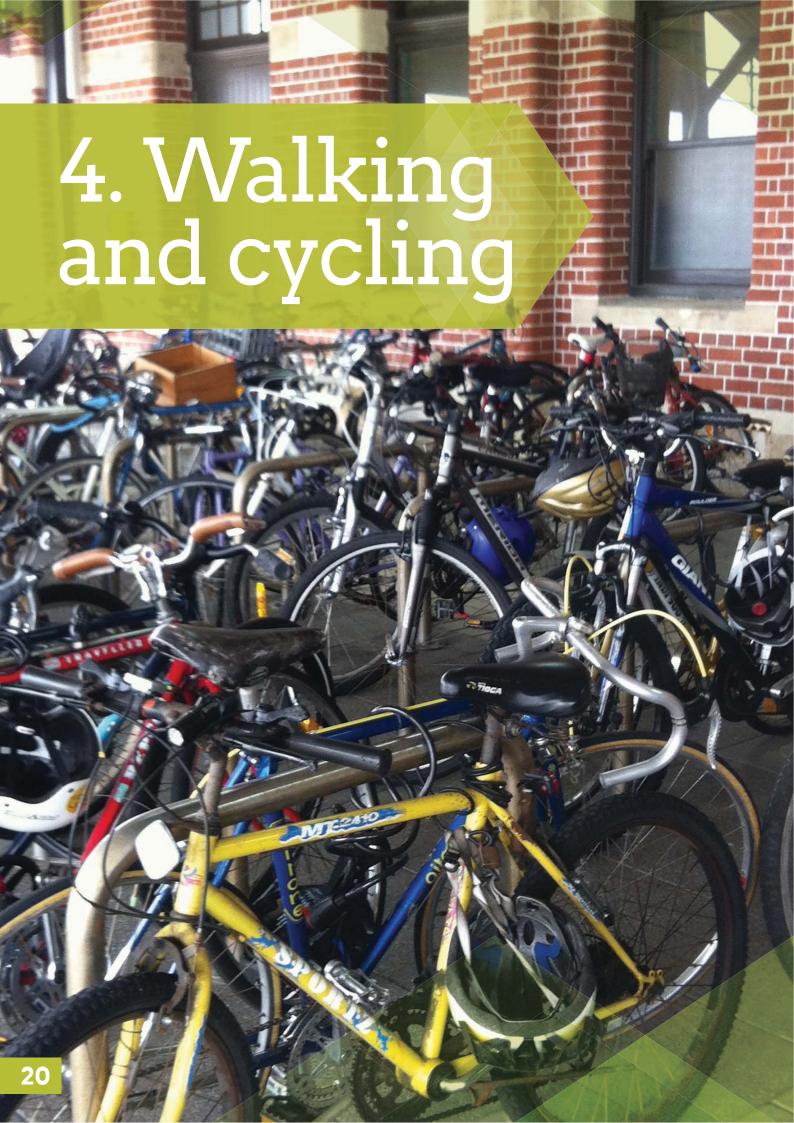
3.2.1 The City of Fremantle will integrate strategic land use and transport planning activities to ensure the Fremantle's future growth is sustainable.

3.3 Supporting policies and actions

3.3.1 Transit oriented development (TOD):

Council will seek to facilitate higher densities of residential and commercial activity in nodes currently well served by public transport and along future public transport corridors.

- 3.3.2 **Behaviour change**: explore or participate in programs designed to assist individuals, organisations and businesses engage in more carbon friendly transport options.
- 3.3.3 **Victoria Quay**: Continue to work with Fremantle Ports and the Public Transport Authority on Victoria Quay precinct planning.



"The beauty of transport walking is it's habitual. People do it on a daily basis because they are going somewhere. So things like access to public transport, access to shops and services are really critical."

The highest inner city priority

Walking and cycling have been integral ways of moving around Fremantle since the town's urban establishment in the 1800s. Walking underpins the inner-city Fremantle economy, and cycling is continuing to rise in importance as an efficient, low cost and low impact way of getting around town. Making Fremantle and its local centres and destinations more walkable and more bicycle friendly is a core element of this strategy.

Catering for people walking and cycling is an aspect of transport planning that local government can take a strong lead on, and properly integrate with other civil works projects and land use planning activities.

Figure 6 illustrates the high priority areas for walking in inner Fremantle, Figure 7 the priority walking areas in the broader local government area and Figure 10 illustrates the wider bicycle network that council will work towards by 2030.

The Fremantle Activity Centre Structure Plan will articulate the Council's proposals for the central city, of which pedestrian priority is a core element.

A focus on walking

A mentioned in the previous section, recognising destinations and the differing traits of people and the purposes of their trips is an important consideration in the task of moving people. Billie Giles-Corti, previously from the School of Built Environment and Health at the University of Western Australia says "The beauty of transport walking is it's habitual. People do it on a daily basis because they are going somewhere. So things like access to public transport, access to shops and services are really critical." and "..the really critical factor is the connectivity of the street networks."

Destinations within the Fremantle CBD include the West End, Fremantle Arts Centre, Fishing Boat Harbour, Kings Square, (cruise ship) passenger terminal and the train station as well as John Curtin High School and the Challenger TAFE and Notre Dame University. As well as tourists, these attract residents, workers and students and the aim is to make walking more habitual for such purposes as employment, education, recreation, entertainment, eating, business and domestic and discretionary shopping.

It is not only important for people to make walking habitual in and around the CBD, but also in and around other broader Fremantle destinations such as Wray Avenue, South Fremantle, Hilton, North Fremantle, schools, TAFEs and beaches.

As well as recognising destinations and trip purposes, it is also important to accommodate some of the differing traits of people including, children, older people and people with disabilities.

There are many ideas for making walking more attractive across a range of abilities, including excluding all or certain types of traffic, and/or limiting parking and traffic speeds to create shared zones. However, there are pros and cons to creating malls, parklets, and shared zones, particularly in terms of public safety and business viability and this would need to be explored on a site by site basis.

Other initiatives to promote walking might include clearer, safer routes, improved pedestrian crossings between residential neighbourhoods and local centres and improved amenity such as shade and shelter which could be achieved through the review of the City of Fremantle Green Plan.

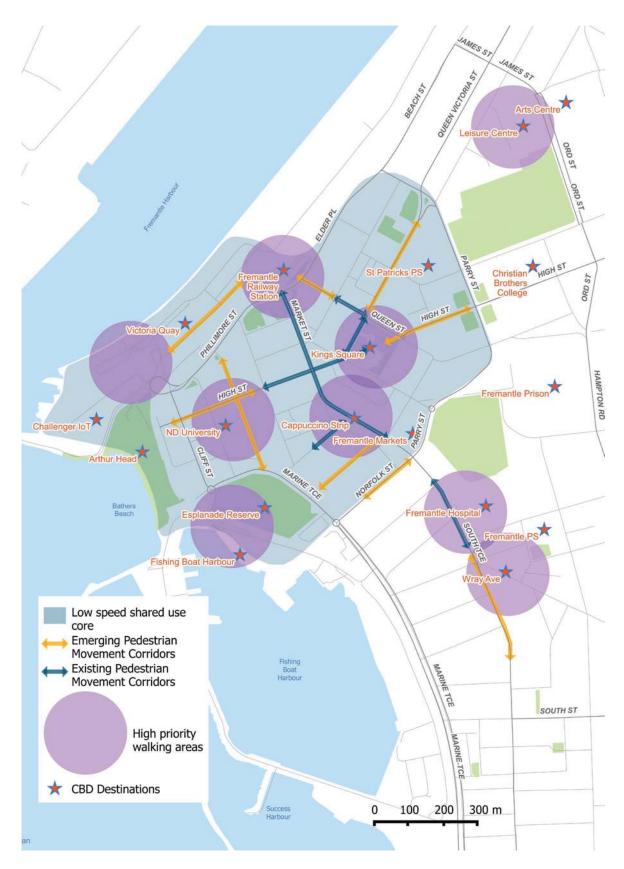


Figure 6 - Inner Fremantle's priority walking areas and pedestrian activity corridors



Figure 7 - Priority walking areas - broader Fremantle area

A focus on cycling

As with walking, as well as recognising destinations and trip purposes, it is important to accommodate some of the differing traits of people including, children, older people and people with disabilities. Children riding to school, elderly cyclists on motorised bicycles or gophers users may not practically share the same infrastructure as commuter cyclists. Planning needs to accommodate the whole range of cyclists in such a way that is complementary to pedestrians and other transport modes.

The Fremantle Local Bicycle Plan (2014) sets the target of doubling cycling by 2018, based on the ABS 'Journey to Work' census data. In 2011, 2.9% of journeys to work in Fremantle were made by bicycle. Doubling this to 5.8% over the next four years will require a significant commitment from the City in its cycling program delivery and infrastructure programs.

The City aims to achieve this change through the three approaches detailed in the bike plan: Everyone having access to a bike - including bike share and other facilities; A safe enjoyable riding environment - including infrastructure upgrades, signage and end of trip facilities; and educational and promotional programs - including community education, active travel to school and social bicycle groups.

The bicycle plan outlines the council's plans in the short term. The ITS is intended to provide a broader direction for cycling, to ensure future updates of the bike plan are integrated with council's overall transport context.

Fremantle's 2030 cycling network

By 2030, Fremantle aims to have a connected, safe and seamless bicycle network. Figure 10 shows the extent of the network to work to. The detail of this, including the types of infrastructure to be provided on different streets, will be provided through regular updates of the bicycle plan. Such updates will consider opportunities arising such as the Department of Transport's recent suggestion that the exhighway reserve parallel to Forrest Road may be suitable as a future cycling route.

This 2030 network will form the bones of Fremantle's cycling network. The City will continue to work with various community groups to ensure the network will be viable and attractive for people of all ages to cycle on, following the 8-80 principle, not just catering for the people that already cycle.

Major works that the City would like to achieve by 2030 include:

- a high quality seamless off road path along the rail reserve through North Fremantle, providing new crossings over Tydeman Road and the river
- two continuous north-south links, one along Carrington Street, the other along the Amherst-Wood-Curedale Street corridor
- various improvements at intersections, including the provision of 'head start boxes', bicycle phase traffic signals, and entry/exit bicycle lanes.

Separated bicycle infrastructure

Many of Fremantle's streets that will make up the 2030 network need better bicycle infrastructure. Better means safer and more encouraging for everyday cyclists, especially the young and the old. Providing road space for people cycling that is physically separated from other traffic is one way to greatly improve road safety. It also increases people's awareness of bicycle riders in the street environment.

Separated bicycle infrastructure can come in many different forms and designs, and there is great scope to learn from what other cities are implementing. Cities all around the world are expanding bicycle networks with dedicated infrastructure. Australian examples include:

- Melbourne, where several streets have been reconfigured to position car parking spaces in between cycling lanes and traffic lanes. (see Figure 8)
- Sydney, where the bicycle network is being expanded and includes high capacity, bidirectional cycle ways that are separated from general traffic. (see Figure 9)

Council is committed to trialling new design and separation options to get the best cycling infrastructure that it can. The lessons from other cities and the benefits of doing this are very encouraging, and this is another realm of transport infrastructure provision that council can play a leading role in.







Figure 9 - Bourke Street Sydney (Source; City of Sydney)

Access to public transport

Access to public transport, especially the train station and bus interchange precinct, will be seamless, safe and convenient for pedestrians and cyclists. By enhancing the pedestrian

environment and cycle routes around public transport hubs, people that already use the train, bus and future light rail systems will be supported and more people will be encouraged to shift their transport behaviour from driving private cars to using the public transport system for longer trips.



Figure 10 - 2030 bicycle network

4.1 Ideas from 2029 visioning

Walking ideas

- Investigate moving the arrival points of tourists to the west end of the harbour and promote walking tours of Fremantle
- Design the city for pedestrian right of way crossing roads - raise streets to pavement level. Cars have to give way to pedestrians and bikes
- Pedestrian priority Extended traffic light signals for pedestrians.
- Improving the amenity of the footpaths and road crossings in the inner city
- Remove vehicles from the centre of Fremantle, pedestrian priority, change into malls, seating etc, show how easy it is to catch the CAT bus (and free) from the suburbs
- Keep cars out of central
 Fremantle with outskirt parking connected to frequent fast public transport e.g CAT bus to east-Hilton, Coogee. Replace CAT bus with tram when population can sustain cost
- Look at other great pedestrian cities for how they do it (eg. Rome).

Cycling ideas

- Get/develop smart phone app to show the best and safest cycle routes
- Better maps for cycle routes around and in Freo
- Improve route connections (esp at busy intersections.)
- Increase capacity of free bike hire in Freo
- Wide scale bike share scheme

 would be commercially viable
 if we explained why this is
 important (one shot at making it work) and also restricted cars in the CBD provide gophers for those that can't cycle!
- More end of trip facilities
- Paint bike paths green
- Better lighting and glow in the dark paths for riding at night time.

- Better signage and more safe crossings.
- Complete separation of bike lanes and car parking and roads.
- Raise cycle path level if possible away from cars.
- Riding school bus the bike convoy.
- Bike maintenance workshops.
- Bicycle hub with parking. Showers, end of trip facilities, repair shop etc.
- Close South Terrace to cars for bike week.
- Make cheap bike helmets available for purchase.
- Shared roads with bike safety as priority.

4.2 Key policy

4.2.1 Council will ensure that walking and cycling in Fremantle is easy and enjoyable. Council is committed to considering the needs of people walking and cycling in all public realm decisions, and will seek to provide and promote a high quality, connected and safe street and path network.

4.3 Supporting policies and actions

- 4.3.1 **Central Fremantle**: Streets will be managed to promote a balanced and shared use low speed environment, with a focus on promoting active and public transport modes. The potential to expand the 30km/hr speed limit zones and to establish 10km/hr shared use zones will be investigated and implemented where appropriate.
- 4.3.2 Places for people: Council will seek to ensure that pedestrian areas and parks are treated with high quality urban design to achieve excellent amenity outcomes, including through the review of the green plan.

4.3.3 **Cycling and public transport**: Council will work to provide high quality walking and cycling environments around the Fremantle train station and other key public transport stops and stations, and will liaise with Transperth and the Department of Transport to achieve this.

- 4.3.4 **2030 network**: Council will work towards implementing the 2030 bicycle network using regular updates of the bike plan to develop the detail of what and how this will be delivered.
- 4.3.5 **Innovation**: Council supports innovative cycling infrastructure, and will continue to develop street design and management solutions that improve cyclist safety, urban amenity and promote active transport behaviour including active travel to schools.
- 4.3.6 **Perth Bicycle Network**:
 Council will work with the
 Department of Transport
 to embed Fremantle's 2030
 bicycle network in to the
 Perth Bicycle Network.
- 4.3.7 **End of trip facilities**: New commercial developments over a certain scale must include end of trip facilities. New Kings Square development will include these.
- 4.3.8 **Bicycle awareness programs**: Continue to
 support programs which
 encourage bicycle use
 (bicycle awareness zones,
 bike maintenance workshops
 and repair stations.)



Fremantle's urban growth

Public transport is uniquely placed to help Fremantle reach its growth potential. More people living, working and visiting Fremantle will result in many more passenger movements to, from and within Fremantle in the future. It is the public transport system that can do more of the heavy lifting, shift the load from private vehicles and enable Fremantle to grow in a sustainable way.

There is significant growth occurring within the south-west metropolitan region as well as across metropolitan Perth. The centres of Murdoch, Canning

Bridge, Booragoon and Cockburn Coast are shaping up as significant areas for living and working. Beyond these, Perth CBD, the universities, major hospitals and the airport are all important destinations which need to be accessed.

Various studies have concluded that high frequency, high capacity modes of public transport will be needed to improve public transport links between Fremantle and these centres and to link these centres to the jobs, services and functions of Fremantle. Establishment of high capacity, high frequency public transport will be essential for the general functioning and liveability of

the region and will assist in a mode shift away from private vehicles.

This strategy draws on the state government's position on public transport as set out in the draft Public Transport for Perth and Peel in 2031 (DOT Public Transport Plan) as well as previous transit corridor studies. It aims to identify and establish corridors linking Fremantle to the wider region in policy, and enable the City of Fremantle to effectively plan for them as transit corridors. Conceptually, this network of corridors is set out in Figure 11 - Trunk rapid transit network

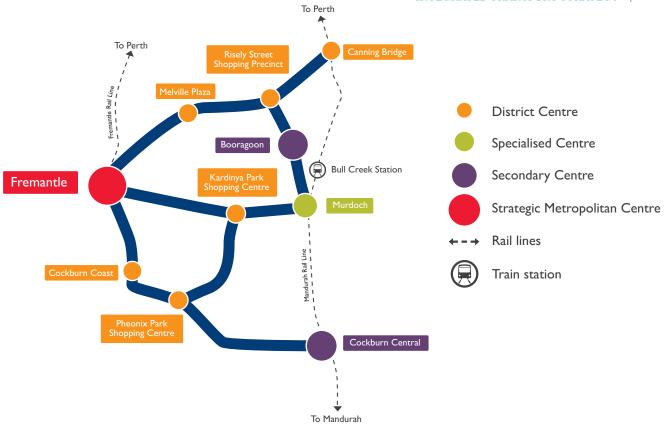


Figure 11 - Trunk rapid transit network

At a local level the ability for people to access destinations within Fremantle such as local centres, by public transport, is important especially in reducing short trips by private vehicle or where walking or cycling might not be possible.

Local transport - CAT buses

At a local level, council supports the CAT buses that operate in Fremantle. They provide a unique, convenient and free public transport option for residents, workers and visitors. The Fremantle CAT buses serve more of a tourist / visitor function than the Perth CBD CAT services, which cater for many more work related trips. As Fremantle's resident and employment populations increase, it is anticipated that the CAT services will play a more rounded role, making them increasingly viable and potentially requiring the services to be expanded, inclusive of destinations such as George Street in East Fremantle. Council will continue to support and consider expanding the CAT services where possible, and monitor usage to ensure they remain effective and viable.

Regional transport - options for transit modes

In its Rapid Transit Services concept, the DOT Plan identifies 'railways' and 'on road rapid transit services' as possible modes in its future network. Apart from the existing heavy rail (HR) passenger line to Perth there are no other rail services identified to potentially service Fremantle. While 'on road' could include light rail (LR), other parts of the report identify only bus rapid transit (BRT) to service the Fremantle area. More recently DOT has proposed the term bus priority corridor (BPC) be used in place of BRT.

The emerging Cockburn Coast development is being planned with a BRT/BPC service being delivered to link it with central Fremantle and the Fremantle train station. This is a much needed link, and the council considers it a valuable short to medium term initiative that will hopefully provide future residents and workers located at Cockburn Coast with a higher level of public transport service than the current bus links that exist. In the longer term however, the City believes that this area should be served by rail based public transport, preferably utilising the freight rail reserve and the corridor along Marine Terrace into central Fremantle, and to the east to Cockburn Central.

The City believes that LR is capable of providing significant capacity, at reliable and high frequencies; attributes that are required to serve Fremantle and the surrounding growing regional centres (Figure 5 - Major activity centres). Light rail transport systems represent a quality of transport service that is a step change from the suburban bus network currently serving metropolitan Perth.

Light rail can also catalyse development in ways that new bus projects rarely achieve. Fixed rail systems (trams and trains) signal to the property market and home / business owners that public transport is a priority, and that priority has been committed to. This reinforces

development decisions that are extremely sensitive to accessibility and linkages to jobs and services.

While bus transport will continue to play a significant role in metropolitan Perth, there is a pressing need for corridors connecting Fremantle with the other significant centres in the region to be served by higher order transport, such as light rail. It is important to consider what form a light rail system in Fremantle might take, and what elements of the system will deliver the greatest benefit.

A hybrid light rail system offers the potential to serve the inner urban areas of Fremantle and other activity centres, whilst also maximising the

speed and capacity of the services. Hybrid means a light rail service that is faster and prioritised more than a typical street-car tram, but not to the extent of a heavy rail service.

Melbourne's light rail route 96 is an excellent example of a tram route that serves very urban areas (the Melbourne CBD, and Fitzroy and Acland Streets in St Kilda), but also utilises dedicated running ways where they are available, such as the former St Kilda rail reserve that runs alongside Albert Park. This model would suit Fremantle's needs; a public transport service that is heavily prioritised where there is space to do so, and also serves active, pedestrian oriented streets.



Figure 12 - Melbourne's tram route 96 in Albert Park



Figure 13 - Melbourne's tram route 96 in Nicholson Road Fitzroy

Regional transport - transit corridors

Within the south-west metropolitan region, there are specific corridors linking Fremantle with other significant activity centres. These corridors will emerge as vital parts of the public transport network, and will require interventions to make the public transport on them work to its highest potential. These corridors will also evolve as places where transit oriented development becomes viable, enabling higher densities of mixed use activity to be constructed along them, aiding a more sustainable urban form.

While the established heavy rail passenger line from Fremantle to Perth is a recognised corridor to the north, most of the growth is to the south and east.

The DOT public transport plan identifies three key corridors from Fremantle:

- To Canning Bridge and Booragoon via Canning Highway
- to Murdoch via South Street
- to Cockburn Coast, Cockburn Central and Rockingham, along what appears to be Hampton and Rockingham Roads.

Figure 14 also highlights also highlights a network of primary transit corridors serving these three destinations that the City of Fremantle is committed to. In some instances the City's position differs from the DOT Public Transport Plan with respect to alignment and transport mode. The rationale for these differences is provided as part of the discussion.



Figure 14 - Fremantle's transit corridors

Figure 14 also shows the City's preferred secondary corridors and will form the basis of many of its medium to long term transport and land use planning decisions. The City defines primary and secondary transit corridors as follows:

- Primary corridors are routes
 where the highest public
 transport priority will be
 required. These routes will be
 characterised by light rail services
 that can deliver a high capacity,
 high frequency service.
- Secondary corridors will be bus served routes that require a heightened level of priority, but are likely to also continue functioning as important streets for car use.

The City's top two priorities for primary corridors are:

South Street to Murdoch

The South Street corridor linking Fremantle with the Murdoch activity centre is the City's highest priority for high quality public transport. The corridor alignment is consistent with the DOT plan. It is a logical, linear corridor with good potential for land use intensification along its length. Other major roads that provide an east-west connection (such as the High Street / Leach Highway corridor) are more suited to car and freight traffic, presenting the opportunity to use South Street as a primary public transport corridor.

DOT show the route as a stage two project with bus rapid transit (BRT) proposed by 2031 however the City supports light rail for this corridor as a priority.

Cockburn Coast, Cockburn Central and Rockingham,

The City proposes an alignment which differs from the DOT route which runs along Hampton and Cockburn Roads. Whilst the council does not consider that the proposed Hampton Road / South Street / South Terrace route upgrade for BRT is the optimum Light Rail (LR) alignment for this region, it acknowledges this will improve the efficiency of services in the region and will continue to work with the Cockburn Coast Integrated Transport Planning Group in planning for this alignment as an interim bus priority solution.

In the meantime, the City will encourage government, and its neighbouring local authorities to examine other alignment options within the region which may provide an optimum LR route network connecting the Fremantle, Cockburn and Murdoch centres.

Together with South Street, the City's position is that an alignment option involving Marine Terrace and the freight heavy rail reserve warrants further consideration as a longer term LR alignment.

While constrained, the rail reserve that runs from Fremantle train station to the south, via the Esplanade and South Beach, provides a unique opportunity to meet priority passenger transport needs between Fremantle, the Cockburn Coast development area, and further south east of the City.

The council understands that the use of this reserve would, in places, not meet the desired separation distances of the rail operator and other transport agencies, but also recognises that these can be varied in certain circumstances, as demonstrated by operating examples of 'adjacent running' heavy and light rail systems in other parts of the world.

The City acknowledges that any further investigation of an LR alignment option involving the freight rail reserve and other adjacent public land, as referred to above, needs to occur on the basis that freight rail operations in this reserve would not be constrained in any way.

The corridor, which includes the existing freight rail line, various parks, car parks and street sections, is an extremely valuable asset for the City, and presents an excellent opportunity for a light or heavy rail passenger service. The advantages of fully separating light rail along this corridor are significant, in that higher speeds are more likely to be achieved and impact from / on other road users minimised.

5.1 Ideas from 2029 visioning

- Map future tram routes similar to 'the valley' in Ipswich QLD, host fun runs and cycle races along future tram lines
- Slow traffic, or less traffic, public transport only in the city centre
- Linking with outer Fremantle suburbs (CAT buses, mini buses, better cycle paths, extend the service, better parking for locals)
- Bikes on trains all the time (not just off peak as current)
- CAT buses to have a bike trailer.
- Expand the CAT services to North and East Fremantle
- Extension of train line down to Coogee
- Map future light rail/ rapid transit routes
- Electrification of the rail to Coogee
- Light rail service from Freo along South Street to the Murdoch interchange - ultimately to the airport
- Investigate potential for use of north side of port for mixed use residential and office space long-term when container storage moves elsewhere - with fast ferry CAT style service
- Connect the port and the CBD through an extension of the existing rail line through to Port Coogee.

5.2. Key policy

5.2.1. Rapid public transport links between Fremantle and the major urban centres in the region are essential, to support future residential and employment growth and enable efficient and sustainable movement throughout the region.

Serving these corridors with a light rail transit system is council's preference, to ensure the land use opportunities along the corridors can meet their full potential.

This network of primary transit corridors will include:

- South Street to Murdoch
- the freight rail reserve / Marine Parade to Cockburn Coast and Cockburn Central.

5.3. Supporting policies and actions

- 5.3.1. Planning policy: Council will work with state government agencies to embed the primary transit corridors (Figure 8: Fremantle's transit corridors) in planning policy.
 5.3.2. TOD: Council supports
- more intensive development around existing and planned public transport corridors, and will endeavour to ensure planning decisions reflect this.

 5.3.3. **Priority**: Council supports any works to separate public transport from vehicle traffic and provide priority at
- intersections, especially on the identified primary transit corridors (Figure 14).

 5.3.4. Frequency boost: Council supports a significant
- supports a significant improvement in the off peak frequency of public transport services, to enable the PT system to effectively compete with car use.
- 5.3.5. **Light rail detailed design**:
 Council will liaise with all relevant partners to further investigate the design requirements of achieving light rail within the primary transit corridors.

This will involve an assessment of the pinch points on the network, design and management implications around sharing the freight rail reserve, and traffic management along road sections.

- 5.3.6. **New buses**: Council will work with PTA and the DOT in identifying bus routes in need of new, cleaner and quieter vehicles, eg. bus routes that operate in sensitive pedestrian and high amenity areas like central Fremantle.
- 5.3.7. **Legibility**: Council will improve amenity at priority bus stops and work with PTA and the DOT to improve the legibility of the public transport network..
- 5.3.8. Advocacy: Council will advocate the network of primary and secondary transit corridors to all levels of government and seek their recognition in relevant planning and transport policy. Council will also advocate the provision of a direct regular public bus service linking Fremantle to Perth Airport.
- 5.3.9. Supporting the CAT services: Council will continue to support and consider expanding the CAT bus services and monitor their usage to ensure they remain effective and viable transport options in central Fremantle.
- 5.3.10. **Bicycles on public transport**: Work with PTA

 to explore expanding access
 for bikes on public trains and
 CAT buses.





As with any urban centre Fremantle must accommodate freight transport associated with the city's commerce. Unlike other urban centres in metropolitan Perth, Fremantle also accommodates freight demands from Fremantle Ports which eclipses all other freight challenges. Thus this section will focus on port related freight transport.

Servicing and local freight

As well as servicing and distribution of goods to CBD stores and venues, local freight needs to service nearby light industrial and commercial destinations such as O'Connor, South Fremantle, the Fishing Boat Harbour, Henderson, Cockburn and Bibra Lake. It is important therefore in considering port related road freight that even if this were to bypass residential areas or be removed to rail, there will still be a need for some truck access through and within Fremantle. This will include large distribution vehicles for supermarkets and fuel supplies.

The port of Fremantle

Fremantle is home to Western Australia's largest and busiest general cargo port. The port plays a fundamental role in the Perth and Western Australian economy, and is a major land use and transport consideration for the City. The *Inner Harbour* currently handles the vast majority of containerised freight imports and exports for the state. In addition the *Inner Harbour* also handles trade associated with:

- livestock
- bulk items such as scrap metal,
- general cargo
- roll on/roll off freight including cars, trucks and caravans
- · cruise ships and ferries and tall ships
- non cargo ships such as research and naval vessels.

The City supports the retention of the Inner Harbour as a working port operating 24 hours a day. The Inner Harbour currently handles the majority of the state's containerised imports and exports and this is expected to double in volume in the next decade.

The majority of freight carried to and from Fremantle's Inner Harbour travels by road. While the government has committed to increasing the percentage of containers transported by rail, Fremantle Ports forecast that increases in cargo will primarily be transported by road. This includes 100% of scrap metal and livestock movements, inevitably resulting in more trucks using the road network.

Rail freight

Moving more freight by rail network would reduce the increase in truck traffic, achieving significant emissions and road congestion savings. The state government has committed to a target of 30% freight on rail.

Achieving a significant increase in the proportion of freight carried by rail is difficult due to the distribution requirements of container freight across metropolitan Perth and the past decisions by government to invest in road rather rail infrastructure in order to achieve this task.

The current rail infrastructure utilises the existing rail line south. The rolling stock is aging and the combination of this, the narrow reserves and the proximity to residential areas, creates noise issues (wheel squeal). There are also difficulties with scheduling clashes with the passenger rail across the river bridge. This could potentially increase if the southern part of the corridor were also to be used for a transit corridor as proposed earlier in this document.

Nevertheless, the rail freight corridor does not appear to be being used to capacity. This should be verified as there may be capacity to increase the freight share within the existing schedule.

Perth Freight Link

The Federal Government has committed \$925m to the 'Perth Freight Link' project, which aims to improve heavy vehicle access between the Port and the Kewdale industrial area and Perth Airport. This project is in the early scoping phase, however the federal and state governments have indicated that it is likely to include completion of the Roe

Highway extension (Roe 8), increased capacity on Stock Road and High Street, and various grade separated intersections along the route.

The City notes that the project has not been subject to a full cost benefit ratio analysis; including all the social, health and environmental factors. Qualitatively increasing road capacity contradicts the state government's target of moving 30% of port freight by rail and other local and state transport and land use planning policies.

The City reaffirms its position of opposition to Roe 8 and support for the upgrade of High Street as a four lane road within a four lane reserve. The City does not support the addition of extra capacity to the road network, encouraging more cars and trucks to make more trips. This does not deal with the current bottlenecks in North Fremantle and is likely to worsen congestion in the long term. New capacity induces more trips and longer trip distances, and places extra stress on the rest of the road network. Council does not consider expanding road capacity to be an adequate strategy for reducing congestion and improving urban productivity.

The Perth Freight Link concept represents a significant investment in car and truck use. Rather, the City advocates a more balanced and integrated approach to freight transport planning to achieve better efficiency of the system and more long term sustainability. The City supports the state government's 30% rail freight target. To achieve it, a coordinated, integrated process of road, rail and land use planning needs to be undertaken, to establish:

 the current and planned locations of distribution hubs for container freight across metropolitan Perth

- how road and rail networks can meet the container freight transport task
- the capacity constraints of the road and rail networks, relative to the handling capacity of the port (inner and outer harbours) itself
- an assessment of other mechanisms that can shift transport behaviour towards rail.

Integrated freight planning

In summary, the City supports retention and expansion of the port and associated improvements to freight links subject to:

- avoiding damage to Beeliar Wetlands
- priority for initiatives and infrastructure which increase freight to rail in daylight hours
- minimizing effect of infrastructure on private property and community amenity (eg Leach Highway limit to four lanes, maintain mature trees)
- resolving the bottlenecks closer to the Port (egTydeman Road, Curtin Avenue)
- funds being allowed for reconstruction/replacement of community amenity and facilities (eg pedestrian overpasses, golf course).

The City believes that more sensible evidence-based road upgrades would suffice and that the saved/remaining funds could be spent on other long term solutions which achieve more freight to rail, reduce dependence on fossil fuels and improved amenity and safety for residents and road users.

The City proposes work be done to explore alternative solutions and provide the evidence to support the City's proposal for a reduced impact solution.



Figure 15 - Current and preferred freight routes

6.1 Key policy

6.1.1 Council supports measures to improve the ways in which freight is carried between the port precinct and industrial areas throughout metropolitan Perth, and measures to mitigate the negative externalities of this freight on local communities, businesses and public health.

6.2 Supporting policies and actions

- 6.2.1 Integrated planning:
 Council supports an integrated transport and land use approach to planning the future of the freight network (Figure 9: Current and Preferred Freight Routes).
- 6.2.2 Increase in rail mode share: Council supports that state government's target to move 30% of port freight by rail as a step towards a qualitatively higher rail mode share.

6.2.3 Minimising local freight impacts: Council is committed to ensuring the impact of road freight on the local community is minimised.

6.2.4

- High Street: Council will continue to advocate for an upgrade to High Street that addresses the safety and amenity concerns of local residents and businesses, with its preference for a four lane road within a four lane reserve that does not negatively impact on local connectivity and residential amenity. Any change in scope of the High Street widening project in light of the Perth Freight Link concept should be subject to further participative engagement with the council and the local community.
- 6.2.5 **Hampton Road**: Council will continue to work with Main Roads and other authorities to ensure the Hampton Road corridor is not used as a primary freight route.

- 6.2.6 **Roe 8**: Council reaffirms its opposition to the Roe Highway extension through Beeliar Wetlands.
- 6.2.7 Study of freight alternatives: Council will advocate for work to be done which evidences the impact of the freight link, explores less fossil fuel dependent alternatives for various scenarios of (inner and outer harbor) port growth; assesses the costs and benefits of those alternatives compared to the freight link; and outlines where 'saved' funds might be better placed to further improve freight and community outcomes.



Role of private vehicles

As stated in the introduction, this is not an anti-car strategy. Car use is an important part of life in Australian cities. Cars are for many residents essential; for shopping, journeys to work for shift workers, and other trips for which public and active transport networks cannot cater. To this end the City offers free central 30 minute parking and well distributed free ACROD bays. It also offers first hour free in some off street parking locations including Queensgate.

Cars will continue to play an important role in Fremantle, however it is car over use that needs to be minimised. Car dependency, where people have no other choice but to drive, is damaging to public health as well as the environment. In addition private cars place a burden on road and parking capacity.

This strategy is concerned with maximising and making the most of other modes of transport such as walking cycling or public transport, in other words only using the car for trips where other mode options are not available.

The mass transport task needs to be catered for by other more urban modes of transport, such as the rail, future light rail and bus networks, and allow cars to operate as the bespoke mode that others cannot compete with.

Not withstanding the need to improve amenity and planning of services to make other modes more viable, there are other options beside car ownership where private vehicle use is still considered the only option. Use of taxis, car pooling, car share or occasional car hire are all options other than car ownership which place less of a burden on road and parking capacity as well as household budgets.

Behaviour change

Behaviour change programs such as TravelSmart should continue to be promoted to help people to understand their personal transport alternatives.

Demonstrations, case studies and the results of trials of the various options should also be promoted and made easily available to the broader community.

7.1. Key policy

The City recognises that there are situations where it is appropriate to drive and aims to find a balance between enabling private vehicles access to the city centre and other sensitive, pedestrian priority areas, and mitigating the ill effects of excessive car use.



Fremantle's roads

The basic layout of Fremantle's streets today was established in the 1800s, well before the car began to dictate urban form and design. Originally, the town was designed as an urban centre with a thriving economy, underpinned by a tight knit, walkable street network, with narrow streets fronted by active land uses, especially in the West End. Local servicing and deliveries were likely to have been conveyed by horse and cart.

This is an important historical context to keep in mind when considering the future of Fremantle's streets. Throughout the 20th century many alterations were made to the street network to accommodate motorised traffic, including the widening of streets, introduction of on and off street car parking, and other measures to prioritise car use. Whilst much has changed, the pre-car roots of Fremantle are a unique asset, and align well with policies that seek to improve the walking and cycling environment, especially in central Fremantle.

Moving people and freight

The City's transport systems need to be refocussed onto the objective of people and freight movement, rather than vehicle movement. This requires a fundamental shift in the way transport networks are planned, and a departure from the 20th century roads planning that highly prioritised car use.

The moving task includes, journey to work, children to school (independently) domestic trips with baggage eg shopping, leisure, local services, freight and emergency vehicles.

Local centres and central Fremantle

Fremantle's central city is host to a variety of land uses that bring people into town for a range of reasons. As a 'Strategic Metropolitan Centre', Fremantle's central area will continue to develop as an employment hub, a diverse retail centre and home to more and more residents. The university (Notre Dame) and

Fremantle Hospital also act as major attractors, adding to the vibrancy of the central city. Local centres such as Hilton and North Fremantle offer a lesser level of service but are still attractors of human activity.

This activity demands a public realm and street environment that people enjoy being in. In a transport sense, this strategy and other council initiatives focussed on the central city and other local centres are aiming to achieve activity by making these places easy to walk and cycle around, whilst reducing the negative impact of traffic travelling through the sensitive central area and neighbourhood centres.

Strategically, it is paramount that the central city is enhanced for walking. Pedestrian priority measures, such as traffic speed limits, frequent street crossing opportunities and wide footpaths can all contribute to Fremantle's appeal. This in turn supports the local economy, as more people come to Fremantle to work, visit or as new residents.



Car traffic in the central area can expect a slower, less free-flowing way through the central city in the future. Figure 6 demonstrates this area, which is bordered by Parry Street. This approach will ensure that car access to the city is not eliminated, while car traffic that is travelling through the city (i.e. not stopping) is encouraged to avoid the central area.

In keeping with the hierarchy of transport priorities, public transport has a major role to play in linking the wider Fremantle area to the services located within the central city. Buses, and in the longer term light rail vehicles, will continue to be provided space to operate within the central area.

The Fremantle Activity Centre Structure Plan and planning for other local centres will provide more detail regarding the council's approach to transport planning in the central city and neighbourhood centres.

Local road network

The local road network primarily serves local residential and commercial traffic, including bicycles and pedestrians connecting local neighbourhood, education commercial and (light) industrial destinations as well as the Fremantle CBD. Port traffic will be discouraged from using the local road network.

Hampton Road/Ord Street currently performs multiple functions in Fremantle's road transport network. It acts as a major north-south connection for general traffic travelling through Fremantle avoiding the city centre, forms an important part of the existing bus route network, and needs to carry significant volumes of local road freight and port related vehicles. Policy positions adopted in this strategy will be used to guide decision-making by the City in prioritising between these different, and to some degree competing, demands upon constrained road space.

In particular, the City does not support the continued use of Hampton Road as a route for large road freight vehicles such as those accessing Fremantle Port, and may actively implement design features in the road reserve to discourage and make it inconvenient for large trucks to continue to use the road.

The regional road network

At a regional scale the proportion of residential trips is likely to decrease as would walking, and the profile of cyclists would change. The MRS defines the 'Primary Regional Roads' (PRR) and 'Other Regional Roads' (ORR) that make up the network of significant road reserves in Perth. Figure 10: City's preferred strategic transport network including changes to current MRS transport designated land - highlights the current PRR and ORR network surrounding Fremantle.

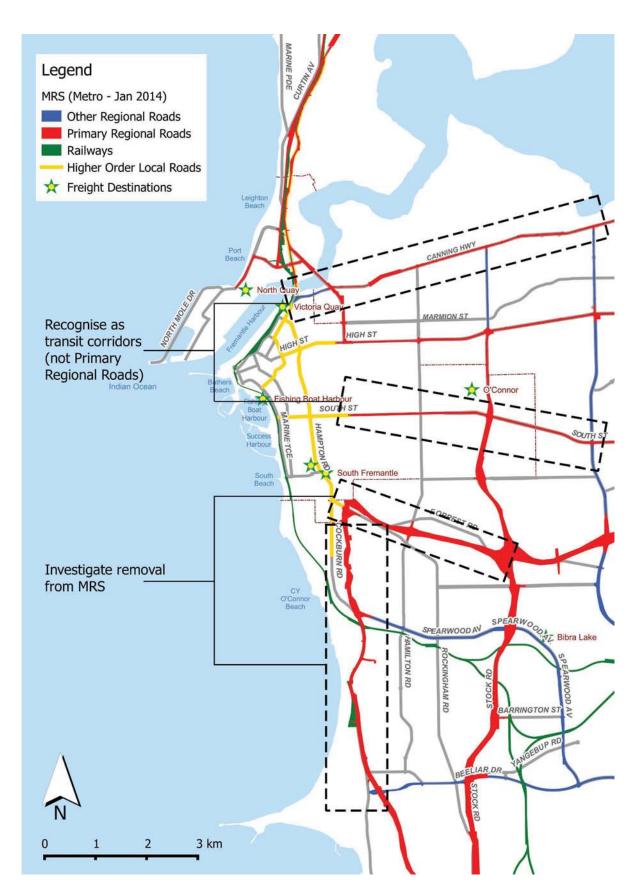


Figure 16 - City's preferred strategic transport network including changes to current MRS transport designated land

Due to the requirements of the City's road network to carry more people on public transport, there is a need to recognise public transport corridors in the MRS. This will enable a closer integration of land use and transport decision making by embedding relevant transit corridors in policy.

There is also a need to review various MRS road reserves, as the transport and land use context of many of them has changed dramatically since they were established.

Figure 16 highlights the City's preferred future MRS transport network. Council will work with the Departments of Transport and Planning to advocate for the following major amendments:

- recognise the importance of major public transport routes by establishing a 'transit corridor' distinction in the MRS (on Canning Highway and South Street)
- downgrading the Cockburn east-west road from a Primary Regional Road (red) to an Other Regional Road (blue)
- remove the Cockburn Coast
 Drive PRR reserve, in recognition
 that this reserve is no longer
 required (as set out in the
 Cockburn Coast structure
 planning process).

TransPriority

TransPriority is an innovative tool to aid road network planning and decision making. It is a method being progressed by the Department of Transport, and essentially aims to establish a 'network operating plan' for the region, which sets mode priority on different roads at different times of day.

It is an approach that follows the Victorian government's SmartRoads tool, which has been recognised as a very valuable tool in achieving efficiency gains across the road network.

The City of Fremantle will continue to work with the state government to implement the TransPriority approach, with the goal of improving the efficiency of the road network, specifically focussed on achieving higher priority for public and active transport modes.

8.1. Ideas from 2029 visioning

 Re-routing traffic and buses if possible. Thinking about congestion of traffic by preventing it from occurring.

8.2. Key policy

8.2.1. Council will ensure the road network is designed and managed to support a holistic and balanced multi modal transport system using best practice Complete Streets methodology. This will involve an emphasis on moving people, not simply moving vehicles, and will involve improving the priority of public and active transport modes on Fremantle's road network.

8.3. Supporting policies and actions

8.3.1. **Congestion**: Council recognises that adding road capacity to the existing network is not a sound strategy for relieving congestion in the long term, and that greater prioritisation of active and

public transport will be required in the future.

- 8.3.2. Road space for public transport: Council will seek to reallocate road space from private cars to public transport modes on streets identified as primary and secondary transit corridors.
- 8.3.3. **To, not through**: Council will discourage through traffic using the central Fremantle street network in order to enhance walking, cycling and public transport in the central area and protect the high amenity areas from the negative externalities of car traffic.
- 8.3.4. **TransPriority**: Council will work with the Department of Transport and Main Roads to implement a Transpriority network operating plan in Fremantle. This will reflect the priorities expressed in this strategy, specifically those relating to prioritising walking, cycling and public transport.
- 8.3.5. MRS amendments:
 Council will work with the
 Departments of Transport
 and Planning to advocate
 for changes to the MRS
 including those set out in
 Figure 16.



With growth in business activity, residents and visitors, Fremantle's parking stock will need careful management. Urban car parking strategies need to strike the right balance between enabling access to the city centre, and mitigating the ill effects of excessive car use in sensitive, pedestrian priority areas. Fremantle is a unique city in terms of the different demands on car parking, due to its function as a major visitor destination, a retail centre, the university and hospital, its restaurants, cafes and pubs, and the growing residential population and employment.

This true mix of uses places different requirements on Fremantle's parking stock, with peaks usually associated with festivals or major events in the city that attract people from all over Perth. The Fremantle City Centre Car Parking Study (2013) showed that on a typical weekday however, approximately 20% of public parking in central Fremantle is vacant, even at peak times of the day². This suggests that there is slack in the current parking stock that is likely to accommodate growth in coming years.

While recognising that there are situations where it is appropriate to drive and park private vehicles, a major component of this strategy is to boost public transport

accessibility in Fremantle and the region. This improvement will lead to greater transport choice, and reduce people's reliance on cars for accessing Fremantle. The knock on effect to our parking management is obvious; net access to Fremantle will be improved without the centre needing to accommodate a major increase in car parking.

Due to the complexities of parking management (such as pricing, permits, planning scheme requirements, etc), an operational 'Parking Plan' will be developed. Consideration will be given to the WAPC's Activity Centre Parking Guidelines in preparation of the plan.

Off street public parking

Due to the current over supply of off street parking in central Fremantle, there is no urgent need for the provision of additional parking. Whilst this is the case now, and as growth is catered for predominately by public and active transport modes, it remains useful to consider where off street parking may be located if it is required in the future.

Figure 17 highlights locations that may be suitable for parking facilities in the future.

The approach to new parking is that facilities should be located on the periphery of the central city (essentially outside Parry Street), so as car traffic is not required to travel through the centre of town to access parking. This approach will minimise the impact of vehicles on the high amenity, pedestrian priority city centre.

Council will ensure that if new parking facilities are required in the future, they will be integrated into their urban setting, provide alternative mobility facilities (for bicycles, motorbikes, electric and small vehicles), and avoid the design flaws often associated with off street parking structures. This may result in the inclusion of green wall and roof features, solar energy facilities, and other 'value-add' elements that can provide a public and amenity improvement to their design.

Off street private parking

The Fremantle local planning scheme determines the parking requirements for new development, and will continue to be council's main private parking management tool.

There is an opportunity to alter the current parking requirements for private development under the planning scheme to a maximum rate, as opposed to the current minimum parking requirement. This change, which has been implemented in various cities, usually in dense urban centres served by high quality public transport, can enable developers to construct car-free properties, in turn improving the viability of higher density development by reducing the on-site parking element.

This approach recognises that not every household requires, or wants, a car space. Specific research is required to establish if maximum parking rates are feasible for parts of Fremantle.

As the concept fits well with the overall intent of this strategy, it warrants such investigation. Maximum parking rates could be a valuable long term mechanism for reducing car dependency, and improving housing affordability in Fremantle.

Cash-in-lieu is a mechanism that can be applied when a developer opts out of providing on-site parking. It is essentially a financial contribution paid to the council to offset the parking not provided, for the council to then invest in accessibility improvements in the local area. Council currently has an interim policy in place that does not require a financial contribution from developers where a parking requirement has been waived.

As the previously mentioned research into maximum parking rates is undertaken, there is scope to reintroduce the cash-in-lieu measure. This will ensure that developments which are deemed to require some on-site parking, for which the developer is seeking to waive, a financial contribution can be sought so that council has the means to improve local accessibility for future tenants/residents of the new development.

How council invests the cash-in-lieu contributions will be defined at a later date, however this will be guided by the overall intent of this strategy, and seek to improve public and active transport modes and their priority on Fremantle's streets.

On street parking

The City's management of on street parking has a major influence on traffic flows, economic activity and the amenity of our streets. It needs to be managed as public space, and allocated to car parking in an area where parking vehicles is deemed to be an appropriate use of public space.

Due to a significant amount of Fremantle's housing stock being from the pre-car era, many properties rely on on-street parking for residential purposes. The council will continue to provide residents with limited access to the residential parking permit scheme.

More broadly across Fremantle and especially in areas of mixed use activity, on street parking will be managed for short term use to encourage high turnover, with off street spaces providing for longer term car parking. To this end the City offers free central 30 minute parking and well distributed, free ACROD bays.

Approaches to charging for onstreet parking will continue to be a key component of Council's parking management regime, particularly in Fremantle city centre.

9.1 Ideas from 2029 visioning

Have "shed your car" and/or "Park(ing)" days

9.2 Key policy

9.2.1 Council will ensure the car parking requirements within the local planning scheme are suited to Fremantle's changing urban context. This approach will involve a departure from the traditional 'predict and provide' method, and seek to minimise the provision of off street parking in private developments, especially in areas served by existing and planned high quality public transport.

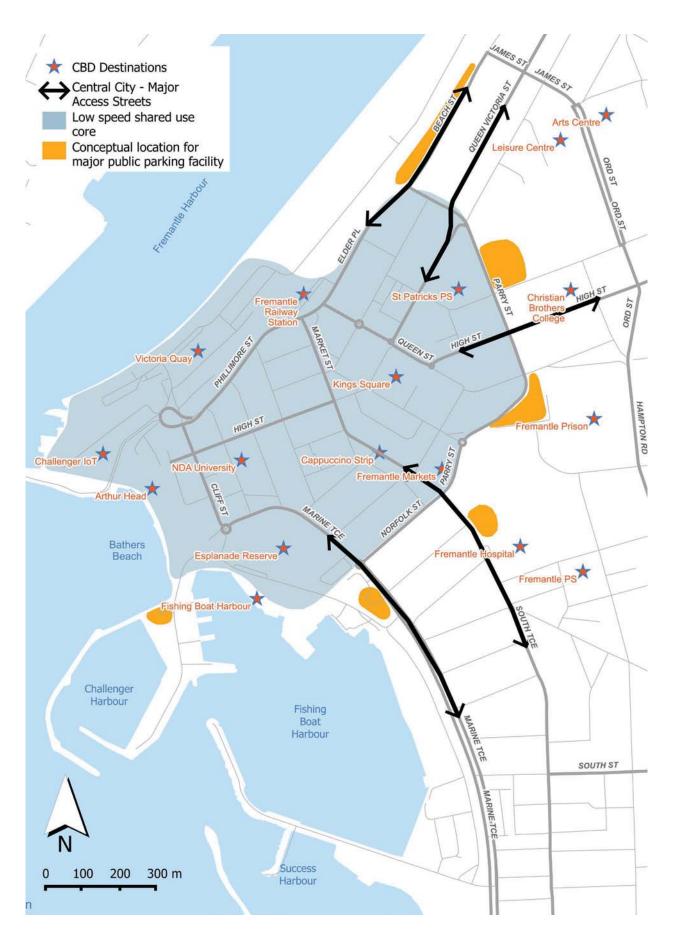


Figure 17 - Conceptual public parking locations and the central city core area

9.3 Supporting policies and actions

- 9.3.1 Parking plan: An operational 'Parking Plan' will be developed. Including such aspects as pricing, permits and planning scheme requirements, and research to establish if maximum parking rates are feasible for parts of Fremantle.

 Consideration will be given to the WAPC's Activity

 Centre Parking Guidelines in preparation of the plan.
- 9.3.2 Monitoring parking demand: Council will monitor the usage of off street public parking facilities in central Fremantle, and respond to changes in parking demand accordingly.
- 9.3.3 On street parking is public space: Council will consider on street parking space as public space, and ensure that its use as car parking is suitable, given other open space needs and opportunities. In places where car parking is not deemed an appropriate use of open space, council will support the re-allocation of space to uses such as wider footpaths, bicycle and motorcycle parking, tree planning and green spaces, and other uses.

Where appropriate, on street parking will be supported to create a traffic calming effect - not just to provide parking for residents of that street.

9.3.4 Managing time and price controls: Council will use price and time controls associated with its on and off street public parking to influence behaviour. This will encourage people seeking long stay parking to utilise off street parking spaces, and enable on street parking to serve a short term function.

9.3.5

- New off street parking:
 Council will seek to ensure that the provision of car parking associated with new development is consistent with the overall intent of this strategy by contributing to Fremantle's accessibility whilst not accentuating the negative externalities of car use. Further investigation will be undertaken to ensure council planning mechanisms are achieving this, with the aim to:
 - establish maximum parking rates within the local planning scheme, in place of existing minimum parking requirements

- encourage low or zero parking and/or the inclusion of car sharing schemes for developments in central Fremantle and other areas served by high quality public transport
- identify appropriate parking standards for land uses deemed to require parking, and establish a cash-in-lieu rate for developments that cannot meet this standard
- set out what initiatives council will use cashin-lieu funding for, with a focus on improving access to Fremantle, and supporting public and active transport modes.



Building relationships

The City is often not in a position to directly drive broader transport policy or to fund and manage large scale transport projects. Rather the City will need to work with key stakeholders such as the the Departments of Transport and Planning, Fremantle Ports, the private sector and other local government authorities to advocate for change and participate in the decision making.

Where the City does have control, further work is required to develop policies and to prioritise and implement actions. The City will also work with the community to implement local initiatives and to help facilitate behaviour change.

Infrastructure funding mechanisms

Many of the projects required to improve Fremantle's transport system will demand large sums of money. As stated above, the City is unlikely to be in a position to directly fund large scale transport projects, and in the current state and federal political context, there is a need for us to look to new and innovative funding models.

An increasingly popular method of infrastructure funding aims to tap into the financial gains that arise from increased urban accessibility and property values. 'Value capture' mechanisms seek to use some of the gains generated by the infrastructure to finance it. Tax Increment Financing (TIF) is another model that is employed in many cities in the US and Europe, and may prove useful in the Australian context also.

Car share

To aid the suite of public transport options in Fremantle and complement residents and businesses that choose not to own a car (or a second / third car), Fremantle will welcome car share operators. Car sharing works best in higher density, mixed use centres, and with the urban change currently occurring in Fremantle, car sharing is likely to be a viable and popular transport option for many residents and workers.

The City will support car sharing through its specific car share policy (2014), and proactively support car share operators interested in Fremantle. This aligns very well with Fremantle's policies supporting affordable housing.

Bicycle tourism

There is scope to promote bicycle tourism in Fremantle, and gain a strong mode share away from car use, and also bolster the local economy with new visitors. Bicycle tourism is a booming industry in Europe and North America, with local authorities implementing various strategies to cater for and promote visitors travelling by bicycle.

The potential for this in Fremantle is substantial, given the strong tourism function of central Fremantle, 'cycleable' proximity to Perth and other major tourism destinations (Cottesloe, the Swan River, Rottnest Island), access to a number of beaches, parks, recreation and the quality of local cafes, restaurants and pubs.

Council can play an important role in supporting bicycle tourism in a variety of ways:

- Promoting visitation to Fremantle by bicycle
- Implementing bicycle infrastructure projects to enhance the bicycle network
- Partnering with local businesses on marketing and programs that support bicycle tourism
- Liaising with TransPerth on improvements to the integration of public transport and cycling
- Liaising with WA Police and Department of Transport to promote and improve safety and driver awareness and mutual respect with cyclists.

Electric vehicle parking

As the manager of Fremantle's on street and many off street parking facilities, council can play a central role in promoting electric vehicle use by providing charging points throughout the city. This is an important aspect of parking management that council will monitor closely, to both respond to more electric vehicles in the public vehicle fleet, and also promote their use in Fremantle.

Electric freight vehicles

The City of Fremantle is interested in partnering with Fremantle Ports and any other interested parties to progress the concept of electric freight vehicles. This is outside of council's area of influence, but remains a subject that the City is keen to see progressed in order reduce the negative externalities of Port related freight traffic. Council can play a strong advocacy role, and also bring the private and public sectors together to progress electric freight technology in Perth.

10.1. Key policy

10.1.1. Council will continue to play a leading role in investigating and implementing new and innovative ways to improve accessibility to, from and within Fremantle. This approach will seek to promote different ways of thinking about the transport network and travel behaviour, with the aim of encouraging public and active transport investment, priority and usage.

10.2. Supporting policies and actions

- 10.2.1. **Car sharing**: Council supports car share schemes as a transport innovation that can help reduce car dependency.
- 10.2.2. Value capture for public transport investment:
 Council will work with the state government in investigating the viability of implementing a 'value capture' funding model to aid financing of major transport infrastructure in Fremantle.
- 10.2.3. **Bicycle tourism**: Council will investigate ways of incorporating bicycle tourism into various marketing and promotional activities, to help grow bicycle use in the City and boost the local economy.
- 10.2.4. Electric vehicle parking:
 Council will continue to
 support electric vehicle
 parking and aim to increase
 the number of publically
 available electric parking
 spaces available in Fremantle.
- 10.2.5. Electric freight vehicles:
 Council will advocate for the use of electric freight vehicles to help meet the growing demands of port freight activity and alleviate some of the noise and air pollution associated with road freight.

11. List of policies and actions

Chapter

Key policy

3. Integrating transport and land use planning

The City of Fremantle will seek to integrate strategic land use and transport planning activities to ensure the City's future growth is sustainable.

4. Walking and cycling

Council will ensure that walking and cycling in Fremantle is easy and enjoyable. Council is committed to considering the needs of people walking and cycling in all public realm decisions, and will seek to provide and promote a high quality, connected and safe street and path network.

emantle

Supporting policies and actions

Transit oriented development (TOD): Council will seek to facilitate higher densities of residential and commercial activity in areas currently well served by public transport and along future public transport corridors.

Behaviour change: explore or participate in programs designed to assist individuals, organisations and businesses engage in more carbon friendly transport options.

Continue to work with Fremantle Ports and the Public Transport Authority on Victoria Quay precinct planning.

Central Fremantle: Streets will be managed to promote a balanced and shared use low speed environment, with a focus on promoting active and public transport modes. The potential to expand the 30km/hr speed limit zones and to establish 10km/hr shared use zones where appropriate will be investigated.

Places for people: Council will seek to ensure that pedestrian areas and parks are treated with high quality urban design to achieve excellent amenity outcomes, including through the review of the City of Fremantle Green Plan.

Cycling and public transport: Council will work to provide high quality walking and cycling environments around the Fremantle train station and other key public transport stops and stations, and will liaise with PTA and the Department of Transport to achieve this.

Work with PTA to explore expanding access for bikes on public trains and CAT buses.

2030 network: Council will work towards implementing the 2030 bicycle network using regular updates of the City of Fremantle Bike Plan to develop the detail of what and how this will be delivered.

Innovation: Council supports innovative cycling infrastructure, and will continue to develop street design and management solutions that improve cyclist safety, urban amenity and promote active transport behaviour. New commercial developments over a certain scale must include end of trip facilities. New Kings Square development will include these.

Continue to support programs which encourage bicycle use (bicycle awareness zones, bike maintenance workshops and repair stations).

Perth Bicycle Network: Council will work with the Department of Transport to embed Fremantle's 2030 bicycle network in to the Perth Bicycle Network.

Working with...

Public Transport Authority

Fremantle Ports

Department of Planning

Public Transport Authority

Department of Transport

Community bicycle groups

Rapid public transport links between Fremantle and the major urban centres in the region 5. Public transport are essential, to support future residential and employment growth and enable efficient and sustainable movement throughout the region. Serving these corridors with a light rail transit system is council's preference, to ensure the land use opportunities the land use opportunities along the corridors can meet their full potential. This network of primary transit corridors will include: - South Street to Murdoch - Canning Highway to Booragoon and Canning Bridge. - the freight rail reserve / Marine Parade to Cockburn Coast and Cockburn Central. 6. Freight Council supports measures to improve the ways in which freight is carried between the Port precinct and industrial areas throughout metropolitan Perth, and measures to mitigate the negative externalities of this freight on local communities and businesses.

7. Private vehicles

The City recognises that there are situations where it is appropriate to drive and aims to find a balance between enabling private vehicles access to the city centre and other sensitive, pedestrian priority areas, and mitigating the ill effects of excessive car use.

Supporting policies and actions	Working with
Planning policy : Council will work with state government agencies to embed the primary transit corridors in planning policy.	Department of Planning
TOD : Council supports more intensive development around existing and planned public transport corridors, and will endeavour to ensure planning decisions reflect this.	Public Transport Authority
Priority : Council supports any works to separate public transport from vehicle traffic and provide prior at intersections, especially on the identified primary transit corridors	ority Department of Planning
Frequency boost : Council supports a significant improvement in the off peak frequency of public transport services, to enable the public transport system to effectively compete with car use.	Fremantle Ports
Light rail detailed design: Council will liaise with all relevant partners to further investigate the design requirements of achieving light rail within the primary transit corridors. This will involve an assessment of the pinch points on the network, design and management implications around sharing the freight rail reserve, and traffic management along road sections.	
New buses : Council will work with PTA and the DOT in identifying bus routes in need of new, cleaner and quieter vehicles, eg. bus routes that operate in sensitive pedestrian and high amenity areas like centification. Fremantle.	
Legibility : Council will improve amenity at priority bus stops and work with PTA and the DOT to improve the legibility of the public transport network.	
Advocacy : Council will advocate the network of primary and secondary transit corridors to all levels of government and seek their recognition in relevant planning and transport policy.	of
Supporting the CAT services : Council will continue to support the CAT bus services and monitor the usage to ensure they remain effective and viable transport options in central Fremantle.	heir
Integrated planning : Council supports an integrated transport and land use approach to planning the future of the freight network (Figure 15).	Department of Transport
Increase in rail mode share: Council supports the State Government's target to move 30% of port freight by rail.	Fremantle Ports
Minimising local freight impacts : Council is committed to ensuring the impact of road freight on the local community is minimised.	Department of Planning
High Street: Council will continue to advocate for an appropriate outcome of the High Street upgrade project for local residents and businesses that ensures the new road does not unnecessarily impact on local connectivity and residential amenity. Any change in scope of the High Street widening project in ligh of the Perth Freight Link concept will be worked through as necessary by the council.	
Hampton Road : Council will continue to work with Main Roads and other authorities to ensure the Hampton Road corridor is not used as a primary freight route.	
Roe 8 : Council reaffirms its opposition to the Roe Highway extension through Beeliar Wetlands. Study of freight alternatives which evidences the impact of the Freight Link, explores less fossil fuel dependent alternatives for various scenarios of (inner and outer harbor) port growth; assesses the cost and benefits of those alternatives compared to the freight link; and outlines where 'saved funds might be better placed to further improve freight and community outcomes.	
	Department of Planning

8. The road network Council will aim to ensure the road network is designed and managed to support a holistic and balanced multi modal transport system. This will involve an emphasis on moving people, not simply moving vehicles, and will involve improving the priority of public and active transport modes on Fremantle's road network. Council will ensure the car parking requirements within the local planning scheme are suited to 9. Car parking Fremantle's changing urban context. This approach will involve a departure from the traditional 'predict and provide' method, and seek to minimise the provision of off street parking in private developments, especially in areas served by existing and planned high quality public transport.

Supporting policies and actions

Working with.

Congestion: Council recognise that adding road capacity to the existing network is not a sound strategy for relieving traffic congestion in the long term, and that greater prioritisation of public transport will be required to lessen the impacts and costs associated with congestion.

Department of Transport

Road space for public transport: Council will seek to reallocate road space from private cars to public transport modes on streets identified as primary and secondary transit corridors, where appropriate.

Fremantle Ports

To, not through: Council will discourage through traffic using the central Fremantle street network in order to enhance walking, cycling and public transport in the central area and protect the high amenity areas from the negative externalities of car traffic.

Department of Planning

TransPriority: Council will work with the Department of Transport and Main Roads to implement a TransPriority network operating plan in Fremantle. This will reflect the priorities expressed in this strategy, specifically those relating to prioritising walking, cycling and public transport.

MRS Amendments: Council will work with the Departments of Transport and Planning to advocate for advocate for changes to the MRS.

Parking plan: An operational 'Parking Plan' will be developed. Including such aspects as pricing, permits and planning scheme requirements, and research to establish if maximum parking rates are feasible for parts of Fremantle. Consideration will be given to the WAPC's *Activity Centre Parking Guidelines* in preparation of the plan.

Department of Planning

Fremantle Chamber of Commerce

Monitoring parking demand: Council will monitor the usage of off street public parking facilities in central Fremantle, and respond to changes in parking demand accordingly.

On street parking is public space: Council will consider on street parking space as public space, and ensure that its use as car parking is suitable, given other open space needs and opportunities. In places where car parking is not deemed an appropriate us of open space, Council will support the re-allocation of space to uses such as wider footpaths, bicycle and motorcycle parking, tree planning and green spaces, and other uses.

Managing time and price controls: Council will use price and time controls associated with its on and off street public parking to influence behaviour. This will encourage people seeking long stay parking to utilise off street parking spaces, and enable on street parking to serve a short term function.

New off street parking: Council will seek to ensure that the provision of car parking associated with new development is consistent with the overall intent of this strategy by contributing to Fremantle's accessibility whilst not accentuating the negative externalities of car use. Further investigation will be undertaken to ensure council planning mechanisms are achieving this, with the aim to:

- establish maximum parking rates within the local planning scheme, in place of existing minimum parking requirements
- encourage low or zero parking for developments in central Fremantle and other areas served by high quality public transport
- identify appropriate parking standards for land uses deemed to require parking, and establish a cash-inlieu rate for developments that cannot meet this standard
- set out what initiatives council will use cash-in-lieu funding for, with a focus on improving access to Fremantle, and supporting public and active transport modes.

10. Projects and innovation Council will continue to play a leading role in investigating and implementing new and innovative ways to improve accessibility to, from and within Fremantle. This approach will seek to promote different ways of thinking about the transport network and travel behaviour, with the aim of encouraging public and active transport investment, priority and usage.



Supporting policies and actions

Car sharing: Council supports car share schemes as a transport innovation that can help reduce car dependency.

Value capture for public transport investment: Council will work with the state government in investigating the viability of implementing a 'value capture' funding model to aid financing of major transport infrastructure in Fremantle.

Bicycle tourism: Council will investigate ways of incorporating bicycle tourism into various marketing and promotional activities, to help grow bicycle use in the City and boost the local economy.

Electric vehicle parking: Council will continue to support electric vehicle parking and aim to increase the number of publically available electric parking spaces available in Fremantle.

Electric freight vehicles: Council will advocate for the use of electric freight vehicles to help meet the growing demands of port freight activity.

Working with

Department of Planning

Fremantle Chamber of Commerce

Department of Transport

Fremantle Ports



