

# ON TRAC

## Transport Action Coalition Newsletter August 2002

---

TRAC is a community group which formed to oppose the Fremantle Eastern Bypass and to seek environmentally sustainable solutions to regional traffic problems.

---

### **The Time is coming for Comment on Re-zoning of Highway Land**

The City of Fremantle is progressing its re-zoning of the Fremantle 'Bypass' land in a parallel process with the State Government's MRS Amendment. The City's Town Planning Scheme No. 3, Amendment No. 57, has been passed by Council and will soon be available for public comment. Keep a watch in the local papers.

TRAC has a concern about the boundaries of the open space planned for Clontarf Hill in this re-zoning. The western portion of the open space is zoned as urban. While this does not necessarily preclude it becoming open space it does mean yet another re-zoning in the future.

The City's amendment resolution does state that the exact boundaries for the Clontarf Hill open space are yet to be exactly defined. The boundaries will be defined during the public comment period, **which is imminent**, for the Town Planning Scheme and the MRS Amendment. With urban densities increasing throughout Fremantle it is important that adequate open space is made available and retained for future recreation needs.

If you want a say in how much open space there is/will be in southern Fremantle, or any comments on the proposed urban densities, the future of any green plan, be sure to put in a submission on this amendment.

The MRS Amendment will soon be out for public comment. Copies will be available from the Fremantle Council or the Department of Planning and Infrastructure (DPI) or its website at <http://www.planning.wa.gov.au/>. Also ask for a copy of its Town Planning Scheme amendment 57 and send a copy of your submission to both the City and the WA Planning Commission.

It is VITALLY IMPORTANT you send in a submission even if it only says you support the re-zoning. The Liberal Party has already started its "build the Fremantle highway campaign". You can be sure it will be getting its supporters to oppose the deletion of this unnecessary and unwanted highway. It seems they do not want highways in their backyards but are happy for others to suffer the consequences.

### **Melville Council & Liberal Party Campaign for More Highways in Fremantle**

In a show of hypocrisy the Melville Council is campaigning for the Fremantle Highway to be built. The Melville Council has long been an advocate of more highways, as long as

they do not run through Melville. It has called on the Federal Government to put pressure on the State Government.

TRAC has long campaigned for a re-assessment of our transport priorities and questioned the need for more and more highways, especially through established suburbs. TRAC considers that highway money must be transferred into such things as vastly improved public transport, rail freight infrastructure and travel demand management schemes. This way we will all benefit from less traffic and the consequent reduction in pollution.

Melville Council has no qualms on pushing highways onto communities, as long as it is in some other council area, hence its support for the Fremantle 'bypass' and Roe Highway. In an appalling act of desperation the City of Melville has even altered Freight Network Review documents and is attempting to present them as official documents as part of its misinformation and scare campaign.

Melville argues that Canning and Leach Highways are too much for it to bear. Melville Council considers that the Fremantle Highway, which runs north-south, will lessen traffic on Leach Highway, which runs east-west, despite there being no evidence that this will happen. There is ample evidence that more highways only adds to the overall levels of traffic, known as induced traffic, throughout the metro area.

Instead of joining with community transport groups to ensure all residents get the best outcomes, Melville Council has linked itself with the Liberal Party's highways campaign.

Melville Council needs to drag itself into the 21st century and consult the latest in transport research, not tie itself to failed policies of the Liberal Party or the road building lobby.

---

---

## **South Fremantle Urbanisation**

### **Packing them in for Profit**

Issues surrounding the urbanisation of the former Bradkin and WAGR Robb Jetty sites have raised the ire of many Fremantle residents. While there are not many who object to urbanising these sites, there are justifiable objections to many of the demands from the proposed development.

A key issue is allocation of transport routes. Much has been said about the opening up (widening and loss of traffic calming measures) of South Tce, south of Douro Road, to facilitate access to the north-west portion of the proposed urban zone. The suggested motivation for this is to facilitate the entry for the CAT bus. However, no such 'opening up' is required to facilitate the CAT bus. The CAT bus can move through this section of road now, all that is needed is a few trees be trimmed.

The proponents South Beach Structure Plan Report reveals a motive behind calls to do away with South Tce traffic calming. Page 21 notes, " The current traffic calming is

completely unacceptable and will cause passenger discomfort and increased travel time." To provide a fast and easy entry/exit for motorists to the development, existing roads must be made to comply. The Structure Plan Report gives little away on just how the urban proposal will fit into the existing urban environment. This is despite page 2 of the report stating that the proposal will create a village that has "limited adverse impacts on the adjacent South Fremantle community.

There is no mention of the amenity currently derived from the traffic calming on South Tce by residents or the implications of radically altering the structure of traffic corridors. Also lacking in the South Beach Structure Plan Report is any in-depth analysis of the traffic implications for South Fremantle.

Up to now presentations of the urban proposal have been presented in isolation to the surrounding urban environment. Maps only show the proposal in detail with little or nothing of the surrounding urban context or established links or amenity. This is a poor way of displaying how a development will enhance or deteriorate neighbouring areas.

There is also potential for Fremantle residents to end up subsidising the urban development via extensive road and footpath work to service the new urban zone. The Structure Plan Report calls for upgrading of many links to support the urban development. While paths should be improved as a matter of course, if it is linked to the urban development it is only appropriate that the developer contributes.

There has been talk about the importance of permeability and connectiveness of the urban proposal. Judging by the proposed public transport, walkways and bike paths it will be permeable to neighbouring areas. However, permeability is being primarily argued from a vehicular context. Planners have realised that arguing for more roads usually meets community resistance. The term traffic permeability is now argued. Unfortunately, it is often an underhanded way of advocating more road infrastructure.

Transport planners have talked about joint state/private funded rail/tram services to new developments. This would be an opportunity to engage this ideal, as an operative rail line runs through the urban proposal. At the moment the suggestion is Fremantle residents can partly subsidise the transport requests of the development.

There is little environmentally or socially sustainable about this urban proposal. It is primarily another housing/commercial development based around the car. An 'urban village', as the South Beach proposal is being called, needs to have clean sustainable industries as part of its fabric. We have the technology to do that. Failure to develop residential areas with sustainable employment perpetuates dormitory suburbs, where inevitably the car is the only link with work and recreation.

---

---

**Planting at Clontarf Hill on Sunday 7<sup>th</sup> & 21<sup>st</sup>, July 2002**





---

---

## **Draft Schedule for the Deletion of the Fremantle Eastern Bypass**

### **MRS Amendment & Fremantle Council's Town Planning Scheme**

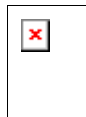
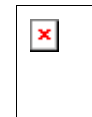
**The schedule below was to be the timetable for deletion of the Fremantle `bypass`. It has been delayed for around two weeks while it is re-written. The original authors of the MRS deletion amendment are still in favour of the highway and put in several pro-`bypass` comments. A neutral document is now being prepared.**

**30/7/2002**

**Advertising in Government Gazette**

**Start of Public Submission Period**

**1/11/2002**

Close of Public Submission Period**12/11/2002****Decision to Establish Hearing Committee (MRS)****Final Adoption Report to Strategic Planning Committee ( Council's  
Town Planning Scheme)****2/12/2002****Site Inspection and Hearings (MRS)****Send to Planning Commission & Minister for Adoption (Town Planning  
Scheme)****18/2/2003****Briefing of Minister on Outcome (MRS)****10/3/2003****Cabinet Decision (MRS)****26/3/2003****Tabled in Parliament (MRS)****NEWSFLASH**


---

**The Melville Council has organized a Committee to push for the construction of the Fremantle `Bypass` Highway.**

**The first three members of it are all Liberal Party members of parliament, Mike Board MLA, Barbara Scott MLC and Simon O`Brien MLC. The three stooges?**

**Not a bad start to an apolitical campaign.**

---

**Fremantle Councillor Juanita Brown has been attending City of Melville "build the Fremantle `bypass` " meetings.**

**What is her stand? Apparently she wants the `bypass` to remain. The current argument among the highway builders is that they only want to `retain` the highway reserve.**

**Do not be fooled by this. It is code people are using for really wanting to build the highway.**

---

**Councillors from The City of Melville called a public meeting recently to discuss the outcomes of the Metropolitan Freight Network Review Congress. At this meeting, an information kit was distributed to residents and to the press. This kit contained a number of alarming statements which were at best misunderstandings, often misleading, and at their worst, deliberate untruths designed to cause fear and confusion amongst residents. For instance;**

**1/ "The State Government is in favour of converting existing busy roads into freeways through the centre of Melville residential and commercial areas. Properties fronting South Street and Leach Highway may have to be demolished to upgrade these roads to freeway status."**

**FACT: The Freight Congress did NOT accept any outcomes that involved upgrading South Street or Leach Highway to freeways.**

**2/ "Mass volumes of eastbound freight (will be diverted onto) Leach Highway and South Street traffic congestion will increase?"**

**FACT: There is no data to suggest that the deletion of the FEB would result in any more traffic along South Street and Leach Highway. In fact, measures are being implemented that will ensure 30% of containers travelling to Fremantle Harbour will be moved by rail within 10 years.**

**3/"Incidences of accidents will increase neighbourhood safety and amenity will decline cyclists and pedestrians will have difficulty."**

**FACT: Criteria concerning safety, social, environmental and community issues were examined at the Freight Congress alongside every option, and held equal weight.**

**4/ "The Minister did not tell the community that the Freight Congress voted unanimously not to delete the FEB."**

**FACT: This is not true. No vote was taken on the Fremantle `bypass` as the Government said it would fulfil an election promise not to build it. The Government has accepted the facts that the `bypass` was unnecessary and that sustainable transport would be a priority.**

**Melville Council has put forward a motion (dated July 17 2002) to ensure that the Fremantle Bypass not be removed from the MRS until a total regional transport solution be determined. The Freight Congress has been doing just that for the past 18 months, *with* input from Melville councillors, despite the Council`s complaints it wasn`t consulted.**

**It seem there is a small group of Fremantle and Melville councillors and Liberal politicians who, with self-interest at heart, are determined to undermine the excellent and hard-won outcomes of a lengthy and exhaustive consultation process. Don`t believe the lies!**

**[Link to TRAC home Page](#)**