



Australian Government



mainroads
WESTERN AUSTRALIA

BUILDING OUR FUTURE

High Street Upgrade

Community Feedback Summary

Thank you everyone

for sharing your thoughts, feelings and feedback on the High Street Upgrade – Stirling Highway to Carrington Street. We held two drop-in sessions, received 270 online surveys along with a number of submissions, and a petition for improved cycling and pedestrian crossing facilities.

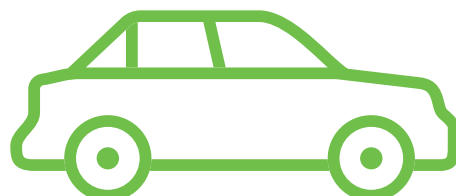
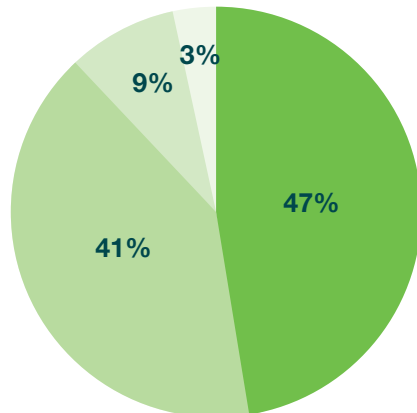
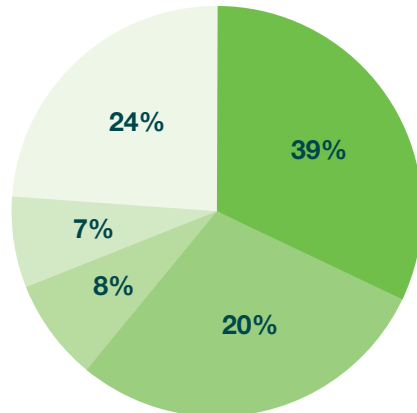
The feedback and findings are now being provided to the project team to review and inform the concept design.



Main themes from Community Feedback

Key issues to consider:

- How will we address connectivity for pedestrians and cyclists in the area?
- Will the proposed roundabout efficiently manage traffic flows from all three directions?
- What changes will local residents have to make to access the upgraded road?
- How will historic issues with parking at the Fremantle Netball Association be addressed?
- How will noise from heavy vehicle traffic be addressed?



SUMMARY OF RESULTS

Postcode

- 6160 (Fremantle): 39.2%
- 6162 (Beaconsfield, South Fremantle, White Gum Valley): 20.8%
- 6158 (East Fremantle): 8.0%
- 6163 (Bibra Lake, Hamilton Hill, Kardinya): 7.2%
- Other: 23.8%

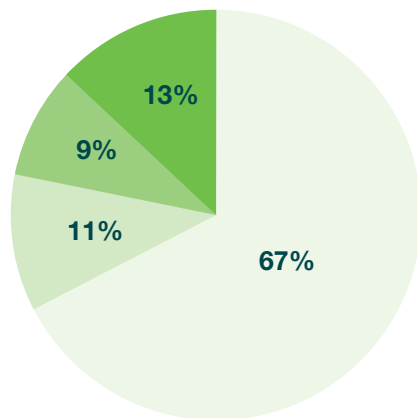
High Street Use

- Every day: 47.0%
- A few times a week: 40.4%
- At least once a month: 8.5%
- Less than once a month: 3.3%

Primary mode of transport

- Driver of a car: 90.1%
- Other (passenger, motorcycle, truck driver, pedestrian): 9.9%

High Street Upgrade Community Feedback Summary



Why do you travel on High Street?

- Local resident: 67.3%
- Local business owner or worker: 10.9%
- Sport and recreation: 8.6%
- Other (including freight and logistics): 13.1%

“Safety at the intersection of High Street and Stirling Highway needs to be improved”

Key priorities to address for upgrade

- Safety at intersection of High Street and Stirling Highway: 26.6%
- Pedestrian and cyclist crossing facilities: 21.4%
- Behaviour of truck drivers: 17.5%
- Vehicle access to and from local roads: 11.3%
- Amount of trucks on road: 14.4%
- Traffic noise: 10.9%
- Netball parking: 10.0%

NB: Participants could select more than one option. Percentage based on recurring issues.

Draft Concept Plan

What aspects of the proposed upgrades cause concern?*

- Roundabout effectiveness/safety: 39.7%
- Lack of pedestrian and cyclist facilities: 26.0%
- Build Roe 8 & 9 instead: 6.85%
- Netball access: 6.85%
- Impact on public golf course: 6.2%
- Impact on Fremantle Environmental Resource Network: 4.1%
- Removal of trees: 3.4%

What aspects of the proposed upgrades do you support?

- Roundabout will improve safety and congestion: 31.6%
- Wide median strip: 20.2%
- Retention of trees: 20.2%
- One way local service road: 15.2%
- Eastbound slip lane from Stirling Highway: 9.3%
- Safety improvements: 8.9%

*NB: *Participants could select more than one option. Percentage based on recurring issues.*

→ Next steps

The design team will now review and consider all the feedback to inform and refine the concept design.

Development of the Concept design will continue until late 2018. The tender phase is expected to run in 2019 with early construction works anticipated to begin second half of 2019.

More information

Email: highstreetupgrade@mainroads.wa.gov.au

Phone: 138 138

Web: mainroads.wa.gov.au

High Street Upgrade

STIRLING HIGHWAY TO CARRINGTON STREET, FREMANTLE

The proposed High Street Upgrade from Carrington Street to Stirling Highway project, is part of the \$2.3 billion Road and Rail Infrastructure Package, jointly funded by the Australian (\$1.6 billion) and State (\$750 million) governments, to improve Perth's transport network.

About the Project

The initial concept planned for the upgrade of High Street, presented to the community in 2013, is no longer the preferred option.

A new draft concept has been developed that takes into consideration previous feedback from local residents and stakeholders as well as recent consultations with the City of Fremantle.

The current layout of High Street – from Carrington Street to the Stirling Highway intersection, provides direct access to several local roads and driveways which results in stop-start conditions and heightened safety risks. This results in congestion and unpredictable journey times to and from Fremantle Port.

The objective of the new draft concept design is to improve safety and the general flow of traffic for all road users travelling into and out of Fremantle.

Key features

The proposed plan include:

- construction of a roundabout at the intersection of High Street and Stirling Highway;

- a wide median to separate traffic and preserve a number of mature trees; and
- a single lane service road for residents north of High Street.

Main Roads WA is working closely with the City of Fremantle in the development of the draft concept plan and to assist in addressing local access issues.

Why is this project needed?

Currently High Street between Stirling Highway and Carrington Street is experiencing significant traffic congestion impacting on traffic efficiencies and safety.

There is also a high crash rate along the route which needs to be addressed.

What about the long term?

In the longer term, the State Government's Westport Strategy will outline a vision to guide the planning, development and growth of both the Inner Harbour at Fremantle and the Outer Harbour at Kwinana.

You can have your say on this strategy by visiting www.transport.wa.gov.au/westport

Key dates

Note the following dates are subject to change

Community feedback

Draft concept plan is available for comment until **31 May 2018**.

Concept design phase

Comments and feedback will be considered by the project team during the concept design phase from **June to November 2018**. Project updates, including the outcomes of the community engagement will be made available.

Tender phase

Tender phase will run from **January to March 2019**. The successful contract is expected to be awarded by mid-2019.

Construction commences

Early construction works anticipated to begin second half of 2019.



Australian Government



BUILDING OUR FUTURE

What is the safety concern?

Over the five year period from 2013-2017, approximately 450 crashes occurred within the project area with 74 per cent being rear end crashes and 11 per cent right angle or right turn crashes.

Will Main Roads be acquiring houses for this project?

The draft concept only impacts houses already owned by Main Roads. Once the project scope is finalised, the future of these houses will be determined – although it is likely these houses will need to be demolished.

How large is the roundabout at the corner of Stirling Highway and High Street?

At this stage, around 60 metres in diameter, similar in size to the Mandjoogoordap Drive exit off Kwinana Freeway. The final size and lane configurations will be determined as part of further development and design.

How will environmental issues be managed?

An assessment is being undertaken as part of this project. The concept tries to limit the impact on trees by separating the carriageways to preserve as many trees as possible. Other issues such as noise will be further investigated during the design process.

Community consultation

We are inviting feedback from the local community, businesses, road users and industry on the High Street Upgrade draft concept plan.

We invite you to provide your comments by **Thursday 31 May 2018**. You are welcome to provide feedback in a number of ways:

- Complete a survey online at project.mainroads.wa.gov.au/home/southmetropolitan
- Via email to highstreetupgrade@mainroads.wa.gov.au
- Post to PO Box 6202 EAST PERTH WA 6892
- Phone 138 138
- Visit our information display at the City of Fremantle Library from **Monday 7 May – Monday 21 May**
- Come along to a community drop-in session at Stackwood (10 Stack Street, Fremantle)
 - **Monday 30 April, 4pm – 7pm**
 - **Thursday 10 May, 3pm – 6pm**

Your feedback will be collated and used to help refine a final concept and scope of works designed to deliver improvements to safety, freight efficiency and the general flow of traffic for all road users travelling in and out of Fremantle.

How many trees are being removed?

The plan is to minimise tree removal. Creating the wide median will have some impact on the existing public golf course fairway but the new roadway will preserve a number of mature trees identified in earlier consultations as highly significant to the community.

Are pedestrian facilities being considered?

The draft concept plan does include a wide median on High Street, hence pedestrians will only have to cross two lanes of traffic at once instead of the four lanes that they currently cross.

WANT MORE INFORMATION?

Please contact Main Roads on phone 138 138 or email highstreetupgrade@mainroads.wa.gov.au

More information is also available at www.mainroads.wa.gov.au follow the home page link to 'Projects'.



Australian Government



BUILDING OUR FUTURE

Preserving trees and the environment

We've engaged an arborist to undertake an extensive tree survey and have refined the alignment of High Street to minimise tree removal as much as possible.

Did you know the median between Montreal Street and Chudleigh Street on High Street is close to 23 metres wide?

During the next phase of the project we will focus on how best to protect these trees during construction.

We are also working with the City of Fremantle to develop a landscaping and urban design strategy for the project, which will continue to be developed over the coming months.

What about FERN, the public golf course and Boo Park?

Creating the wider median on High Street to preserve the number of mature trees in the area has pushed the road boundary into the existing golf course and the land leased by the Fremantle Environment Resource Network.

The City of Fremantle has advised Main Roads that a new environmental community facility is planned elsewhere within the city. For further details please contact the City of Fremantle.

Main Roads engaged an independent golf course designer to develop options to modify the golf course layout, due to the impacts of the wider median on High Street. Based on feedback from the community, there were options that minimised tree removal and/or did not impact on Booyeembarra Park.

The City of Fremantle has agreed to assess these options over the coming months in consultation with the relevant stakeholders to determine a final configuration for the golf course.

Noise mitigation

We undertook noise monitoring in June 2018 and have made provision for noise mitigation in the project concept.

Noise modelling, in line with State Planning Policy 5.4, will be used to determine the noise mitigation measures that will be put into place.

The location, height and form of the noise mitigation measures will be determined as project development continues.

As we move into detailed design, the forms of the noise mitigation measures will be developed in consultation with local stakeholders.

What's next?

Development of the concept design will continue until late 2018 and we will continue engaging with key stakeholders as the design is further refined.

Main Roads will be seeking nominations for a construction reference group in the coming months to further engage the community as the project progresses.

Subject to the excision of the "A" Class reservation for the road reservation expressions of interest for the design and construct tender will be issued in late 2018 with contract award expected mid next year and early construction works anticipated to begin in the second half of 2019.

High Street upgrade STIRLING HIGHWAY TO CARRINGTON STREET

The proposed \$118 million High Street Upgrade from Carrington Street to Stirling Highway project is jointly funded by the Australian (\$73.62 million) and State (\$44.38 million) governments and is part of the road and rail infrastructure package to improve Perth's transport network.

About the project

We are now planning for the upgrade of High Street between Stirling Highway and Carrington Street in Fremantle.

The current layout of High Street provides direct access to several local roads and driveways which results in stop-start conditions and increased congestion for local, regional and freight traffic.

There is also a high crash rate along the route which is a key safety issue that needs to be addressed.

The objective of the upgrade is to improve safety and the general flow of traffic for all road users travelling into and out of Fremantle.

We released a draft concept for the upgrade of High Street – between Stirling Highway and Carrington Street – in March 2018.

We then invited feedback from the adjacent residents, local community, road users and other key stakeholders on the draft concept plan.

We asked about your experiences travelling along High Street and what were your key concerns and priorities for the upgrade.

Following further consultation with the City of Fremantle we have now prepared an updated concept to progress to the next phase of the project.



Proposed underpass at Montreal Street – schematic illustration only

Community consultation

We invited feedback from the local community, businesses, road users and industry on the High Street Upgrade draft concept plan during a six week consultation program in April/May. The key themes from consultation were:

- How will we address connectivity for pedestrians and cyclists?
- Will the proposed roundabout efficiently manage traffic from all three directions?
- What changes will local residents have to make to access the upgraded road?
- How will historic issues with parking at Fremantle Netball Association be addressed?
- How will noise from heavy vehicle traffic be addressed?

WANT MORE INFORMATION?

Want the latest project news delivered straight to your inbox? Register for updates at mainroads.wa.gov.au

FURTHER INFORMATION

If you would like to know more about the High Street Upgrade project, visit the project webpage at mainroads.wa.gov.au or call Main Roads on 138 138.

CONTACT US

If you have a question about the project you are welcome to contact us on:

Call 138 138

Email:

HighStreetUpgrade@mainroads.wa.gov.au



Australian Government

BUILDING OUR FUTURE



mainroads
WESTERN AUSTRALIA

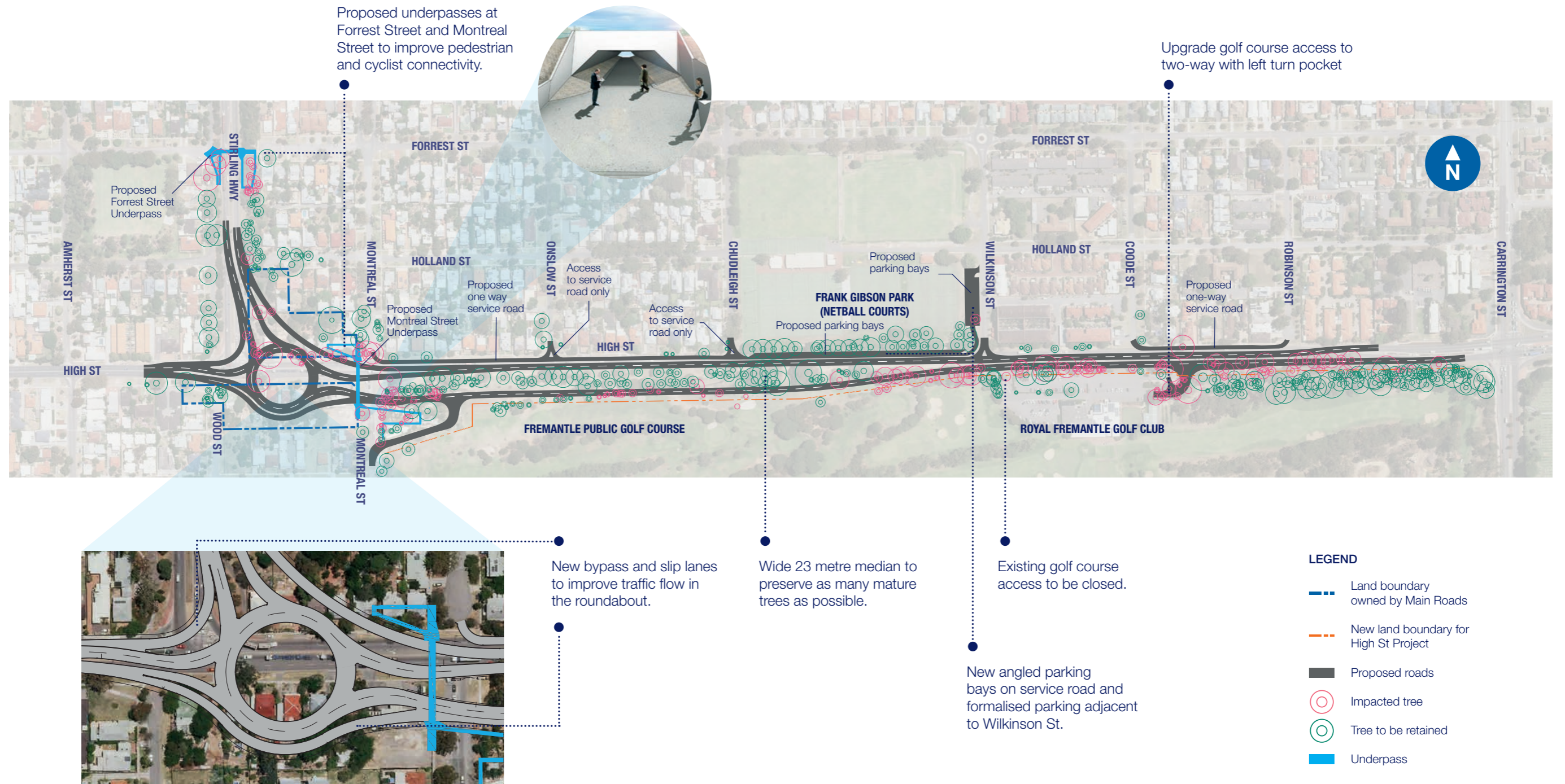


Australian Government

BUILDING OUR FUTURE



mainroads
WESTERN AUSTRALIA



We've improved pedestrian and cyclist access

Two new underpasses have been incorporated into the design – improving connectivity for pedestrian and cyclists accessing local schools, parks, shopping and recreation facilities.

The underpasses are located at the junctions of:

- Forrest Street and Stirling Highway
- Montreal Street and High Street

Detailed design of the underpasses is still to take place, however key features will include adequate vertical clearance to increase natural light and visibility,

landscaping, stairs and ramps to promote a sense of openness, safety, visibility and access for all users.

Overpasses at these locations were considered, however the predicted height of approximately 8 metres to meet vertical clearance requirements, would result in ramps being double the length of an overpass, and privacy concerns for nearby properties.

We've made changes to the roundabout design

The roundabout has been modified to improve traffic flows. Benefits include:

- Realignment of Montreal Street to the east, increasing the distance from the roundabout to provide left in/left out traffic movements and space for the underpass ramps
- A new bypass lane for vehicles travelling west into Fremantle and a new slip lane for vehicles from Fremantle travelling north to Stirling Highway – providing more 'gaps' and improved traffic flow for vehicles using the roundabout.

Roundabouts provide better safety and efficiency outcomes – typically lower speeds within roundabouts result in less serious collisions as crashes are at low-impact angles. The approach to the roundabout is slightly curved which helps traffic slow down before entering the roundabout.

What about local road access?

A new one-way service road will be constructed between Montreal Street and Chudleigh Street on the northern side of High Street to provide safer access for properties that currently have direct driveway access on High Street.

This, along with the new continuous median on High Street to preserve as many trees as possible, will prevent right turn movements into and out of High Street

To assess the impact Main Roads undertook traffic surveys in May 2018 which showed very low numbers of vehicles undertaking these right turn movements. These findings were discussed with the City of Fremantle and it was agreed that there would be a minimal impact on local streets as a result of these changes.

Will the upgrade address netball parking?

There was a lot of support for the netball facility – but many people recognised parking was a long standing issue that the City needed to resolve.

In response, the project will assist by constructing new bays along the service road (in front of the fig trees which will be retained). We will also formalise and increase the parking on Wilkinson Street to ease the pressures.