



Long Term Transport Workshop

Community workshop 16 Feb

- Creating the city centre vision
- Understanding the views of others and wicked problem



Value Management workshop 17-19 Feb

- Develop the criteria
- Evaluate and identify the preferred option
- Refine the option
- Staging



Report Back

- Community workshop 19 Feb
- ALT and Board



Purpose

To agree a long term transport planning (LTTP) and land use solution for the Stirling City Centre

LTTP Workshop Participants

- **Community Members**
- **Landowners**
- **Main Roads WA**
- **Department for Planning and Infrastructure**
- **City of Stirling**
- **Public Transport Authority**
- **Consultants**

Alliance Transport Principles

These Principles developed by the Alliance taking into consideration State Government Policies

- Ensure optimal use and management of available infrastructure, car parking, roads & public transport etc;
- Adopt a “provide what is reasonable on a needs and opportunity basis” approach and manage it for the maximum transport benefit;
- Promote grid network providing multiple movement opportunities;
- Promote priority for public and non motorised transport over private motorised transport;
- Consider the need for in, out, within, around and through movements; and
- The movement network is safe and effective for all other modes of transport including bikes and pedestrians

The Agreed Criteria

The following criteria were developed by all participants taking into account agreed Alliance principles which were used to rate each option and develop a preferred option

- M1 Travel within the city centre
- M2 Access and egress from the city
- M3 Integration and impact for public transport
- M4 Bypass the city
- F1 Transport feasibility
- F2 City centre feasibility
- S1 Pleasantness and liveability of the place
- S2 Social interaction
- E1 Impact on the environment



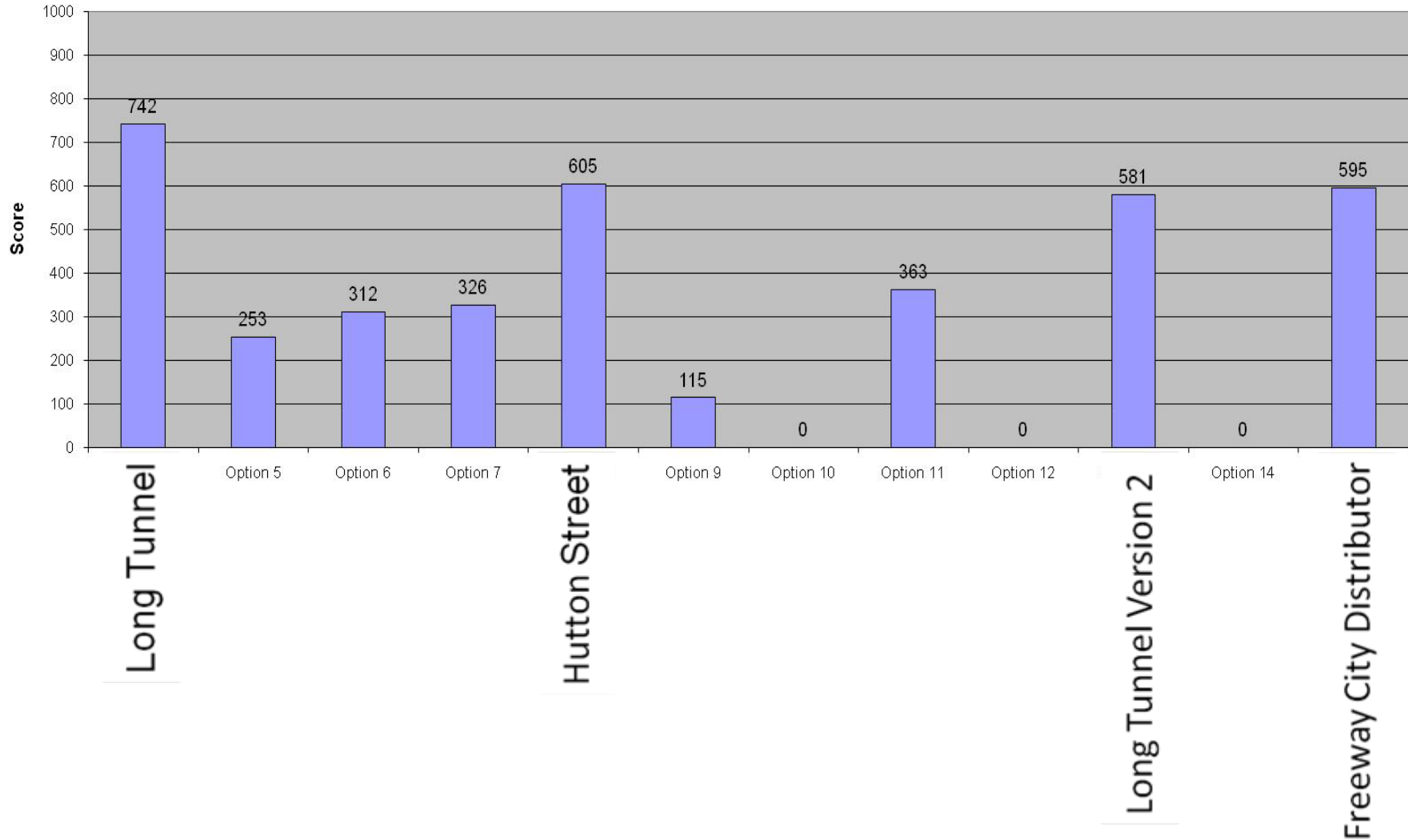
The Options

A total of 15 options were developed by the group and during the workshop a number of these were either dismissed for technical reasons or incorporated into other options due to similarities.

- 1 Short term dispersed model (not assessed)
- 2 Short term dispersed model - Intelligent Transport Systems (not assessed)
- 3 King Edward Road (not assessed)
- 4 Long Tunnel
- 5 Duck and Dive Tunnel
- 6 Odin/Liege
- 7 Stephenson elevated
- 8 Hutton St
- 9 Stephenson highway
- 10 King Edward Road - Telford and Freeway north (not assessed)
- 11 King Edward Road – Telford, Freeway north, south at Cedric , Selby south
- 12 King Edward Road - Telford and Stephenson south link
- 13 Long Tunnel Version 2
- 14 Exchange network
- 15 Freeway City Distributor

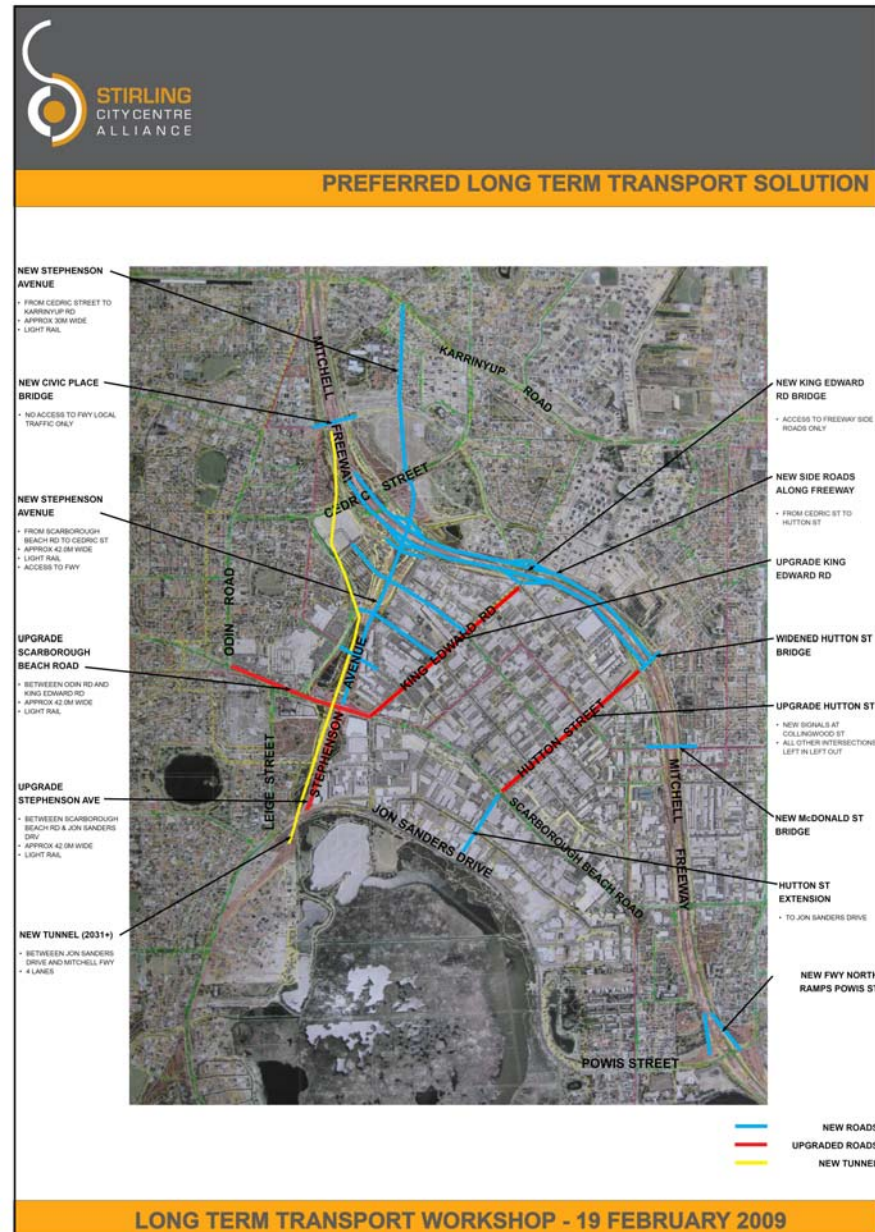
The Preferred Options

A total of 11 options were assessed using the criteria developed by the group



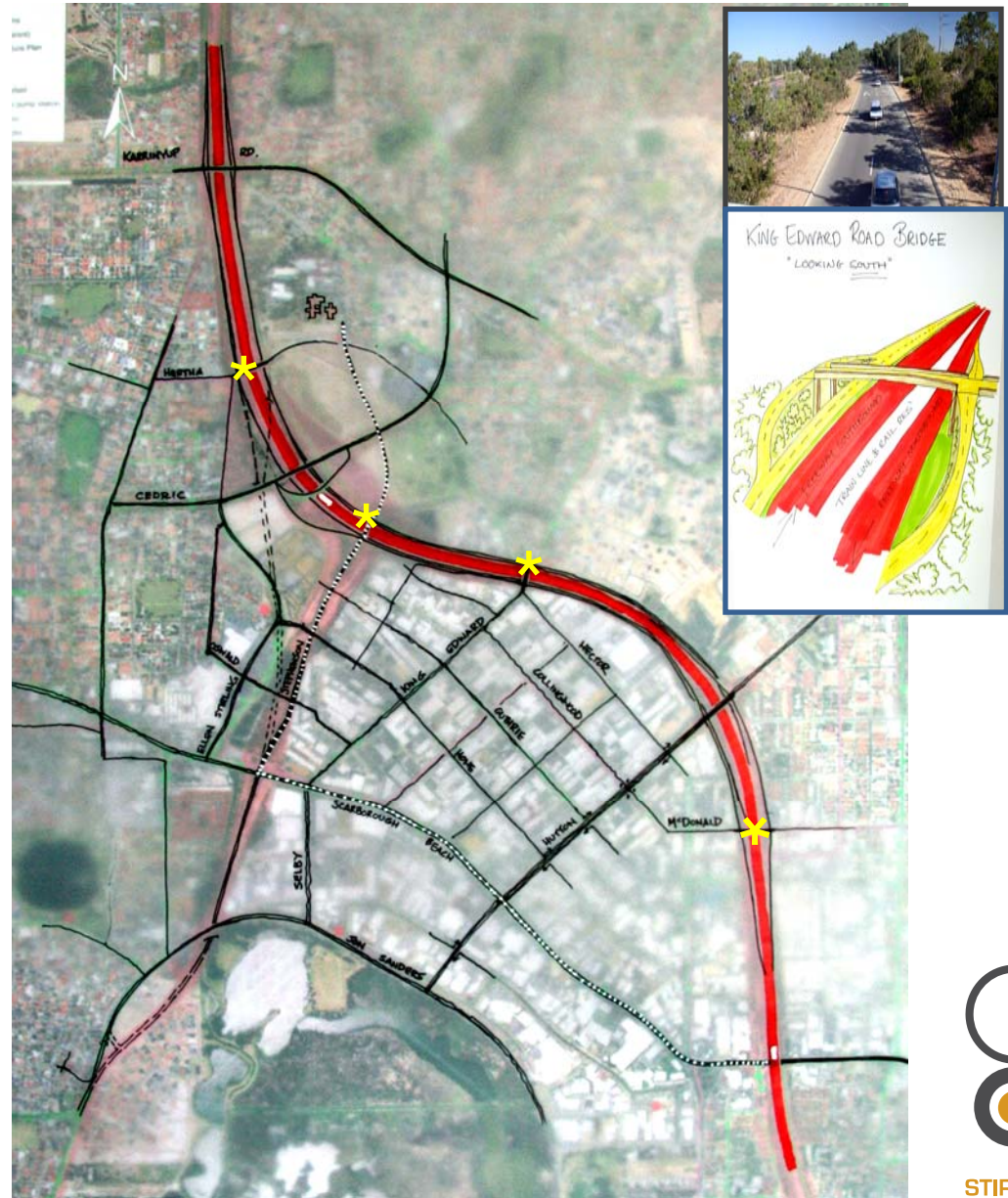
Agreed Long Term Transport Model

To arrive at an agreed long term transport model the group worked on a hybrid model which contained the supported elements out of all options



Freeway Improvements

- Four new vehicular and pedestrian/cycle bridges across Freeway (see yellow asterisks on plan), including one at Hertha Street (no Freeway access, just for local traffic), one at the new Stephenson Blvd, one at King Edwards (*not* connecting northward beyond the collector-distributor road along the Freeway, and retaining the cycleway along Freeway), and one at McDonald with new Freeway ramps toward and from the Perth's CBD. These new bridges will reduce current congestion of overloaded Freeway interchanges.
- Additional collector-distributor (CD) roads both sides of Freeway, where more merging will take place, to enhance the 'laminar flow' of traffic on the Freeway itself. Many of the proposed new CD roads are split-level, where the upper connects to the Freeway interchanges, and the lower enables traffic to flow past without stopping.



Hutton Street Improvements

- Improve Hutton Street Interchange Bridge to 8 traffic lanes, plus pedestrian/cycle lanes, whose on an off-ramps are via new split-level collector-distributor roads, enabling motorists to either access Hutton at signalised intersections, or to pass beneath it at 80kph without stopping.

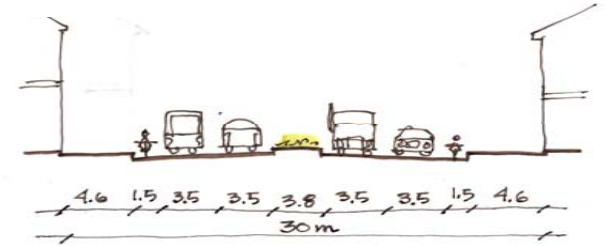
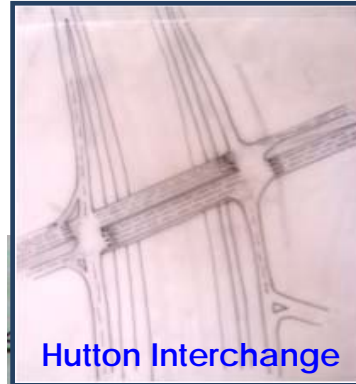
- New McDonald Street Interchange to south enables access to/from Perth's CBD, to one signalised four-way full intersection at Hutton

- No direct Freeway on or off ramps to Hutton needed as a result of McDonald Interchange, but on-off ramps 'weave' beneath and just north of Hutton Bridge to allow more merging on collector-distributor roads on both sides of Freeway

- All other existing intersections between Hutton and Freeway become left-in/left-out only (unbroken central median), enabling more through traffic with less 'friction' at intersections

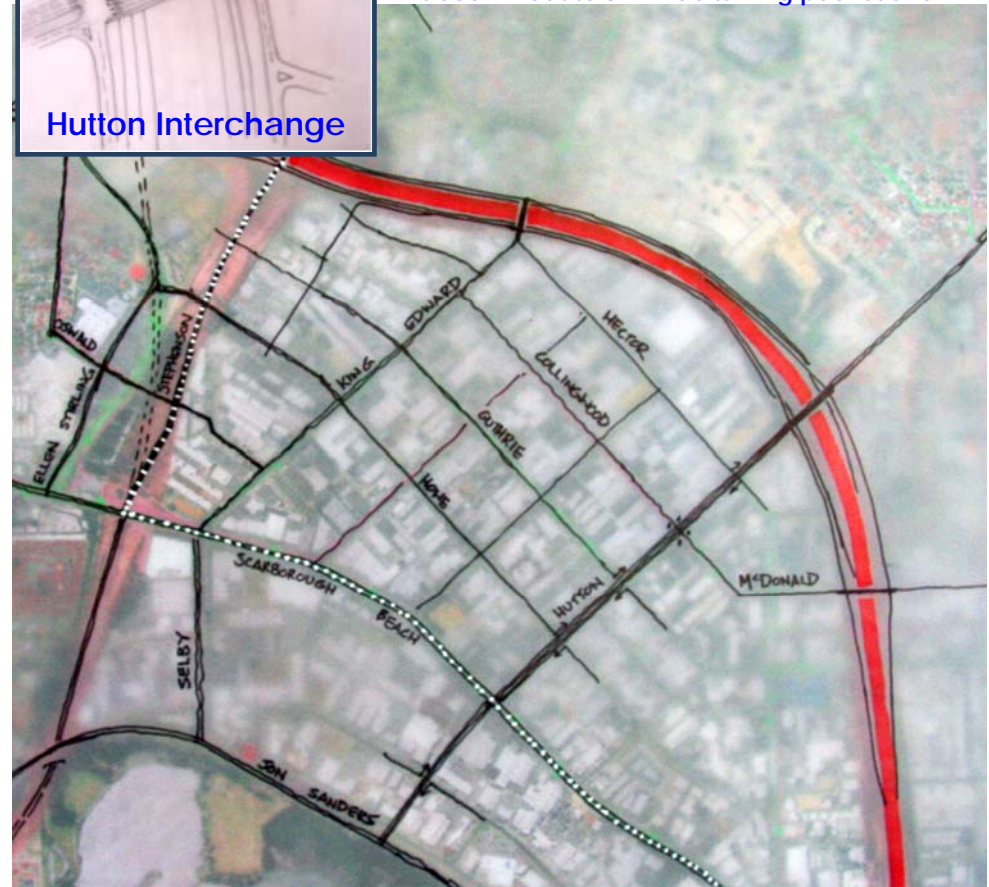
- Within about a decade, Hutton extends southwest beyond Scarborough Beach Road to Jon Sanders Road, and intervening intersections become left-in/left-out only

- Private driveway direct access off Hutton to be limited incrementally over time, to reduce friction along length of Hutton



Hutton Street Section

Note, at signalised intersection, reserve widens to accommodate 3m-wide turning pocket and 2m median



Other Network Improvements

Allow the City Centre to expand and flourish, and to reduce congestion on existing big arterials like Scarborough Beach Road (1 of 2 slides)

- Howe and Oswald Streets linked across Stephenson Blvd, between Ellen Stirling Blvd and King Edward Rd
- Guthrie extends from King Edward Rd west across Stephenson Blvd, and ultimately links further west across Ikea, if/when Ikea seeks to redevelop as part of this City Centre (see previous City Centre Upper Levels Plan)
- More east-west streets would be constructed between the Freeway and Scarborough Beach Road, to link King Edward Rd to Stephenson, to enable a street network with smaller street blocks here, comparable in size, value and efficiency to those of Fremantle or Perth's CBD (see streets shown in dashed lines on plan on next slide)



Other Network Improvements

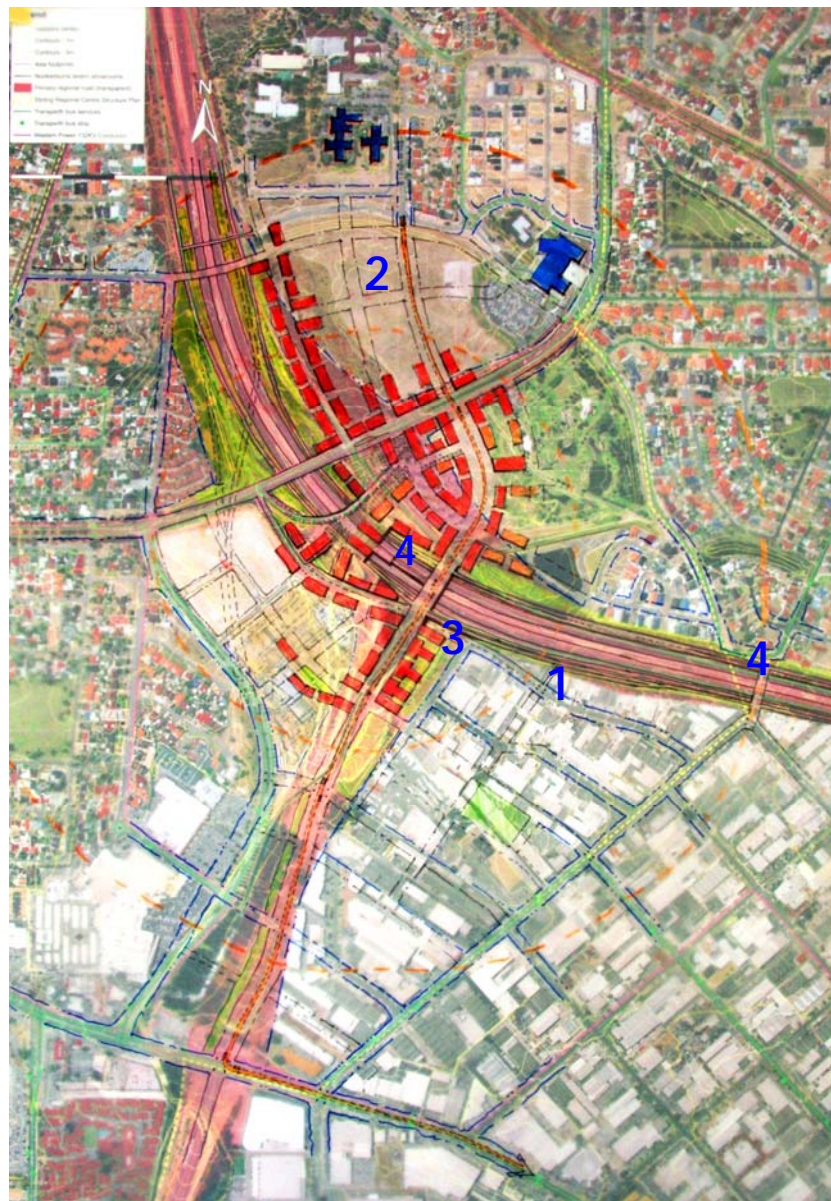
Allow the City Centre to expand and flourish, and to reduce congestion on existing big arterials like Scarborough Beach Road (continued from previous slide)

1. Off ramp from upper-level collector-distributor road allows traffic to enter northern edge of City Centre at Sarich Court, between King Edward and Stephenson Blvd. Over time this street should extend southward into this precinct (see 2 below).

2. After tip decontamination, street network to extend northward toward Hospital, with extension of Stephenson carrying proposed Light Rail in dedicated reserve (2 instead of four vehicular lanes north of Cedric). Note: not all of the proposed design for the tip is shown here, and significant public open space would be included (to be decided during forthcoming City Centre Workshop).

3. Sarich Court in Osborn Park extends westward as a high amenity two-lane business street beneath Stephenson Bridge and south of South Station Square, to encourage higher-end mixed-use development along the northern edge of the City Centre as it abuts the Freeway

4. Transit-Oriented Development (red buildings) around Station is explained next.



Public Transport

1. Proposed New Light Rail (sometimes referred to here as a 'Tram') to link Hospital in north to Glendalough Station in south, via Scarborough Beach Road
2. 'Air-Rights' Development adjoining existing bus bridge makes contiguous platform atop Freeway, linking north to south for uninterrupted pedestrian flow to Station, to be flanked either side by two office towers straddling the Freeway lanes
3. North Station Square (about 60X80m), with taller buildings forming a 'U' opening to Cedric Street. Bus interchange extends eastward for more bus bays, and access from Cedric is for buses only (layover bus parking provided on street to east)
4. Red (office at street level) and orange (apartments or hotels) building footprints indicate continuously active frontages en route to Station, with intra-block and basement parking (lower parking ratios due to Station).
5. Existing Park and Ride capacity would be accommodated in basement parking
6. Stephenson Bridge (sketch plan on upper right) has Light Rail stops on Bridge, with pedestrian ramp straight to south end of Station platform



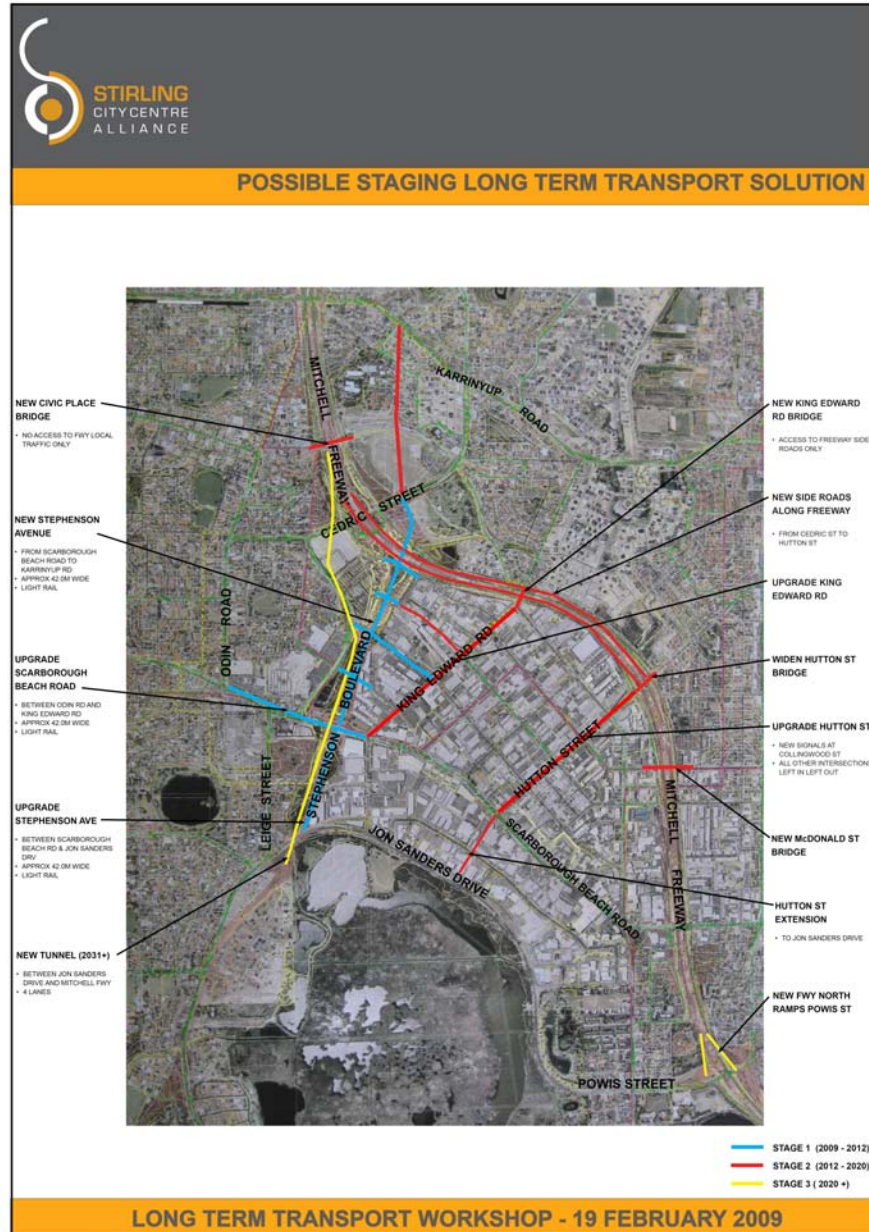
Long-Term Tunnel

- If shorter-term measures of, for example, the Hutton Street improvements, turn out to be insufficient to accommodate Sub-Regional Movement southward toward Fremantle, and/or if such traffic increases beyond current projections, then the option is retained to bore a tunnel beneath the City Centre.
- After passing beneath the City Centre, the northern end of the tunnel would 'daylight' in the Freeway Reserve, just beyond and a few metres downhill from the existing residential development at corner of Hertha Road and Cedric Street. Because the tunnel entry ramp would be a few metres lower than these dwellings, Main Roads investigations indicate that the Tunnel would not unreasonably impact these dwellings from noise of either construction or tunnel use.
- The southern end of the tunnel would 'daylight' just south of Jon Sanders Drive, and pass southward along the existing un-used Stephenson Reserve. Pearson Street would 'T' into the tunnel ramp as shown on the plan.
- The improved City Centre would not need to accommodate in its layout or construction for this future Tunnel (with exception of very deep basements and footings), because tunnel would be bored underneath.



Possible Staging

Staging options are still being investigated by the Stirling City Centre Alliance



Next Steps

