



### 1.6.5 Public Transport

The DSP proposes an integrated public transport network that will provide a convenient and affordable travel option, a key means of achieving greater environmental sustainability and will ease growing traffic congestion. The system is expected to evolve over time as land within the DSP is developed and as the Shire's population grows.

The proposed public transport network will centre around a high priority transit system, being a dedicated route connecting the heavy rail network at both Pinjarra and Mandurah, enroute activity centres and local bus services. This will be a mid-tier transit system, such as light rail or trackless tram, with the exact nature of the system to be subject to future investigation.

An Activity Corridor will support this system. This will comprise land generally within 800 metres of the transit system and prioritise transit-oriented development and infrastructure that will prioritise and enhance efficient operation of the transit system. This will include the design of the street system that prioritises transit and active transport, higher density residential and non-residential development, seamless connection of walking, cycling

and local bus networks, pedestrian and cycling friendly streetscapes, as well as public spaces and amenities that enhance the experience of transit users. Local structure plans and the Pinjarra Precinct Structure Plan must reflect the intent of the Activity Corridor and in particular for a minimum residential density of 25 dwellings with a target of 65 per gross urban hectare.

A network of local bus services is proposed to support the high priority transit system to provide public transport coverage to the more peripheral residential neighbourhoods, connecting to both the Pinjarra Activity Centre and the high priority transit system.

The proposed public transport network which considers both the DSP area as well as existing and developing urban and industrial land to the west, using a combination of higher frequency and local bus routes is set out in Figure 4.

# Public Transport Plan

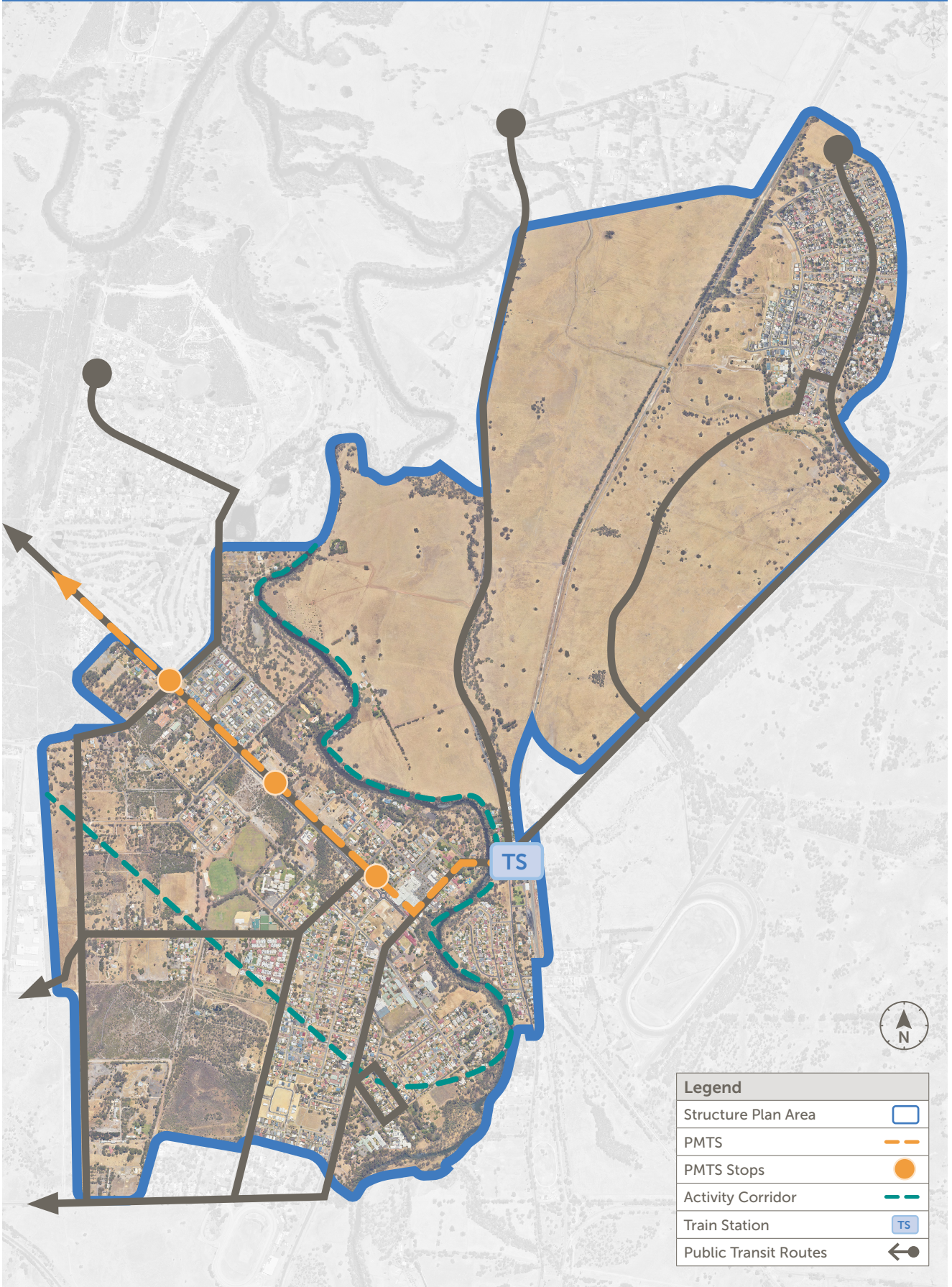


Figure 4: Public Transport Plan



### 1.6.6 Movement Network

The DSP proposes a comprehensive network of streets to allow for an overall movement network to evolve to reflect how Pinjarra will change over time.

This network will include:

- › Bypass routes around the town to remove heavy vehicle movements and through traffic from the centre of Pinjarra and allow the character of the town to become more pedestrian focussed.
- › Additional connections within and to the town to improve accessibility and to disperse traffic movements, including a new traffic bridge over the Murray River at Sutton Street.
- › Downgrade of Pinjarra Road to two traffic lanes within the Pinjarra Activity Centre and a change to its character to prioritize pedestrian and cyclist amenity.
- › Intersection treatments at key intersections, comprising either traffic signals, roundabouts or limited vehicle movements, with the treatment to be confirmed as part of the relevant local structure plan.
- › Public road interfaces to all river foreshore reserves.
- › 'Green streets' with wide landscaped verges and limited vehicular access that prioritise pedestrian safety and amenity forming part of the open space network.
- › A new pedestrian bridge over the Murray River at Forrest Street as part of the open space network.
- › Where a development is of scale a that includes the establishment of a new street(s), the street(s) shall include street trees and a footpath on each side of the road.
- › For all new streets, footpaths are to be provided at back of lot rather than back of kerb.
- › Continuous dual use pathways along the river within foreshore reserves.
- › Restricted vehicle access to key streets.

The movement network plan is shown in the figure 5 on the following page.

# Movement Network

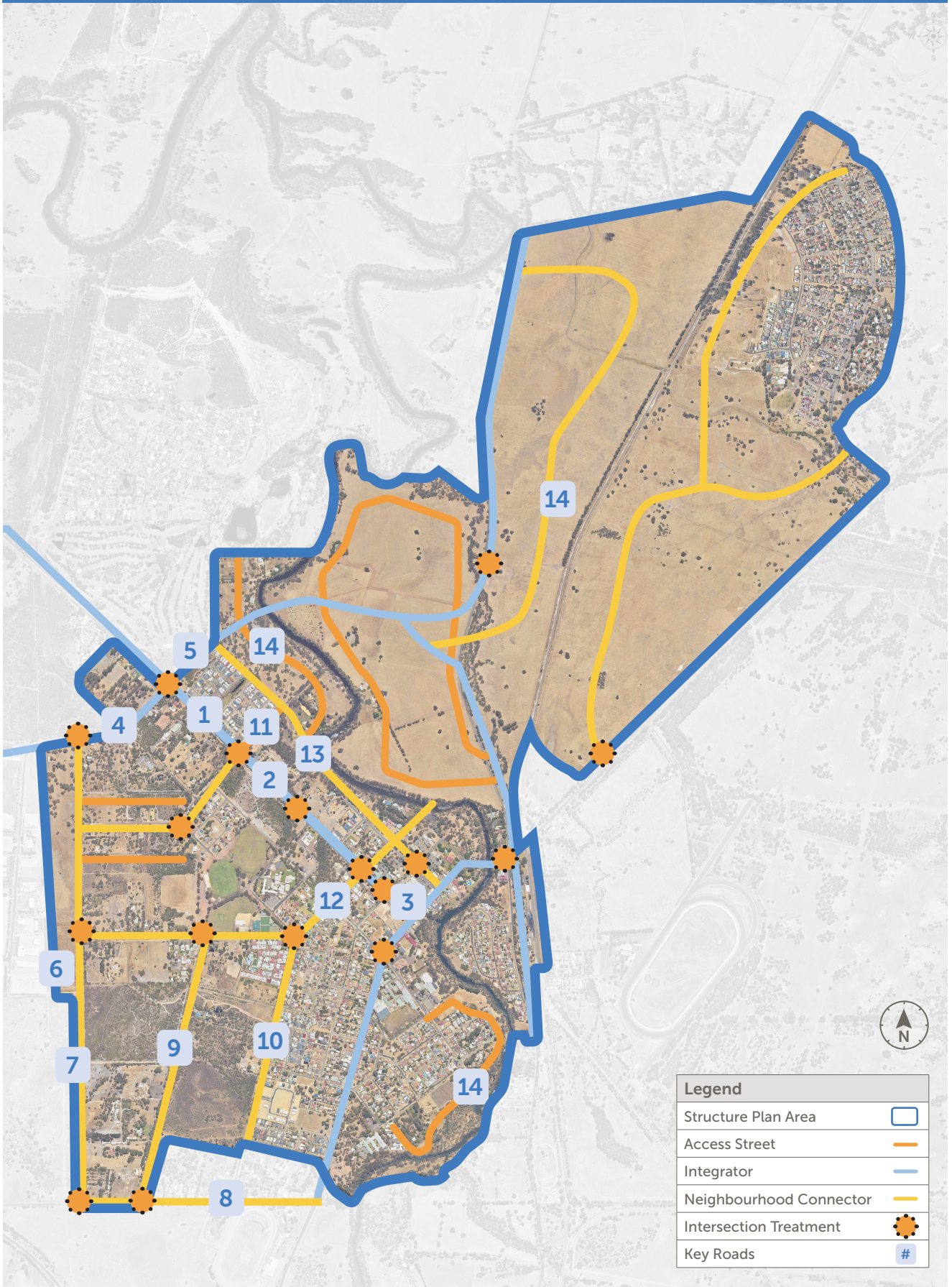


Figure 5: Movement Network

## Key Road Proposals

#	Key road proposals	Proposed road category	Proposed number of traffic lanes	Road reserve width
1	Pinjarra' Road (Roe Avenue to Sutton Street)	Integrator A	4 lane	40m
2	Pinjarra' Road (Roe Avenue to Murray Street)	Integrator A	2 lane	29m
3	Pinjarra Road (Murray Street to George Street)	Neighbourhood Connector A	2 lane	20m
4	Moore's Road	Integrator A	4 lane	38m
5	Sutton Street	Integrator A	4 lane	38m
6	Lovegrove Street Extension	Neighbourhood Connector A	2 lane	30m
7	Pollard Street	Neighbourhood Connector A	2 lane	39m
8	Paceway Court	Neighbourhood Connector B	2 lane	20m
9	Alderson Street	Neighbourhood Connector B	2 lane	30m
10	Hampton Road	Neighbourhood Connector B	2 lane	30m
11	Wilson Street	Neighbourhood Connector A	2 lane	30m
12	Forrest Street	Neighbourhood B	2 lane	20m
13	James Street Extension	Neighbourhood B	2 lane	20m
14	Foreshore Roads	Access Streets	2 lane	20m

Table 3: Key Road Proposals

## Pinjarra Road (Roe Avenue to Sutton Street)

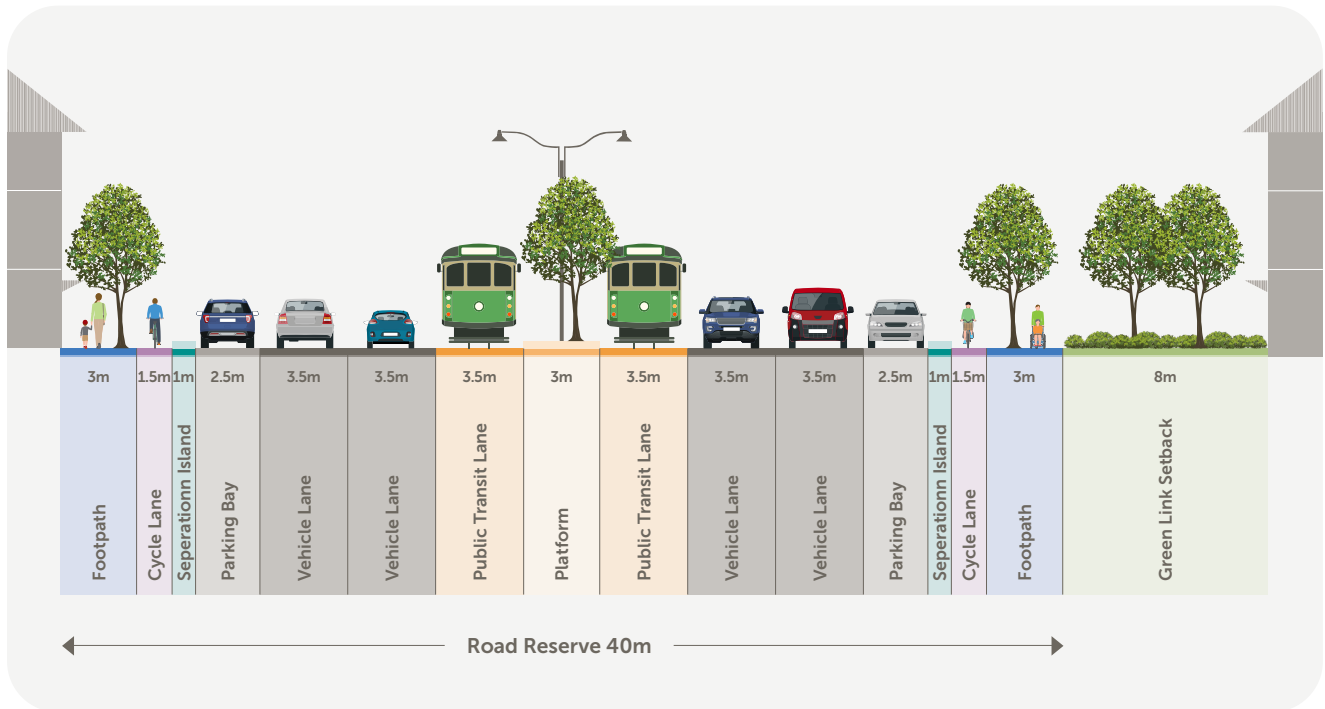


Figure 6: Pinjarra Road (Roe Avenue to Sutton Street) Cross Section

## Pinjarra Road (Murray Street to Roe Avenue)

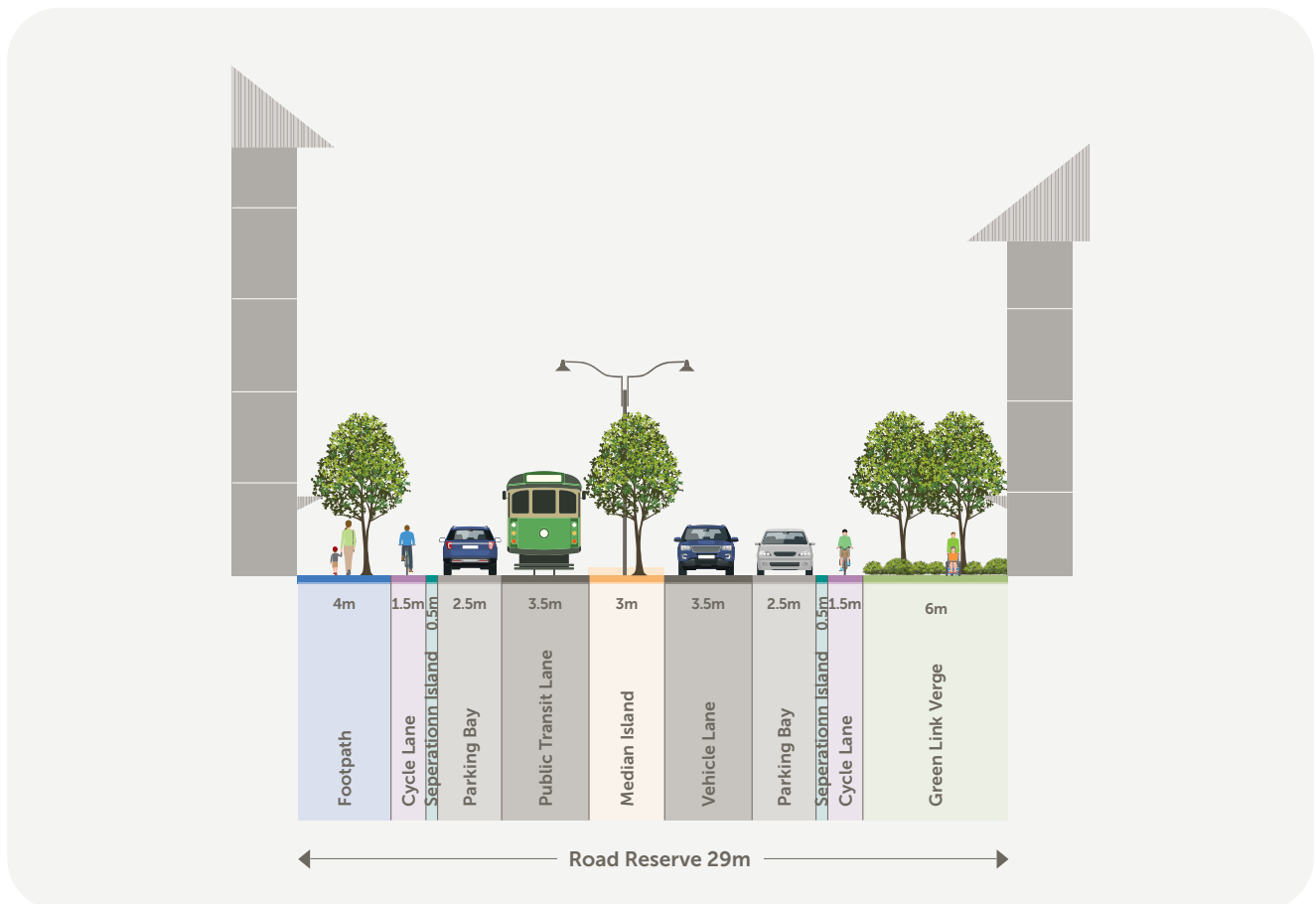


Figure 7: Pinjarra Road (Murray Street to Roe Avenue) Cross Section

## Moores Road and Sutton Street

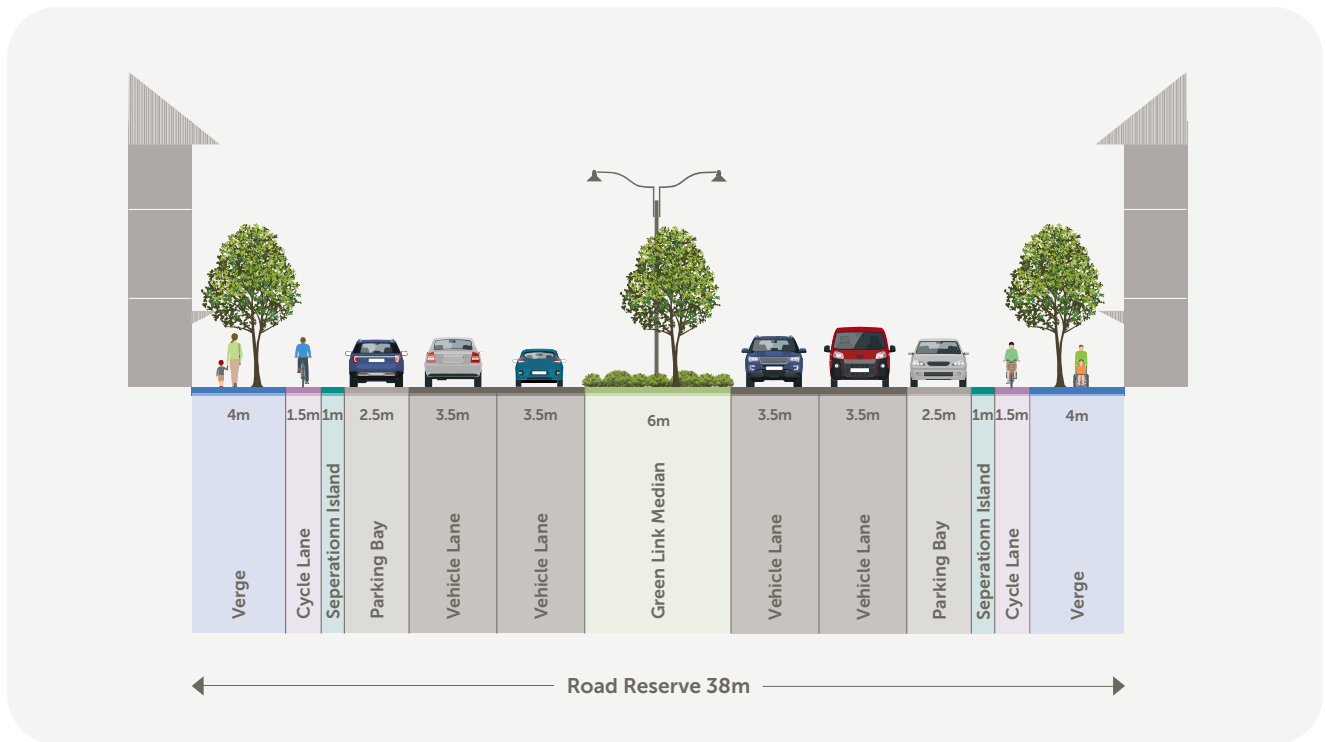


Figure 8: Moores Road and Sutton Street Cross Section

## Pollard Street / Wilson Street / Hampton Road Lovegrove Street and Alderson Street

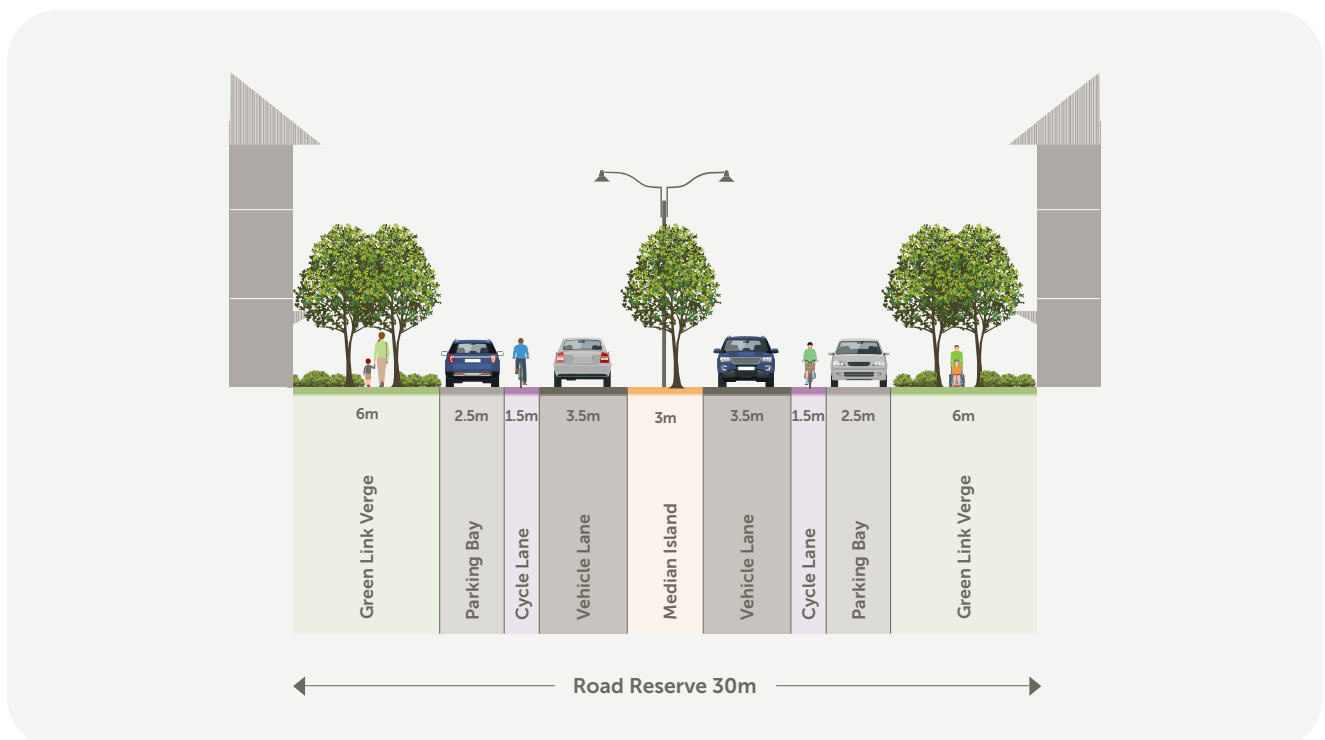


Figure 9: Pollard Street / Wilson Street / Hampton Road Lovegrove Street and Alderson Street Cross Section

## Forrest Street and James Street

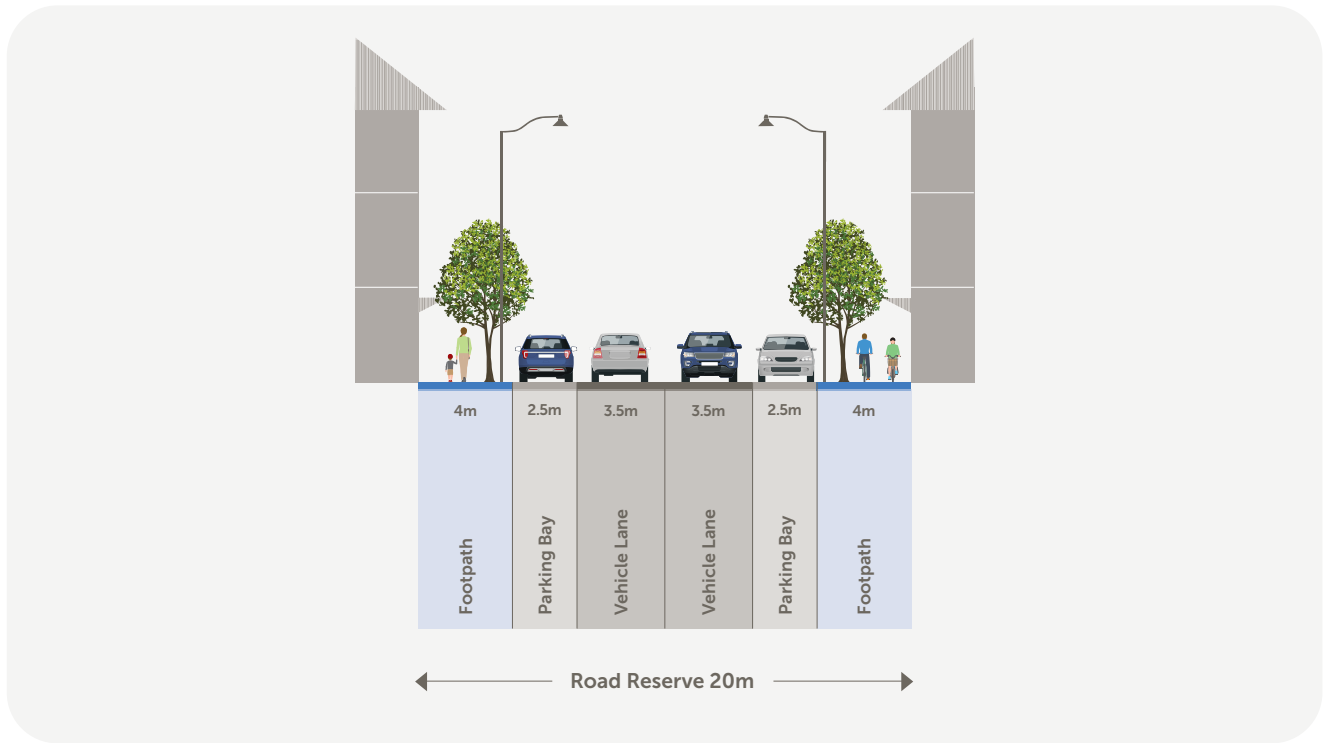


Figure 10: Forrest Street and James Street Cross Section

## New Foreshore Interface Roads

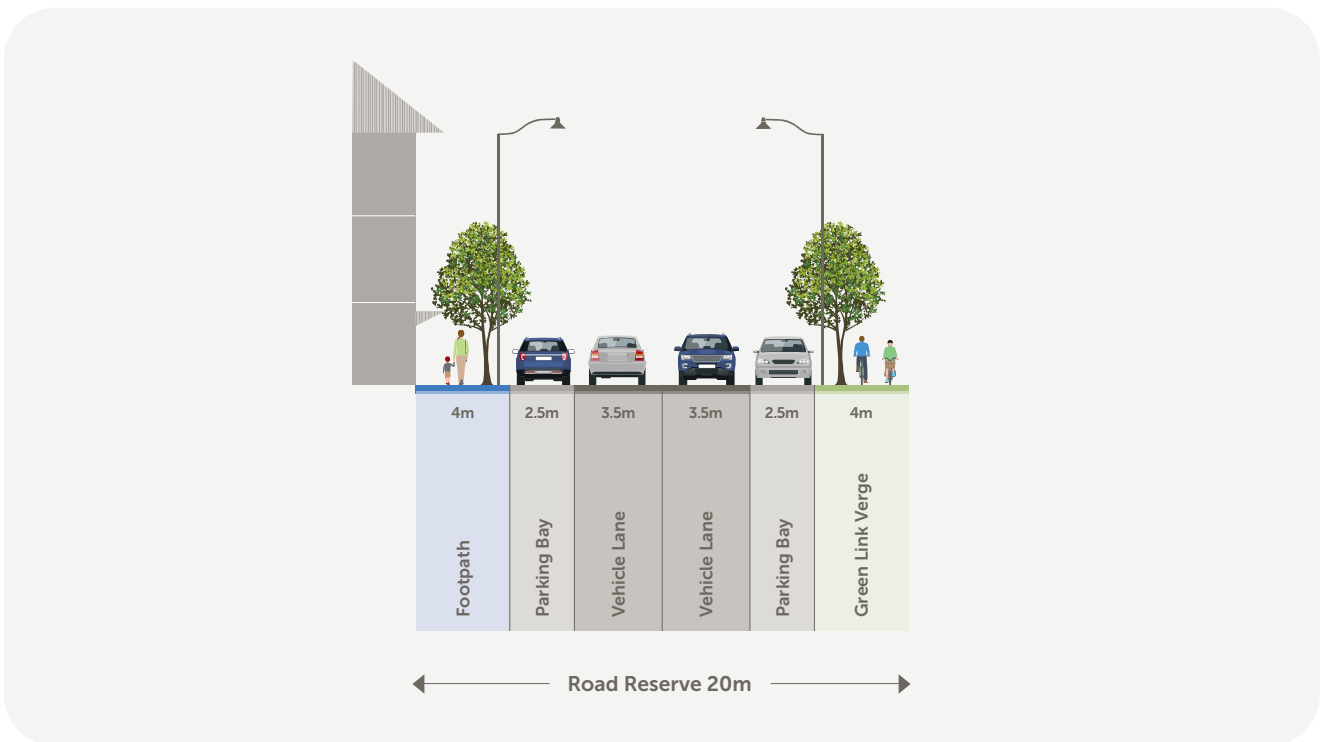


Figure 11: New Foreshore Interface Roads Cross Section



### 1.9.3.1 Movement Network

#### Road Widening

The following road reserve contributions should be ceded as a condition of subdivision or development approval for the purposes of future road widening:

Road	Portion	Width
Pinjarra Road	Roundabouts at intersections with Forrest Street and Roe Avenue	Widening for intersection design
Laneways between McLarty Road and Congdon Avenue	Full length	0.5m either side
Laneway between Hovil Street and Forrest Street	Full length	0.5m either side
Laneway connecting Forrest Street to Carey Street	Full length	0.5m from Lots 1-6 James Street and lot 7 Forrest Street 6m from Lot 13 and 18 James Street and Lot 16 Carey Street
James Street	Truncation Lot 99 and Lot 1	6m x 6m

#### Road Upgrades

In circumstances where roads within the below tables are either proposed within lots to be subdivided and/or developed, or directly abut such lots, the subdivider and/or developer should construct and/or upgrade the respective road to an urban, main street standard, including road pavement, on-street parking, roundabouts and intersection treatments, dual use paths or full width paved verges, street trees and street furniture, to the satisfaction of the decision maker.



#### Intersection and Active Transport Upgrades

Upgrade	Location
<b>Roundabout</b>	Pinjarra Road and Forrest Street
	Pinjarra Road and Roe Street
	Peel/Camp Road and George Street
	Murray Street and James Street
	Hampton Road and Lovegrove Street / Forrest Street
<b>Shared space</b>	James Street and George Street
<b>Paved Intersection</b>	Henry Street and George Street
<b>Left in Left Out Intersection</b>	Carey Street at Pinjarra Road
<b>Upgrade to Signals</b>	Pinjarra Road and George Street
<b>Wombat Crossing</b>	Pinjarra Road
<b>4m Shared Path</b>	James Street and Forrest Street
<b>3m Pedestrian Path</b>	Pinjarra Road

# Network Upgrades

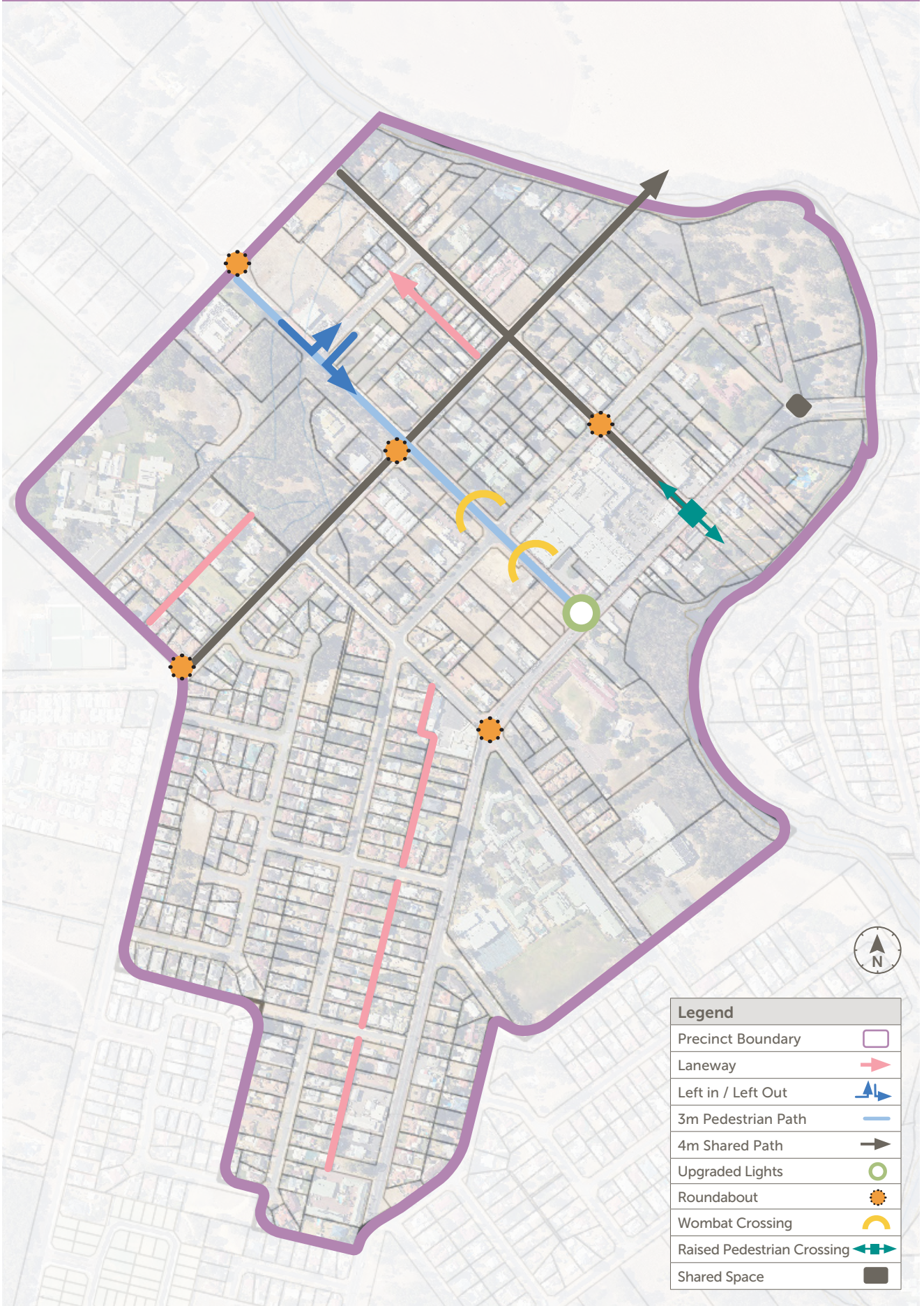


Figure 16: Network Upgrades