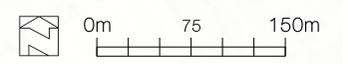


PERTH AIRPORT ESTATE



LEGEND



Activity Centre Plan Boundary



Public Open Space



Street Character Type A

Street Character Type 1 streets are intended to facilitate movement of vehicles between the station precinct and the signalised intersection of Coolgardie Avenue and Great Eastern Highway.

These streets will generally be designed with:

- A standard road carriageway to accommodate the movement of cars with limited conflict;
- On street parking to assist in slowing traffic and providing visitor parking for residents and businesses; and
- High quality pedestrian infrastructure including footpaths to both sides of the street and street trees to provide shade/shelter and ensure a high-quality amenity and ease of use of the network; and



Street Character Type B

Street Character Type 2 streets represent the key streets proposed to accommodate the movement of the bus network, connecting this to the new Redcliffe Station as the primary public transport node.

These streets will generally be designed with:

- A widened road carriageway to accommodate the movement of buses and cars without conflict and minimise delays to the movement of the buses;
- High quality pedestrian infrastructure including footpaths to both sides of the street and street trees to provide shade/shelter and ensure a high-quality amenity and ease of use of the network; and
- Clear directional signage and locational markers to assist in legibility of the public transport network.



Street Character Type C

Street Character Type 3 streets represent all other residential streets within the precinct where priority is to be given to pedestrians and cyclists over motorised vehicles.

These streets will generally be designed with:

- A narrowed road carriageway designed to slow the speed of vehicles through deviations in its alignment, traffic calming devices and paving treatments;
- On street parking to assist in slowing traffic and providing visitor parking for residents;

- High quality pedestrian infrastructure including footpaths to both sides of the street and street trees to provide shade/shelter and ensure a high-quality amenity and ease of use of the network; and
- Clear signage identifying that these are local roads not intended to be used as thoroughfares.



Road 1 (Kanowna Avenue to Boulder Avenue)

Road 1 is proposed as a new 20m wide road reserve linking Kanowna Avenue to Boulder Avenue, and allowing the removal of the temporary connection of Boulder Avenue to First Street via the former Brearley Avenue reservation.



Road 2 (Central Avenue to Bulong Avenue)

Road 2 is proposed as a new 20m wide road reserve linking Central Avenue to Bulong Avenue to the north of the train station, and allowing connection for buses into the bus-about within the station precinct;



Road 3 (Bulong Avenue to Second Street)

Road 3 is proposed as the connection of Bulong Avenue to Second Street to complete the loop network surrounding the station, rather than retaining two abutting cul-de-sacs.



Central Avenue Connection

The Central Avenue connection is proposed to extend the redesigned Central Avenue to connect across the former Brearley Avenue reservation. The road is designed as a median separated boulevard within the existing 30m wide reservation, inclusive of a dedicated cycle lane, footpaths on both sides and the potential for embayed car parking as development proceeds and crossovers are consolidated.



Key Pedestrian Crossing Point (Indicative Location)

Key pedestrian crossing points have been identified based on key desire lines throughout the precinct associated with the Redcliffe Train Station, Park and Ride, open space network and Redcliffe Primary School. These locations and the design of the crossing points are subject to detailed design to ensure that they align with the footpath and shared path network and effectively slow traffic and prioritise pedestrian movements.



Connections to Great Eastern Highway

The direct road connection of Bulong Avenue and Central Avenue to Great Eastern Highway will not be implemented until such time as Qantas relocates from Terminal 3 and Terminal 4 and/or the ultimate upgrade of Great Eastern Highway is completed, and traffic modelling demonstrates that the connections will be safe and not lead to increased 'rat-running' through the precinct.



Traffic Calming Device (Indicative Location)

These devices may include raised platforms, paving treatments, one-way treatments, wombat crossings or speed humps and will be subject to detailed design to ensure effectiveness in slowing traffic and minimising impacts on adjacent residents and pedestrian/cyclist movements.



Traffic Calming Device (Stanton Road)

The intersection of Stanton Road and Kanowna is anticipated to require treatment to slow vehicles entering the precinct via the Stanton Road bridge and ensure safe movement of vehicles exiting and entering Kanowna Avenue.



Roundabout (Second Street and Boulder Avenue)

The intersection of Second Street and Boulder Avenue is proposed to be modified to a roundabout to facilitate vehicle movements by residents from Boulder Avenue and Second Street and station patrons seeking to access the station precinct or the Park and Ride facility.



Intersection (Central Avenue and Second Street)

The intersection of Second Street and Central Avenue is currently constructed as a full movement intersection. It is anticipated that this intersection will require an upgrade in the short to medium term to a signalised intersection as a result of traffic volumes generated by the commercial development(s) in the airport estate and by the operation of the Redcliffe Train Station. Traffic will continue to be monitored to ensure the operation of this intersection remains high, and further modifications may be required should traffic volumes exceed that acceptable for unsignalised intersection.



Intersection (Central Avenue and First Street)

Intersection modification required at time of extension of Central Avenue to make Central the priority movement and make First Street approach a Give Way.



Intersection (Coolgardie Avenue and First Street)

Maintain current intersection design to prioritise movement from Coolgardie (north) into First Street, with Coolgardie (south) approach a give way.