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.

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?
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:
- Forest 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.

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Underpasses are located at the junction of:
- Forest Street and Montreal Street
- High Street

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.