

4.4.2 Broun Avenue

Broun Avenue currently consists of two lanes in each direction with a speed limit of 60km/hr. Broun Avenue is located on the boundary of the Morley Activity Centre and provides primary access for north-south trips into the Perth CBD for relatively high volumes of traffic.

Future works (refer to Figure 46) will aim to widen the shared paths to standards more conducive to high volumes of cycling and pedestrian transport, as well as an extension of the existing part-time bus lanes from Beaufort Street, Inglewood. Only minor alternations to the existing road reserve will be required, and to the immediate south of the Activity Centre boundary (between Drake Street and Coode Street) road widening reservations are already in place under the MRS to increase the road reserve from 20m in width to 25m in width.



Figure 46: Broun Avenue Proposed Cross-section (Coode Street to Russell Street)

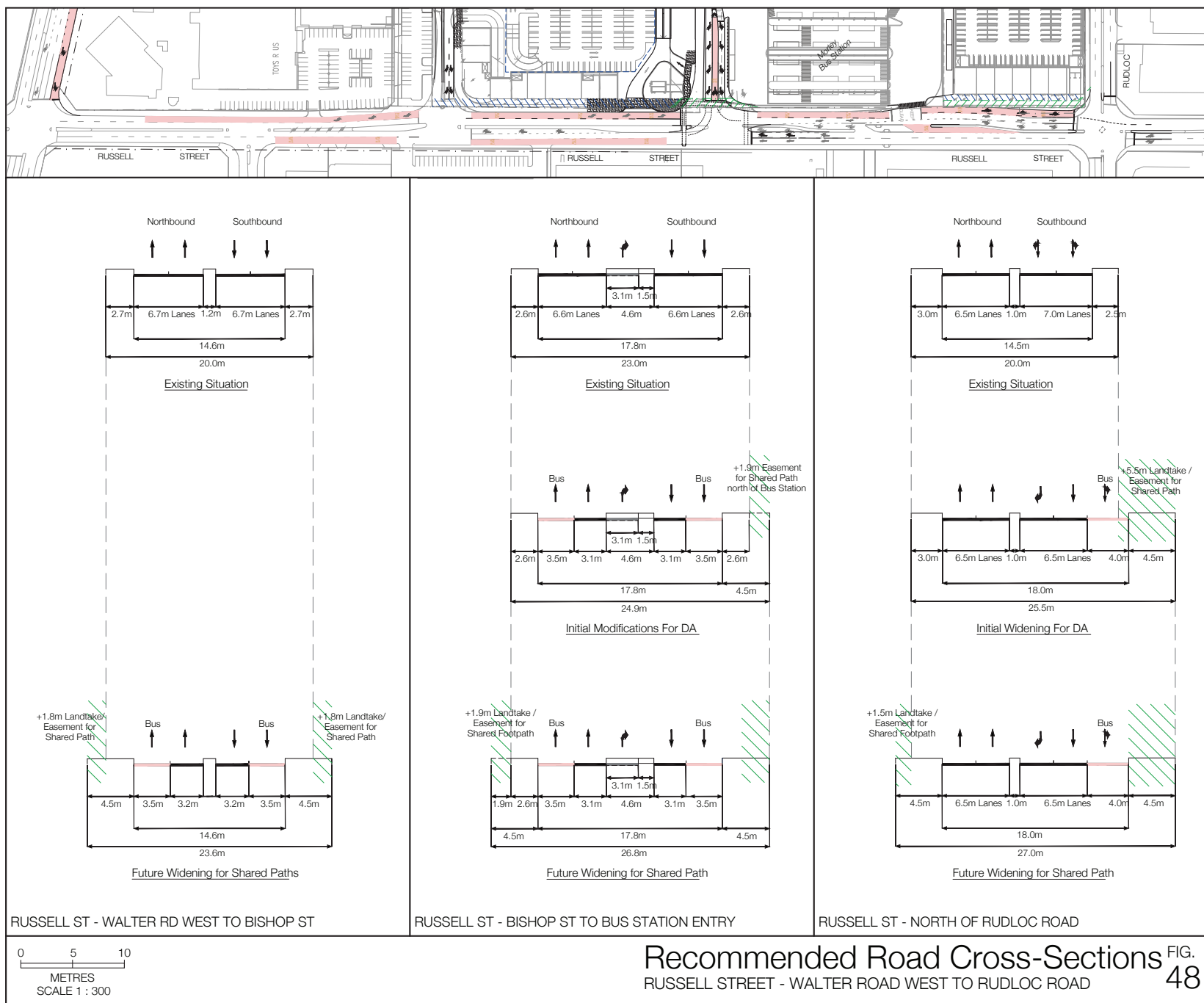
4.4.3 Russell Street

Russell Street is projected to support shared bus/cycle priority lanes into the Morley Bus Station. A shared cycling and pedestrian path will also be available for casual cyclists who wish to ride at a slower speed. Improvements to the pedestrian environment should include street trees to reduce visual width, a speed limit of 40km/hr and high quality pedestrian crossing facilities.

The proposed road configuration (refer to Figure 47) slightly increases the road reserve width to allow sufficient median width for shared paths, pedestrian crossings and turning pockets (where necessary). While car parking is not supported along Russell Street due to the impact on bus movements, strategically located bike corrals are.



Figure 47: Russell Street Proposed Cross-section (Broun Avenue to Walter Road West)



4.4.4 Collier Road

Minor improvements along Collier Road are recommended including improved pedestrian crossings and wider shared paths. Some widening of the reserve will be required to accommodate the proposed road configuration. The provision of street trees will enhance the pedestrian environment. Figure 48 shows the desired future cross-section for Collier Road.



Figure 49: Collier Road Proposed Cross-section (Broun Avenue to Walter Road West)

4.4.5 Rudloc Road

Currently, Rudloc Road has a two lane configuration with wide carriageways. The street is commonly used for informal parking. It is recommended that the Rudloc Road carriageway be modified (refer to Figure 49) to provide embayed on-street parking in each direction intended for parking purposes associated with the adjacent commercial/mixed uses. Wider footpaths will be provided for better pedestrian amenity and on-road cycling is supported through the provision of on road cycle lanes. A reduction in speed limit to 40km/hr is recommended for this road. These improvements will increase the link between the core of the Morley Activity Centre and the proposed bicycle route along Drake Street.



Figure 50: Rudloc Road Proposed Cross-section (Russell Street to Coode Street)

4.4.6 Drake Street

Drake Street is currently characterised by a low volume, slow speed environment that is suitable for cycling access. Light Street/Drake Street (refer to Figure 50) provides the opportunity to create a cycling connection between the Morley Activity Centre and strategic destinations such as Mirrabooka and the Bayswater train station.

To reinforce this primary cycling corridor, further calming measures are recommended to create a prevailing speed of approximately 40km/hr. As the vision for the Centre is realised and residential density along Drake Street increases with more parcel consolidation and less individual driveways, indented parking is recommended to facilitate the requirements of both residential visitors and cyclists. Figure 19 shows the proposed future vision for Drake Street.



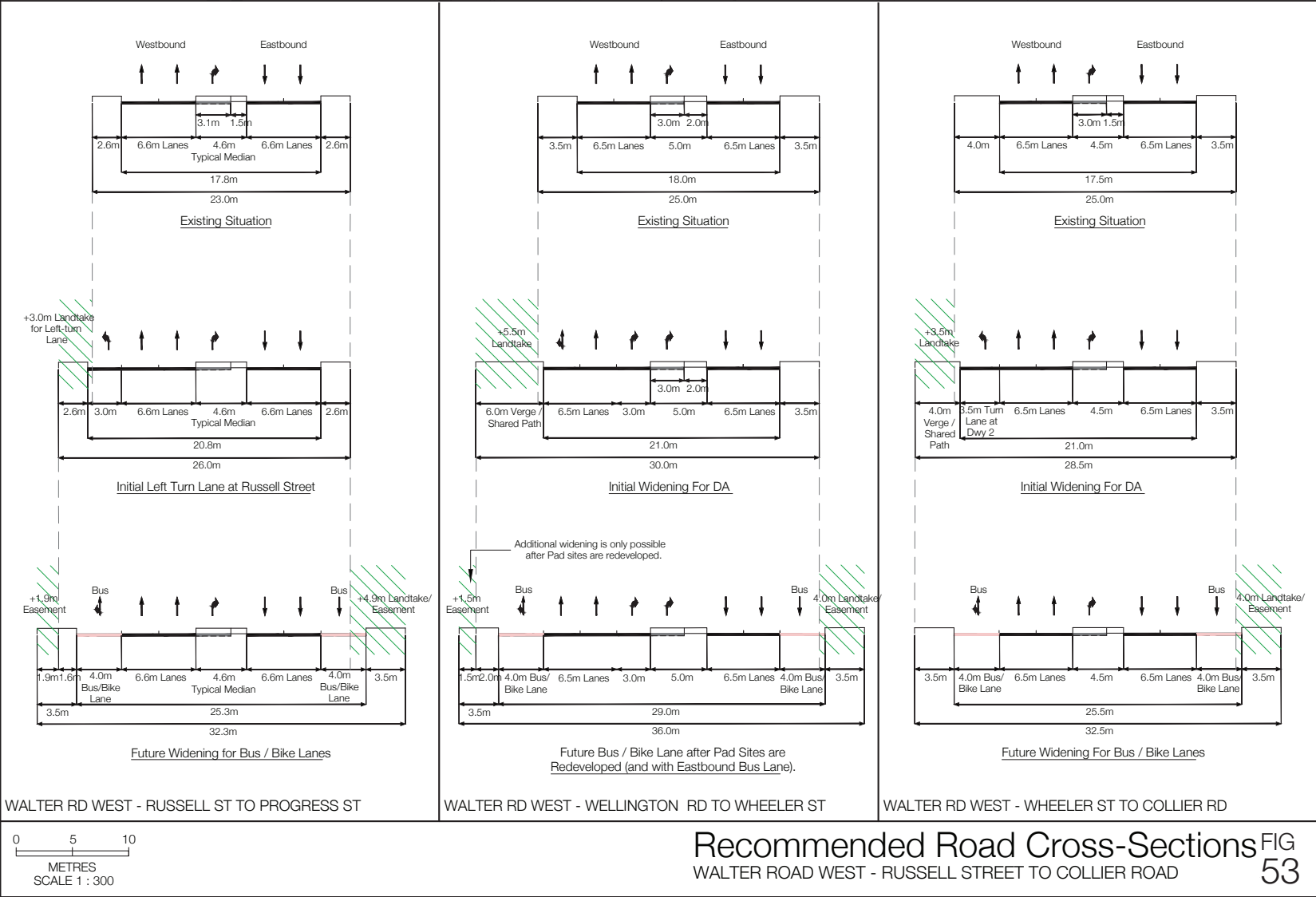
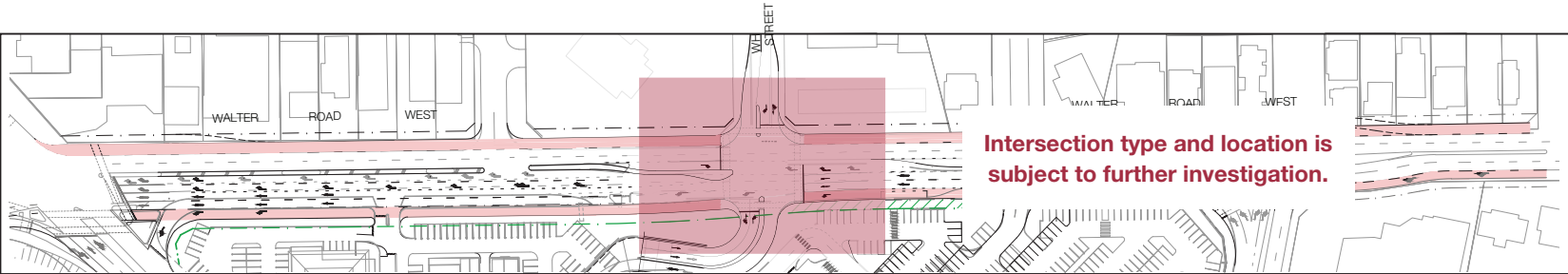
Figure 51: Drake Street Proposed Cross-section (Broun Avenue to Smith Street)

4.4.7 Walter Road West

Walter Road West is a major east-west link that runs parallel to Morley Drive. It is one of the main approaches to the Morley Activity Centre and is strategically important to the region. Future widening is proposed to accommodate for additional traffic lanes including shared bus/cycle lanes. Shared bus/cycle lanes are proposed from Russell Street to Crimea Street in the long-term with the potential for the lanes to be extended in the direction of the Perth CBD. In the event that bus lanes are deemed unnecessary, allocation of road space to create a dedicated cycle lane is recommended. Improvements to the off-street shared path network are recommended under any future scenario, in addition to improved crossings at Light Street/Drake Street (refer to Figure 51). Consideration may also be given to a reduced or variable speed limit of 40km/hr for sections of Walter Road West.



Figure 52: Walter Road West Proposed Cross-section (Wellington Road to Russell Street)



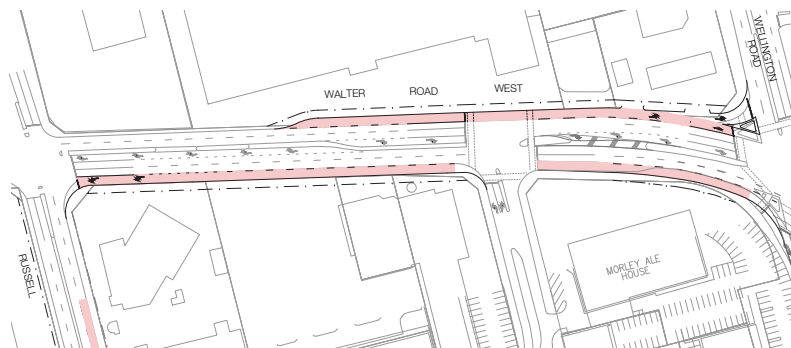


Figure 53: continued

4.4.8 Wellington Road

Wellington Road will eventually be widened to accommodate two lanes of traffic in each direction between Morley Drive and Walter Road West. Wider shared paths for pedestrians and cyclists are proposed in the short to medium term. In the longer term it is proposed that future bus/cycle lanes will be provided as depicted in Figure 52.



Figure 54: Wellington Road Proposed Cross-section (Walter Road West to Morley Drive)

4.5 Intersection Upgrades

In order to accommodate the development proposed by this Structure Plan together with the ongoing growth of general traffic flows within the surrounding metropolitan area, a series of road and intersection upgrades may be required. The extent of works largely depends on the progress of development in the Morley Activity Centre and the growth of regional traffic along the boundary roads. The City of Bayswater will continue to monitor traffic within the Centre and undertake intersection upgrades as needed. Moreover, developers will be required to undertake detailed traffic impact studies for major developments and in the case of significant traffic impacts will need to contribute to intersection upgrades.

The intersection improvements are classified into one of four categories (as shown in Figure 55), as follows:

1. Minor Upgrades

Extensions of turn lanes, or other minimal roadworks, with no land-take requirements.

2. Significant Upgrades

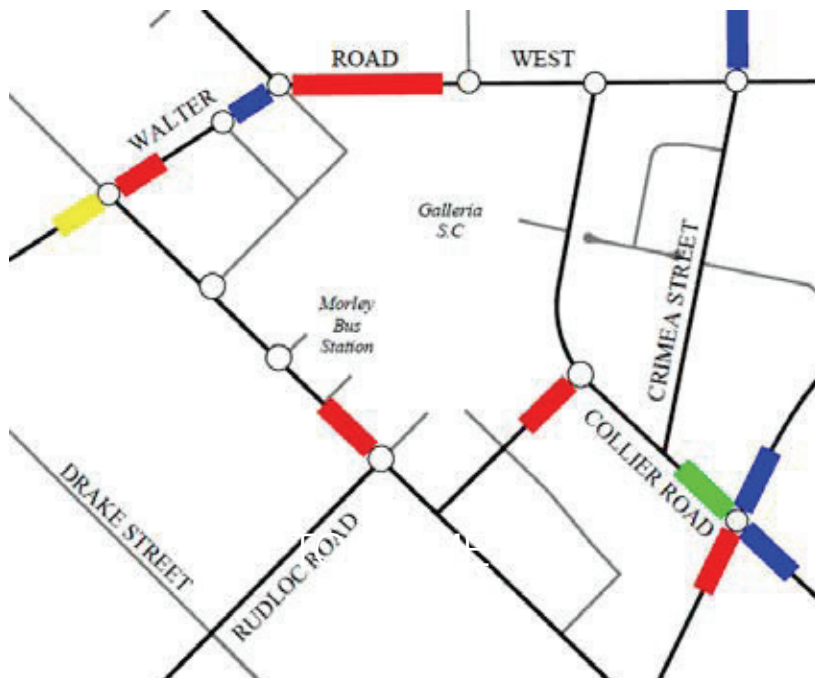
Minimal roadworks as described above, but with land-take requirements.

3. Considerable Upgrades

Road widenings for additional lanes, or other significant roadworks, with no land-take requirements.

4. Extensive Upgrades

Significant roadworks as described above, but with land-take requirements; or multiple additional lanes or major reconfiguration of intersections, with or without land-take requirements.



LEGEND

Minor Upgrades (Minimal Roadworks, No Landtake)	Considerable Upgrades (Significant Roadworks, No Landtake)
Significant Upgrades (Minimal Roadworks, with Landtake)	Extensive Upgrades (Significant Roadworks, with Landtake, or Major Roadworks, with or without Landtake)

Figure 55: Future Intersection Upgrades (for 2031)



Figure 56: Progress Street and Walter Road East Intersection



Figure 57: Rudloc Road and Russell Street Intersection

4.5.1 Broun Avenue/Collier Road

Future modifications to this intersection are considered necessary to accommodate the forecast growth in regional traffic. The modelled intersection scenario and depiction of the potential space requirements are illustrated in Figure 55. The works required to accommodate the traffic growth include the following:

- Lengthen right turn lane on Broun Avenue (NE) approach (Minor).
- Lengthen turn lanes on Collier Road (SE) approach (Minor).
- Widen Broun Avenue (SW) approach to accommodate two right turn lanes, two through lanes and one left turn lane (Extensive).
- Widen Collier Road (NW) approach to provide a left turn auxiliary lane (Considerable).



Figure 58: Broun Avenue/ Collier Road – Modelled Scenario

4.5.2 Walter Road West/Crimea Street

The modelled intersection scenario and depiction of the potential space requirements are illustrated in Figure 56. The works include the following:

- Lengthen right turn lane on Crimea Street (N) approach (Minor).



Figure 59: Walter Road West/Crimea Street – Modelled Scenario

4.5.3 Walter Road West/Wellington Road

This intersection is projected to carry a significant volume of right turning traffic from Walter Road into Wellington Road and a corresponding left-turn demand from Wellington Road. Its location between Coventry Village and the Galleria Shopping Centre attracts significant pedestrian volumes and therefore controlled pedestrian phasing should be incorporated into peak signal operation.

The modelled intersection scenario and depiction of the potential space requirements are illustrated in Figure 57. The works include the following:

- Modify right turn lane on Walter Road West (W) to maximise queuing space (Minor)
- Widen Walter Road West (E) approach to provide additional right turn lane (Extensive).



Figure 60: Walter Road West/Wellington Road – Modelled Scenario

4.5.4 Broun Avenue/Russell Street

A large increase in regional traffic has been modelled along the Broun Avenue corridor. The modelled intersection scenario and depiction of the potential space requirements are illustrated in Figure 58. The works required to accommodate the traffic growth include the following:

- Widen Russell Street (W) approach to provide left turn auxiliary lane plus one right turn bus/cycle lane and two right turn lanes (Considerable).
- Lengthen turn lanes on Broun Avenue (NE and SW) approaches (Minor).



Figure 61: Broun Avenue/Russell Street – Modelled Scenario

4.5.5 Walter Road West/Russell Street

Proposed modifications are illustrated in Figure 59, alongside a depiction of the potential space requirements.

- Widen Walter Road West (E) approach to provide left turn auxiliary lane (Extensive).
- Lengthen right turn lane on Walter Road West (W) approach (Significant).

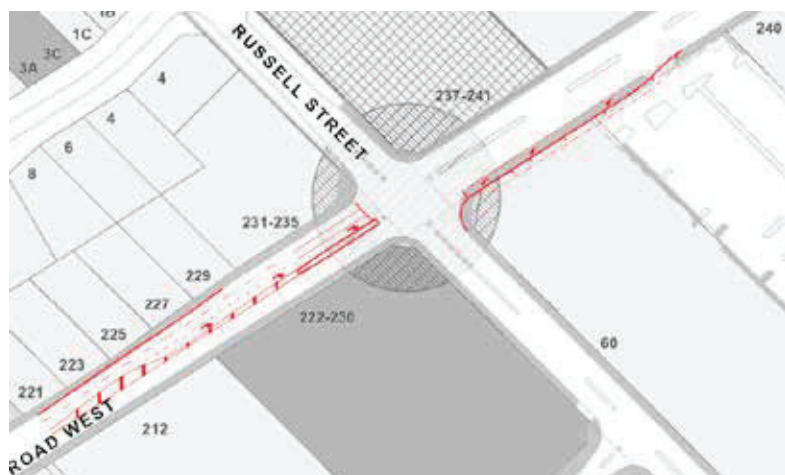


Figure 62: Walter Road West/ Russell Street – Modelled Scenario

4.5.6 Walter Road West/Collier Road

The proposed mitigation measures are intended to improve intersection operation and limit queue lengths. The modelled intersection scenario and depiction of the potential space requirements are illustrated in Figure 60. The mitigation measures recommended for this intersection are as follows:

- Installation of new bus/cycle lane on Walter Road West in both directions;
- Extension of the existing right turning pocket on Walter Road West;
- Installation of a left-turn pocket/bus/cycle lane at the Walter Road West east approach; and
- Modification of signal phasing to accommodate pedestrians.



Figure 63: Walter Road West/ Collier Road – Modelled Scenario

4.5.7 Walter Road West/Coode Street

The works required to accommodate the traffic growth include the following:

- Lengthen right turn lanes on Walter Road West (W) approach (Minor).
- Widen Coode Street (S) approach to provide one right turn lane, 1 shared right turn lane and one left turn auxiliary lane (Significant).

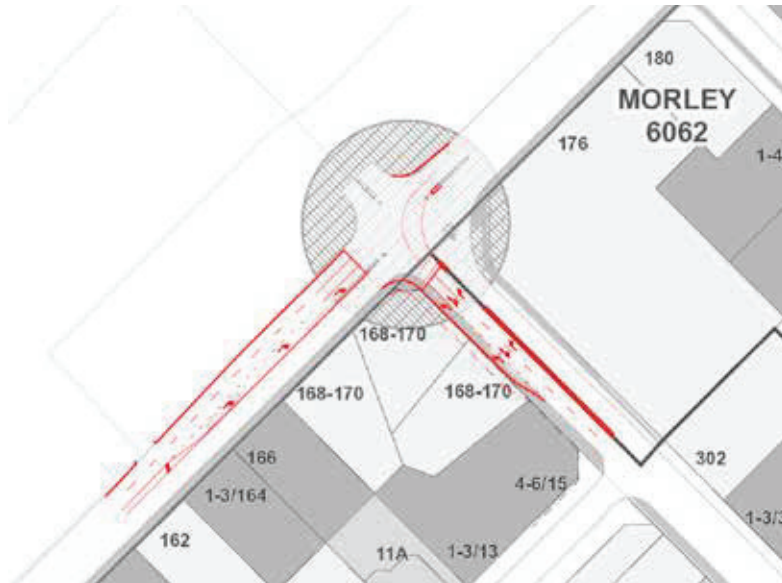


Figure 64: Walter Road West/Coode Street– Modelled Scenario

4.5.9 Collier Road/Dewar Street

The works required to accommodate the traffic growth include the following:

- Introduce a traffic signal controlled intersection at Dewar Street and Collier Road.
- Widen Dewar Street (W) approach to provide one left turn lane and one right turn lane (Considerable).



Figure 65: Collier Road/Dewar Street– Modelled Scenario

4.5.10 Russell Street/Rudloc Road

The works required to accommodate the traffic growth include the following:

- Widen Russell Street (N) approach to provide right turn lane (Extensive).



Figure 66: Russell Street/Rudloc Road – Modelled Scenario

4.5.11 Old Collier Road/Bishop Street

The works required to accommodate the traffic growth include the following:

- A roundabout is proposed at the Bishop Street/Centre access intersection.

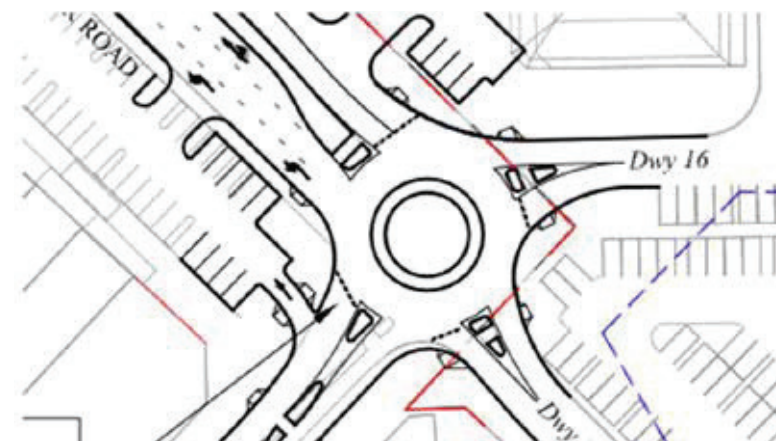


Figure 67: Old Collier Road/Bishop Street – Modelled Scenario

4.5.12 Walter Road West/Wheeler Street

A new traffic signal controlled intersection is proposed at the intersection of Walter road West and Wheeler Street. Wheeler Street provides an important local access road function to the residential area north of Walter Road West. These traffic signals will also provide pedestrian/cyclist linkages across Walter Road West, helping to encourage non-motorised travel between land uses within the overall Activity Centre.

However, the traffic signals may encourage 'rat-running' through the residential area to Wellington Road. The intersection type and location will be further investigated in consultation with the local residents.

Intersection type and location is subject to further investigation.

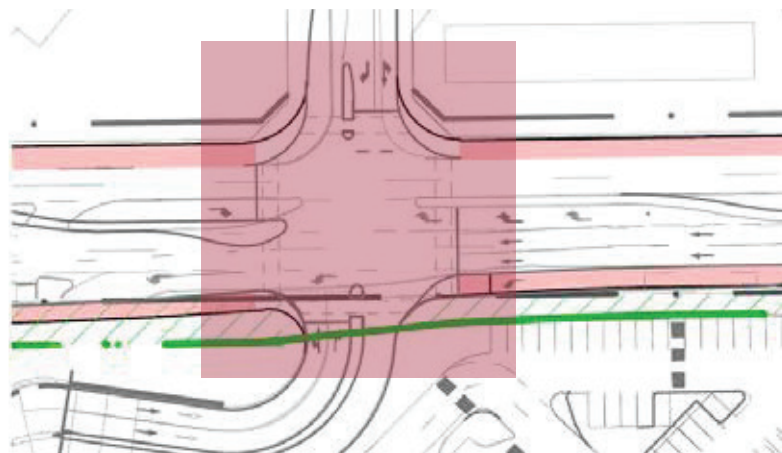


Figure 68: Walter Road West/Wheeler Street - Modelled Scenario

4.6 Parking

In order to address traffic congestion and improve the environmental sustainability of the Morley Activity Centre, it will be necessary to engender a shift toward sustainable modes of transport such as cycling, walking and public transport. The Activity Centre has a large commercial precinct at present with significant growth in commercial and mixed use development planned in the future. It is expected that there will continue to be a consistently high demand for short-stay parking and some commuter parking, in addition to residential parking requirements.

4.6.1 Parking Management Principles

The following fundamental principles are considered important for the development of the Centre:

- Parking should be shared between multiple land uses, providing benefits where peak operating times differ;
- Development should be located such that multiple destinations can be accessed by foot, reducing the need for parking at each destination (reciprocal parking);
- Parking should be located adjacent to primary approach routes to minimise vehicular traffic in pedestrian zones;
- Parking should be monitored and constrained to achieve the balance desired between economic, social, cultural and environmental goals;
- Parking management should consider both supply and demand (this may include time restrictions and/or paid parking);
- Parking should be provided for various modes and uses, including private vehicles, freight/delivery, people with disabilities and bicycles, and located appropriately; and