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Your Ref: GOR/15/40

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TOWN OF VICTORIA PARK

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DOC NO. \_\_\_\_\_

Anthony Vuleta  
Chief Executive Officer  
Town of Victoria Park  
LOCKED BAG NO. 437, VICTORIA PARK WA 6979

Dear Mr Vuleta

### Orrong Road Planning Study

Thank you for your letter received 24 July 2019 on the Orrong Road Planning Study. We appreciate the time and effort taken to provide the Town of Victoria Park's comments and feedback. These comments have been captured and were included in Main Roads WA submission to the WA Planning Commission.

Further to your submission, Main Roads officers discussed the key concerns identified in the letter with Town Officers at a meeting held 23 September 2019. At the request of the Town, Main Roads would like to formally capture details of this discussion below.

#### Perth and Peel @ 3.5 Million

Main Roads supports a balanced transport and land use approach to ensure a sustainable and integrated multi-modal transit network for the future. Proposed land use, changes to mode share and the associated shifts in travel behaviour have all been captured in our regional transport model – ROM24.

Orrong Road runs parallel to the Perth-Armadale passenger rail line, which forms a key public transport route. Orrong Road is identified in Perth and Peel @ 3.5 Million Central Sub-Regional Planning Framework as a proposed primary distributor (excerpt in Figure 1) and a secondary freight route (excerpt Figure 2). This captures Orrong Roads' importance as a road corridor.



Figure 1 - Orrong Road as proposed primary distributor (Perth and Peel @ 3.5 Million)

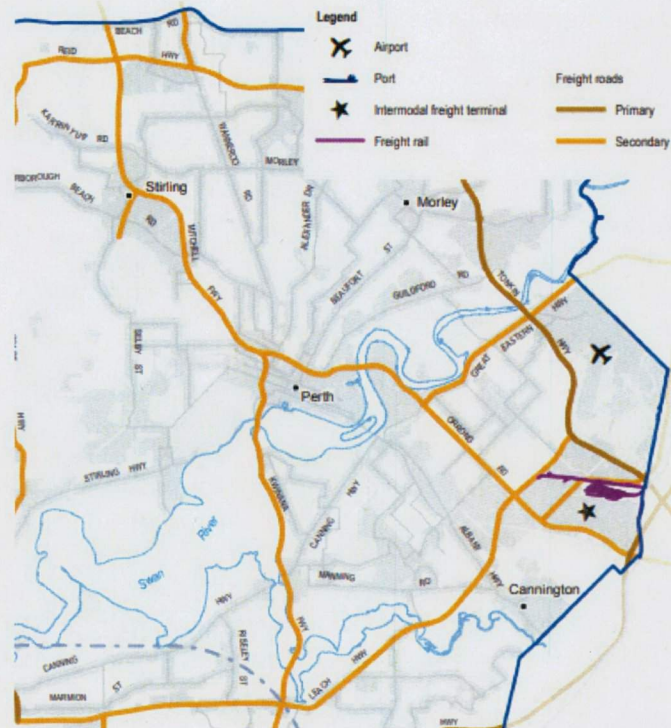


Figure 2 - Orrong Road as secondary freight road (Perth and Peel @ 3.5 Million)

Orrong Road is not a public transport route, public transport services wish to cross Orrong Road rather than travel along it. The section of Orrong Road identified as a high-frequency public transit and urban corridor in Perth and Peel @ 3.5 Million is between Archer Street and Oats Street, this is to facilitate the circle route. The proposed concept delivers significant reduction to congestion at the surface road intersections, which will be beneficial to the operation of public transport services wishing to cross this corridor.

### **Employment self-sufficiency**

Main Roads supports the Town's self-sufficiency targets, and have captured these aspirations in the transport modelling used to inform this study (ROM land use data captures over 90% growth in total dwellings and total employment opportunities between 2016 and 2031).

With a robust and thorough strategy to attain the target levels of self-sufficiency, improvements to the safety and efficiency of the road network on the periphery of your constituents should not undermine these targets.

### **Industrial Precinct**

Traffic Surveys for Kew Street and Briggs Street undertaken in March 2017 identified that only 2-5 heavy vehicles are making the right turn movement from the industrial precinct to Orrong Road each peak hour. Redistribution of these vehicles (acknowledging that there will be some growth in line with general traffic growth) will not pose a significant impost on alternative routes.

Light vehicle volumes in the PM peak are 52 right turn vehicles for Briggs Street and 103 right turn vehicles for Kew Street. As traffic volumes increase this right turn movement would become increasingly difficult to make and would result in traffic redistribution regardless of the Orrong Road upgrade. Additionally, if the traditional planning of a six-lane at-grade road were implemented – the right turn movement from Briggs Street and Kew Street to Orrong Road would be closed.

President Street as per the planning design concept is proposed to be a signalised four-way

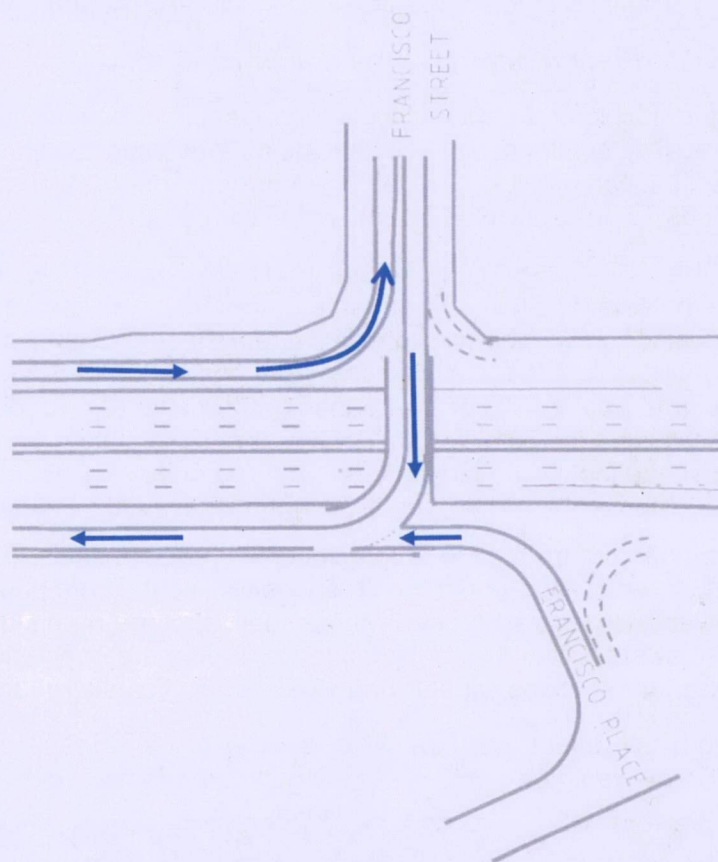


intersection at the surface roads (with through traffic traversing underneath), providing a controlled right turn movement for vehicles exiting the industrial precinct, while Rutland Avenue/Welshpool Road or Thomlinson Road/Welshpool Road are priority controlled. Thus, the attractiveness of President Street to exit the industrial precinct is likely to result in minimal traffic redistribution to alternative junctions on Welshpool Road.

### **Francisco Street**

The current planning design concept provides city-bound ramps from Francisco Street to Orrong Road. These ramps provide for a left in from Orrong Road (eastbound) to Francisco St (City of Belmont side), right out from Francisco Street (City of Belmont side) to Orrong Road (city bound), and left out from Francisco Place (Town of Vic Park side) to Orrong Road (city bound). The surface level road that crosses Orrong Road will be a one-way road from the City of Belmont side to the on-ramp. For clarity, Figure 3 summarises these movements.

The section of Francisco Place to the front of properties 1-3 can accommodate two-way traffic flow to the front of the commercial properties however; this will not be extended across the Francisco Street/Orrong Road crossing. Traffic wishing to head city-bound will be able to access the Francisco Street ramp, however traffic wishing to travel southeast will use the local street network to access alternative intersections, such as Roberts Road.



*Figure 3 - Proposed movements at Francisco Street*

Two critical factors which prohibit the provision of two-way traffic at the Francisco Road crossing are:

- Geometric constraints – two-way traffic at this location would require signalisation of each of the ramps and the surface road (similar to a half-diamond), which in turn requires the extensive lengthening of the ramps. The current design cannot



accommodate this as Francisco Street is too close to the Great Eastern Highway exit and entry ramps.

- Traffic impacts – two-way traffic flow at this location will encourage rat running through residential streets (which is why Francisco Place / Streatley Road connection was severed originally). Streatley Road can be re-opened to allow Lathlain residents an alternative exit, on the provision that this exit is a left-out only movement. This resolution was determined in consultation with Town of Victoria Park Officers during the preliminary transport modelling phase.

### **Dupre Lane**

The Town's recommendation is noted.

### **164 to 182 Orrong Road**

Main Roads has been working with Officers at the Town to achieve a suitable reciprocal right of carriageway for the properties between 164 to 182 Orrong Road. Connection of this access way to Orrong Road cannot be accommodated due to differences in grades between properties and Orrong Road at this location. The plan will be updated to include a suitable connection of the reciprocal right of carriageway to Keyes Street and Custance Street suitable for property access and to ensure service vehicle access and egress.

### **Traffic Redistribution through local government roads**

The intent in developing a microsimulation model is to capture the redistribution of traffic at a more refined link level than is feasible at the macroscopic level a regional model, such as Main Roads ROM24, can provide. The table below identifies the connectivity (current and proposed) of local roads Town of Vic Park roads and Orrong Road.

Residential land in-fill, commercial and retail development result in significant traffic growth across the network to 2031. For example, the Town of Victoria Park area around the study corridor (bounded by Albany Highway, Great Eastern Highway, Orrong Road and Leach Highway) is forecast to have an increase in population of 80%, employment growth of 94% and school and Tafe enrolment increases of 32% and 12% respectively (as indicated by land use data forecasts for 2016 to 2031). It is therefore critical to note that the redistribution of traffic across the local road network due to the proposed concept is a small proportion of total traffic volume increase that will result from the significant intensification of land use.

The redistribution of traffic due to the closure of the intersections at Goddard Street, Mercury Street and Cohn Street with Orrong Road, as well as the changes to Oats Street configuration, has been captured as part of the traffic modelling stage of this project. This traffic modelling illustrates that even with the redistribution of traffic; the congestion experienced on the local roads at key intersections with Orrong Road is significantly reduced.

Any network alterations required at a local level as a result of the ultimate Orrong Road Planning Study would be captured as part of the project development phase.

Road	Current Configuration	Proposed Configuration
Goddard Street	Left-in-left-out	Cul-de-sac
Francisco Place	Full movement, signalised (no connectivity to Streatley Road, Lathlain residents)	Left-out with connectivity to Streatley Road
Rayment Street	Cul-de-sac	Left-in-left-out



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Roberts Road	Full movement, priority control	Full movement, signalised
Archer Street	Full movement, signalised	Full movement, signalised
Galaxy Way	Left-in	Cul-de-sac
Mercury Street	Full movement, priority control	Cul-de-sac
Astral Avenue	Cul-de-sac	Cul-de-sac
Oats Street	Full movement, signalised	Grade separated flyover, no access to Orrong Road
Cohn Street	Left-in-left-out	Cul-de-sac
Briggs Street	Full movement, priority control	Left-in-left-out
President Street	Left-in-left-out (Town of Vic Park side)	Full movement, four-way, signalised
Kew Street	Full movement, three-way, priority control (Town of Vic Park side)	Left-in-left-out

### ***Pedestrians desire lines***

The reduced traffic volumes at surface level intersections, which will include signalised pedestrian phases, will provide improved opportunities for pedestrians to cross at these locations.

The Town's comment regarding the Corser Street pedestrian crossing facility is noted.

### ***Vegetation***

Main Roads notes the comprehensive suggestions presented by the Town.

Opportunities to detail landscaping, re-vegetation and the transplanting of existing vegetation will be captured at a detailed project development stage, cognisant to the Town's Urban Forestry Strategy.

### ***Services***

The opportunity to sink the 132kV bulk transmission power lines below ground level has been identified and the details for this will be captured at a project development phase.

Main Roads notes your comments on utility considerations.

### ***Economic***

It is acknowledged that while there are some businesses that do rely on passing trade, many of the local business centres along Orrong Road are destinations that directly attract customers. While all efforts are made to minimise impacts Main Roads must consider a concept that will benefit the whole community, while still ensuring an equitable balance for road users, local residents and landowners.

PCA 142 (attached) identifies all affected land owners.



### **Noise**

A noise assessment has been undertaken for the proposed concept, which models the anticipated noise for the forecast future traffic. Results indicate that for the below ground level sections, even with the increase in traffic, forecast noise levels are consistently below the noise levels that have been recorded currently.

Sections where the road is at ground level or elevated (i.e. Leach Highway), there are increases in noise levels. Minimum levels of noise screening and/or noise walls are identified at this preliminary planning stage to ensure no areas will experience an increase in noise to what is currently recorded. At the detailed design and development stage, further mitigation measures will be investigated to reach the minimum reasonably practicable noise levels.

### **Time horizons**

As this is a long-term planning study, there are no time frames for construction. There is currently no funding for this concept.

As you are aware, PCA 142 was gazetted in March 2020 and protects the land required for this project.

### **Constructability**

Constructability is the next stage of this project. Work to gain a thorough understanding of current best practice, innovative opportunities, staging requirements and opportunities, and to identify the impacts to residents and road users as well as opportunities to mitigate and manage these impacts during the construction phase is currently underway.

### **Other items**

- Orrong Road is identified in Perth and Peel @ 3.5 Million as a primary distributor and secondary freight route, the efficiency of the road network that serves this route should not be disregarded, from an economic, social and sustainability perspective, as a congested road network does not facilitate the movement of people and goods along this corridor.  
Orrong Road is a critical link between the Graham Farmer Freeway, Leach Highway (and beyond our study area to), Roe Highway and Tonkin Highway and its importance as such a link cannot be compromised. While we encourage integrated transport approaches, encouraging mode shifts to public transport and active transport modes will not eliminate the need to provide safe and efficient roadways for vehicular traffic.
- As expanded on above, constructability is the next stage of the project.
- ITS and associated technologies are details to be captured at a more detailed stage of project development.
- The bike boulevard on Surrey Road has been identified as the primary cycle way for this corridor.
- Landscaping, shared paths and public art along the minimum 4.1 metre verges both sides of the proposed Orrong Road concept will enhance public amenity along this corridor by comparison to today. Community access across Orrong Road will be improved at the key signalised intersections allowing improved permeability to services and recreational activities across Orrong Road.
- Main Roads will continue to engage with key stakeholders through the further stages of the project. There will be further opportunity for Local Governments and ratepayers to provide comments and feedback when the amendment to the Metropolitan Region Scheme is advertised.



We trust this assists in answering many of your queries and concerns, and will continue to engage with council officers as we progress through the next stages of this project.

Should you wish to discuss anything further please contact Urban Road Planning Manager, David Van Den Dries on 08 9323 4917.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Lindsay Broadhurst".

Lindsay Broadhurst  
**Director Road Planning & Development**

Enc. PCA 142



Signed for and on behalf of the  
Western Australian Planning Commission

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An officer duly authorised by the Commission  
pursuant to section 24 of the  
Planning and Development Act 2005  
for that purpose in the presence of:

Witness \_\_\_\_\_

Date \_\_\_\_\_

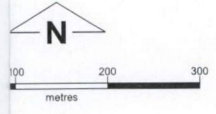
Approved - Minister for Planning \_\_\_\_\_

Date \_\_\_\_\_

Planning control area  
No: 142



Created on date: Thursday, 23 January 2020  
Produced by Data Analytics, Department of Planning, Lands and Heritage, Perth WA  
Base information supplied by Western Australian Land Information Authority SLIP 1096-2018-1



Plan Number

1.7924

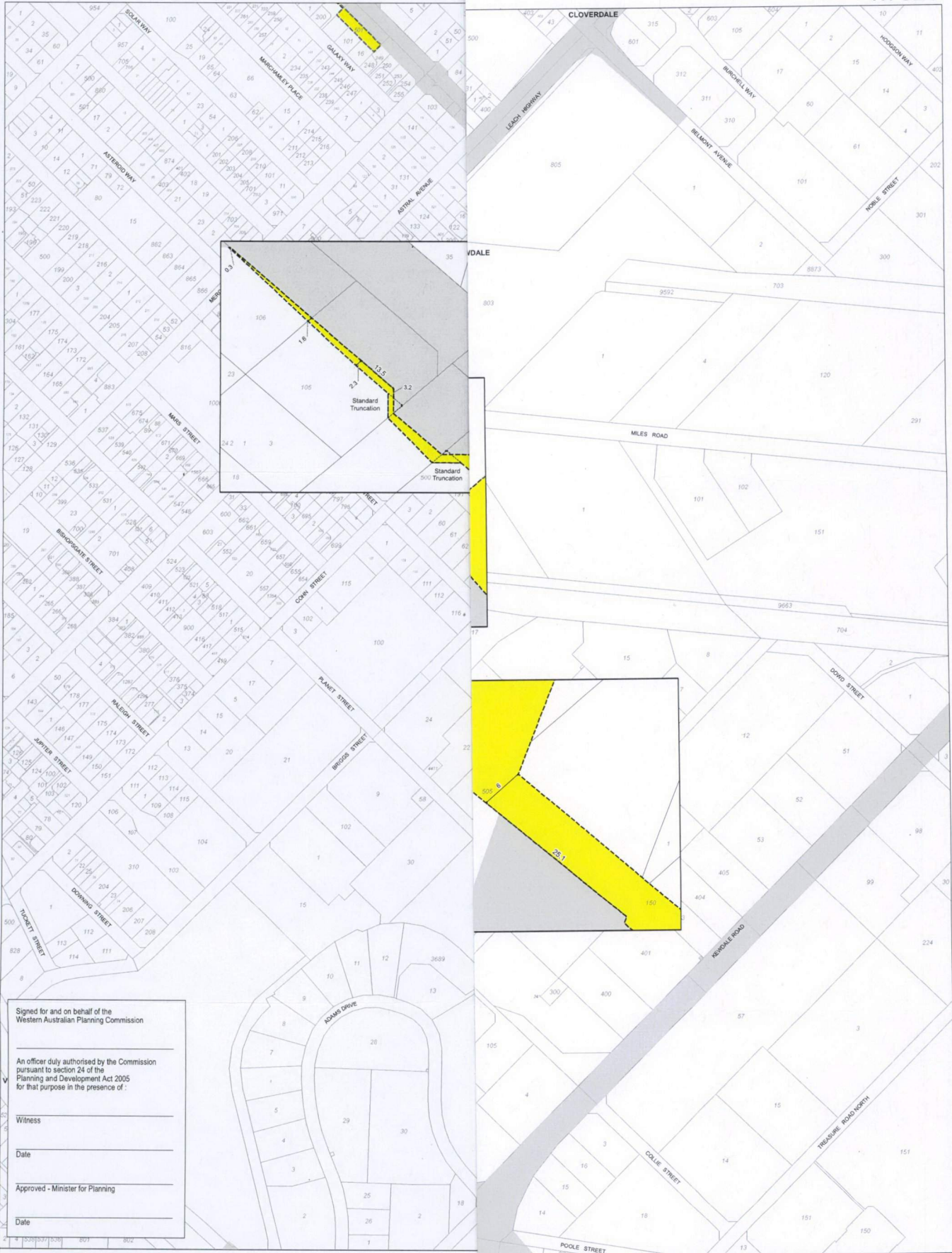
Ref: 3015 Sheet 1 of 2

File number: 835/02/32/0001

Plan reference:  
Metropolitan Region Scheme  
1:25,000 sheet 16

Amending Plans:  
1.7924 - 1.7925





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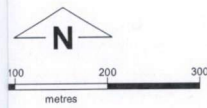
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Plan Number

1.7925

Ref: 3015 Sheet 2 of 2

File number: 835/02/32/0001  
Plan reference:  
Metropolitan Region Scheme  
1:25,000 sheet 16  
Amending Plans  
1.7924 - 1.7925