

Under Separate Cover

Ordinary Council Meeting

29 June 2021

**Item 10.5.1: Closure of Whatley Crescent (West),
Bayswater**

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10 REPORTS**10.5 Major Projects Directorate Reports****10.5.1 Closure of Whatley Crescent (West), Bayswater**

Applicant/Proponent:	Evolve Bayswater Alliance
Responsible Branch:	Engineering Services
Responsible Directorate:	Major Projects
Authority/Discretion:	Legislative
Voting Requirement:	Simple Majority Required
Attachments:	<ol style="list-style-type: none"> 1. Consultation Letter [10.5.1.1 - 2 pages] 2. METRONET Letter to Whatley Crescent Residents [10.5.1.2 - 2 pages] 3. Consultation Survey Results [10.5.1.3 - 9 pages] 4. Evolve Bayswater Alliance (EBA) Categorised Response [10.5.1.4 - 1 page]
Refer:	Item 10.5.1: OCM 25.05.21

SUMMARY

Council's final endorsement is sought following public advertising for the proposed temporary closure of a portion of Whatley Crescent between King William Street and Garratt Road, Bayswater. The proposed closure is part of the construction works for the rail network and installation of underground services associated with the redevelopment of the Bayswater Station.

The proposal was advertised for 21 days and a total of 126 submissions were received during the period of public consultation.

From the public comments received, it was noted the majority of the concerns raised were traffic related that ranged from access to potential rat-runs and congestion issues.

OFFICER'S RECOMMENDATION

That Council:

1. **Conditionally endorses the temporary closure to all vehicles, in accordance with Section 3.50 of the *Local Government Act 1995*, of the following portions of Whatley Crescent, Bayswater:**
 - (a) Full closure of the road from Garratt Road to King William Street between 4 October 2021 to 18 December 2021 as shown in Figure 1 in this report; and
 - (b) Full closure of the road including the King William Street and Coode Street intersection from 4 November 2021 to 22 November 2021 and from 27 November 2021 to 15 December 2021 as shown in Figure 2 in this report.
2. **Advises Evolve Bayswater that the endorsement is subject to the implementation of the following temporary traffic measures at their cost to the satisfaction of the City during the closure period:**
 - (a) Right turn phase to be incorporated in the signal phase for King William Street (Southbound) leg turning right onto Guildford Road at the King William Street and Guildford Road intersection (subject to Main Roads WA approval and at the cost of Evolve Bayswater);
 - (b) Right turn movement to be permitted on Guildford Road (Westbound) turning right onto Garratt Road at the Garratt Road and Guildford Road intersection (subject to Main Roads WA approval and at the cost of Evolve Bayswater);

- (c) Temporary speed plateaus or alternative traffic calming measures to be installed along Roberts Road, Murray Street and Almondbury Street; and
- (d) Temporary traffic signals or an alternative treatment to be installed at the King William Street and Olfe Street intersection.

BACKGROUND

Evolve Bayswater Alliance (Evolve) has written to the City requesting temporary closure of a portion of Whatley Crescent to facilitate works associated with the construction of the new Bayswater Station. The road closure is required as the works involve upgrading of public utility infrastructure that is located underneath the Whatley Crescent road pavement as well as construction of new infrastructure that will not allow vehicle traffic to pass through the site safely.

At its Ordinary Meeting on 25 May 2021, Council considered a report in relation to the proposed temporary closure of a portion of Whatley Crescent and resolved as follows:

“That Council:

1. *Endorses the undertaking of consultation in accordance with Section 3.50 of the Local Government Act regarding the temporary closure to all vehicles of the following portion of Whatley Crescent, Bayswater:*
 - (a) *Full closure of the road from Garratt Road to King William Street between 4 October 2021 to 18 December 2021 as shown in Figure 1 in this report; and*
 - (b) *Full closure of the road including the King William Street and Coode Street intersection from 4 November 2021 to 22 November 2021 and from 27 November 2021 to 15 December 2021 as shown in Figure 2 in this report.*
2. *Advises the Public Transport Authority that prior to Council’s final consideration of the temporary closure of Whatley Crescent, the following are to be addressed:*
 - (a) *alternative access arrangements for private property and waste collection are to be resolved.*
 - (b) *provide confirmation that temporary traffic measures will be implemented to minimise impact on the local road network within the station precinct.”*

EXTERNAL CONSULTATION

The City undertook consultation inviting comments over a period of 21 days as required under Section 3.50 of the *Local Government Act 1995* which included the following:

1. Letters sent to Main Roads Western Australia (MRWA), service agencies and all landowners with property facing the relevant section of Whatley Crescent as well as all properties bounded by King William Street, Whatley Crescent, Guildford Road and Garratt Road on 26 May 2021.
2. A notice in The Eastern Reporter on 3 June 2021.
3. The City’s community engagement website (*Engage Bayswater*) where information and maps were uploaded and the community were able to provide online feedback.

A total of 732 letters were sent out to affected landowners, occupiers and businesses as well Main Roads Western Australia (MRWA) and various service agencies. A copy of the letter can be found in **Attachment 1**.

The extent of properties the letter was sent to is shown below.



The notice that was printed in The Eastern Reporter is below.

Temporary road closure

Whatley Crescent (west), Bayswater

In accordance with section 3.50 (1)(a) of the *Local Government Act 1995*, notice is hereby given that the City of Bayswater proposes to temporarily close Whatley Crescent (west), Bayswater, for a period of approximately three months (4 October to 18 December 2021).

Full closure to vehicular traffic will extend from King William Street to Garratt Road, Bayswater, and is required to facilitate construction works for the rail network and installation of underground services associated with the redevelopment of the Bayswater Train Station.


Please note that pedestrian and cyclist movements will be retained during the closure.

Further details on the proposed closure is available on the City's website, engage.bayswater.wa.gov.au/proposed-temporary-road-closure-whatley-crescent

Any person wishing to comment on the closure may lodge a written submission with the undersigned by **Friday, 18 June 2021**. Submissions should be forwarded to PO Box 467, Morley WA 6943 or mail@bayswater.wa.gov.au

For further information, contact 9272 0654.

ANDREW BRIEN
CHIEF EXECUTIVE OFFICER



Evolve has also undertaken consultation with the affected residents and businesses with properties that front Whatley Crescent between King William Street and Garratt Road. A copy of their letter can be found in **Attachment 2.**

OFFICER'S COMMENTS

The proposed road closure that was advertised consisted of closure of the full width of the Whatley Crescent road carriageway from Garratt Road to King William Street for a total duration of 66 days. Vehicular traffic will therefore not be able to access or travel on Whatley Crescent in either direction during this period of closure.

The temporary road closure is necessary to facilitate the works required for the development of the new Bayswater Train Station. The works that will be undertaken during the closure period included the following:

- Clearing of Hard landscaping
- Replacement of Sewer Pressure Main
- Rail Turnback works
- Installation of Retaining Walls
- Construction of Leake St Underpass
- New Principal Shared Path (PSP)
- Stormwater Drainage works
- Roadworks – Resurfacing and reinstatement of road
- Signs and Pavement marking
- Installation of Concrete barriers
- Lifting and placement of bridge spans

Closure of the full width of Whatley Crescent is necessary in particular to facilitate the upgrade and installation of the realigned sewer pressure main as well as the construction of the new bridge. As the existing and the new sewer pressure main are located directly underneath the Whatley Crescent road pavement with portions in excess of 3 metres below the road level, full closure of the road becomes the only option to enable excavation and installation of this infrastructure. The full closure of Whatley Crescent and the King William Street, Coode Street intersection will also be necessary to allow cranes to be set up for the lifting and placing of bridge components for the new bridge overpass.

Details of the proposed road closure that was advertised is outlined below:

- Phase 1 - consists of a full closure of Whatley Crescent to vehicular traffic for the entire distance from Garratt Road to King William Street. This is required from 4 October 2021 to 18 December 2021.
- Phase 2 – extending the full closure of Whatley Crescent to vehicular traffic for the entire distance from Garratt Road to King William Street to include the King William Street, Coode Street intersection. This will be required from 4 November 2021 to 22 November 2021.
- Phase 3 – extending the full closure of Whatley Crescent to vehicular traffic for the entire distance from Garratt Road to King William Street to include the King William Street, Coode Street intersection. This will be required from 27 November 2021 to 15 December 2021.

The phases are illustrated in Figures 1 to 2 below.

Figure 1: Full Road Closure for Phase 1 Works



Figure 2: Full Road Closure for Phase 2 and 3 Works



As stated in the previous Council report, the City had raised a number of concerns with Evolve on the potential impact the closure would cause to the community during the assessment of the proposed road closure. These included:

- Access to properties that have road frontage and driveway access off Whatley Crescent;
- Waste collection where the properties' kerbside collection is on Whatley Crescent;
- R.O.W. (laneway) access for waste vehicles; and
- Potential rat runs within the local road network.

Due to the above concerns, the following part recommendation was put forward for Council's consideration accordingly:

“That Council:

.....

2. *Advise the Public Transport Authority that prior to Council’s final consideration of the temporary closure of Whatley Crescent, the following are to be addressed:*
 - (a) *alternative access arrangements for private property and waste collection are to be resolved.*
 - (b) *provide confirmation that temporary traffic measures will be implemented to minimise impact on the local road network within the station precinct.”*

Private Property Access Arrangement

All the properties along Whatley Crescent consist of vehicle access via the back laneway with the exception of two strata properties (127 and 129 Whatley Crescent).



Evolve has advised that they will provide a temporary access track from these properties to Roberts Street in order to maintain vehicle access during the road closure period.

Waste Collection

The kerbside collection to properties on Whatley Crescent will be impacted due to this road closure as waste vehicles will not have access to Whatley Crescent in order to empty the bins. As part of the consultation Evolve has undertaken with the affected residents with properties on Whatley Crescent, alternative access and collection locations have been arranged such that kerbside collection can continue to be serviced to all the properties affected.

The following arrangement has been made with agreement from the affected residents and the City’s Waste Contractor (Cleanaway):

Properties between King William Street and Veitch Street

It is not anticipated that there will be any changes to these properties as their current kerbside collection is from the back laneway. Evolve will however provide sufficient pavement space at the end of Veitch Street to allow waste trucks to turnaround.

Properties between Veitch Street and Leake Street

The kerbside collection for these properties will either be from the back laneway or from the side streets being either Veitch Street or Leake Street.

Properties between Leake Street and Roberts Street

The kerbside collection for these properties will also either be from the back laneway or from Leake Street or Roberts Street. For the properties that only have front access to Whatley Crescent, Evolve personnel will wheel out their bins from the property to the side streets on a weekly basis for collection throughout the road closure period.

Properties between Roberts Street and Garratt Road

The kerbside collection for these properties is currently from Merrick Court and will therefore not be affected.

The figure below provides a summary of the arrangements made by Evolve to address the waste collection for the properties that will be affected by the closure.



Community Submissions

Following the closing of the public consultation period, the City received a total of 126 submissions. 124 of these submissions were from residents, landowners and business owners and two were from service authorities which were Western Australia Police Force (WA Police) and Department of Fire and Emergency Services (DFES). Both WA Police and DFES advised they are aware of the station works and have no objections to the proposed closure. A summary of the submissions received is enclosed as **Attachment 3**.

Although a substantial amount of submissions were in support of the closure proposal with a number of residents expressing their preference for the works to be completed in the least amount of time, there was a considerable number of residents who expressed concerns with the closure. The majority of these concerns were traffic related, in particular potential rat-run within the local road network and traffic congestion issues. Impacts on businesses in the area was also raised as an issue in a number of submissions.

Rat-Running

The rat-run issues raised relate to regional traffic using the local road network rather than the distributor roads. Due to the disruption to the distributor road network caused by the closure, residents have expressed concerns with the amount of traffic that is likely to increase on roads such as Roberts Street, Murray Street and Almondbury Street.

King William Street and Guildford Road Intersection

Issues have been raised by residents in relation to the southbound traffic on Coode Street that will be unable to turn right onto Whatley Crescent due to the proposed closure. The concerns stemming from this issue would be that this volume of traffic will be re-directed to continue straight through along King William Street towards Guildford Road. This will in turn create further queuing delays on the right turn movement at the King William Street and Guildford Road signalled intersection.

Garratt Road and Guildford Road Intersection

A number of residents have requested allowing right turns from Guildford Road westbound onto Garratt Road northbound as traffic will be unable to access the Hotham Street Bridge from Whatley Crescent due to this closure.

Murray Street, Almondbury Street and Garratt Road Intersection

Several number of residents have requested removing the central median island on Garratt Road at either the Murray Street or Almondbury Street intersections. This is such that northbound traffic on Garratt Road will be able to turn right into these local roads given right turns will not be permitted at Whatley Crescent. The City however has some reservations in relation to the removal of the medians as this could have the potential to attract regional traffic into the local road network. It is therefore recommended that Evolve undertakes further consideration on these measures in order to avoid creating potential rat-run issues.

Whatley Crescent, Coode Street and King William Street Intersection

As the proposed closure also extends to include the King William Street and Coode Street intersection to facilitate the construction of the new overpass bridge, some residents have expressed dissatisfaction to this additional closure. The concerns were mainly due to the potential segregation between the residents north of the rail line and the disruption to businesses this will cause in particular leading up to the Christmas holiday period.

Olfe Street Access

Another concern that has been raised by residents was the difficulty with vehicles exiting Olfe Street onto King William Street due to the current closure of Whatley Crescent East at Hamilton Street. It is anticipated that this issue will be exacerbated due to the expected high traffic volumes on King William Street caused by the closure.

Impact on Local Businesses

A number of businesses have expressed concerns with the adverse impact the proposed closure would have on the local businesses in the town centre and have therefore not given support to the closure proposal.

Evolve Bayswater Alliance (EBA) have categorised various concerns from the submissions received and their response forms **Attachment 4**.

Temporary Traffic Measures

Whatley Crescent is classified as a District Distributor road under Main Roads WA's road hierarchy, as such, it carries traffic between suburbs and regions and provides connection to other distributor roads.

Similar to the Bayswater Triangle Road network area which is bordered by King William Street, Whatley Crescent, Newton Street and Guildford Road, the road network to the west of King William Street is a local network cell that is bounded by Garratt Road, Whatley Crescent, King William Street and Guildford Road. These roads are all distributor roads in particular Guildford Road which is classified as a Primary Distributor Road.

Primary Distributors are managed by MRWA and provide for major regional and inter-regional traffic movement and are designed to carry large volumes of traffic.

Because the proposed closure of Whatley Crescent is between Garratt Road and King William Street which are also distributor roads, the City has requested that Evolve's Traffic Management Contractor take into consideration during the development of their traffic management plans to implement measures such that any regional traffic will remain on the distributor road network rather than be diverted through the local road network.

To address the above concerns, it is recommended that the following measures be implemented throughout the closure period:

Right turn at King William Street and Guildford Road Intersection

Given the southbound traffic on Coode Street will be unable to turn right onto Whatley Crescent at the Whatley Crescent and King William Street intersection, it is recommended that improvements be made on the right turn movements at the intersection of King William Street and Guildford Road. The current southbound traffic turning right from King William Street onto Guildford Road is under a green light filter. Considering that there will be an increased likelihood on the turning volumes for this movement, it is considered appropriate for the current traffic signals to be modified to include a right turn arrow phase to reduce the queue lengths and delays. It should be noted that this would be subject to MRWA approval.

Right turn at Guildford Road and Garratt Road Intersection

Given the westbound traffic on Guildford Road is currently not permitted to make right turns onto Garratt Road, and that a portion of north and westbound traffic will be unable to access the Hotham Street Bridge via Whatley Crescent, it is recommended that consideration be given to modify the traffic signal at the Garratt Road and Guildford Road intersection such that right turn movements are permitted on Guildford Road (Westbound) to turn right onto Garratt Road whilst the road closure is in place. It should be noted that this would also be subject to MRWA approval.

Traffic Management Devices on Roberts Road, Murray Street and Almondbury Street

In an attempt to mitigate the extent of any potential regional through traffic and any rat-running traffic within the local road network cell, it is recommended that the City require Evolve's Traffic Management Contractor to implement various temporary traffic management devices on roads such as Robert Street, Murray Street and Almondbury Street. It is anticipated that these additional measures will further encourage any regional traffic to remain on the distributor road network such as King William Street, Guildford Road and Garratt Road and to discourage the use of the local road network as a short cut.

King William Street and Olfe Street Intersection

Given several residents have expressed difficulty with entering King William Street from Olfe Street in particular during peak hour periods due to the high traffic volumes on King William Street, it is recommended that some form of temporary treatment be implemented at this intersection to reduce the extent of delays to motorists.

LEGISLATIVE COMPLIANCE

Section 3.50 of the *Local Government Act 1995* outlines the requirements relating to the closure of roads to vehicles. The provisions include that prior to approving a closure exceeding four weeks, the local government is to:

“(4)..

- (a) give local public notice of the proposed order giving details of the proposal, including the location of the thoroughfare and where, when, and why it would be closed, and inviting submissions from any person who wishes to make a submission; and

- (b) give written notice to each person who —
 - (i) is prescribed for the purposes of this section; or
 - (ii) owns land that is prescribed for the purposes of this section; and
- (c) allow a reasonable time for submissions to be made and consider any submissions made.”

The consultation that was undertaken as outlined in the External Consultation section of this report complied with the requirements of the Act.

RISK ASSESSMENT

In accordance with the City's Risk Management Framework, the officer's recommendation/ following options have been assessed against the City's adopted risk tolerance. Comments are provided against each of the risk categories.

Officer's Recommendation	That Council:																													
	1. Conditionally endorses the temporary closure to all vehicles, in accordance with Section 3.50 of the <i>Local Government Act 1995</i> , of the following portions of Whatley Crescent, Bayswater:																													
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<table><tr><th>Risk Category</th><th>Adopted Risk Appetite</th><th>Risk Assessment Outcome</th></tr><tr><td>Strategic Direction</td><td>Moderate</td><td>Low</td></tr><tr><td>Reputation</td><td>Low</td><td>Moderate</td></tr><tr><td>Governance</td><td>Low</td><td>Low</td></tr><tr><td>Community and Stakeholder</td><td>Moderate</td><td>Moderate</td></tr><tr><td>Financial Management</td><td>Low</td><td>Low</td></tr><tr><td>Environmental Responsibility</td><td>Low</td><td>Low</td></tr><tr><td>Service Delivery</td><td>Low</td><td>Low</td></tr><tr><td>Organisational Health and Safety</td><td>Low</td><td>Low</td></tr></table>				Risk Category	Adopted Risk Appetite	Risk Assessment Outcome	Strategic Direction	Moderate	Low	Reputation	Low	Moderate	Governance	Low	Low	Community and Stakeholder	Moderate	Moderate	Financial Management	Low	Low	Environmental Responsibility	Low	Low	Service Delivery	Low	Low	Organisational Health and Safety	Low	Low
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Conclusion	This option is considered to carry a moderate risk in terms of community and stakeholders as the City has put forward a number of measures for Evolve to implement based on community feedback. Although the closure is necessary for the development of the new station, there may be some landowners, businesses and residents who remain opposed to the closure.																													

Option 2	<p>That Council endorses the temporary closure to all vehicles, in accordance with Section 3.50 of the <i>Local Government Act 1995</i>, of the following portions of Whatley Crescent, Bayswater:</p> <p>(a) Full closure of the road from Garratt Road to King William Street between 4 October 2021 to 18 December 2021 as shown in Figure 1 in this report; and</p> <p>(b) Full closure of the road including the King William Street and Coode Street intersection from 4 November 2021 to 22 November 2021 and from 27 November 2021 to 15 December 2021 as shown in Figure 2 in this report.</p>	
Risk Category	Adopted Risk Appetite	Risk Assessment Outcome
Strategic Direction	Moderate	Low
Reputation	Low	High
Governance	Low	Low
Community and Stakeholder	Moderate	High
Financial Management	Low	Low
Environmental Responsibility	Low	Low
Service Delivery	Low	Moderate
Organisational Health and Safety	Low	Moderate
Conclusion	<p>This option is considered to carry a high risk in terms of community and stakeholders as the City has put forward a number of measures for Evolve to implement based on community feedback. Although the closure is necessary for the development of the new station, there may be some landowners, businesses and residents who remain opposed to the closure.</p>	

Option 3	<p>That Council does not endorse the temporary closure of portions of Whatley Crescent, Bayswater to all vehicles, in accordance with Section 3.50 of the <i>Local Government Act 1995</i>.</p>	
Risk Category	Adopted Risk Appetite	Risk Assessment Outcome
Strategic Direction	Moderate	High
Reputation	Low	High
Governance	Low	Low
Community and Stakeholder	Moderate	High
Financial Management	Low	Low
Environmental Responsibility	Low	Low
Service Delivery	Low	Moderate
Organisational Health and Safety	Low	Low
Conclusion	<p>Preventing the temporary road closure is considered to carry high risks in terms of strategic direction, reputation and community and stakeholders as this would be contrary to the City's previous position on the 2019 development application and may delay the construction of a State Government project or result in other mechanisms being used to facilitate the closure with a less favourable outcome to the City.</p>	

FINANCIAL IMPLICATIONS

There are no financial implications that are applicable. It is expected that all costs associated with the road closure including implementation of all the traffic measures, setting out of traffic management and traffic detours, and any further public notice to the community are the responsibility of the Evolve Bayswater Alliance.

STRATEGIC IMPLICATIONS

In accordance with the City of Bayswater Strategic Community Plan 2017-2027 (as amended), the following applies:

Theme: Our Built Environment

Aspiration: A quality and connected built environment.

Outcome B2: A connected community with sustainable and well maintained transport.

The closure will facilitate the redevelopment of the Bayswater Station and surrounding precinct, which is a step-change for public transport access in the Bayswater town centre.

CONCLUSION

To enable the construction of the new Bayswater Station, it is necessary to close a portion of Whatley Crescent to vehicles. It is recommended that Council approves the temporary full closure of Whatley Crescent between Garratt Road and King William Street for the period between 4 October 2021 to 18 December 2021 subject to Evolve implementing the recommended temporary traffic measures.

It should be acknowledged that there will be disruption and inconvenience caused to the residents due to this closure, however, it is envisaged that the level of inconvenience would be exacerbated if the recommended temporary measures have not been taken into consideration by Evolve during the development of their traffic management plans for the closure.



26 May 2021

61 Broun Avenue, Morley WA 6062
PO Box 467, Morley WA 6943

«Owner_Name»
«Owner_Address_Line1»
«Owner_Address_Line2»

P: (08) 9272 0622
F: (08) 9272 0665
mail@bayswater.wa.gov.au

National Relay Service:
1800 555 660

www.bayswater.wa.gov.au

Dear resident/business operator

Proposed temporary closure of Whatley Crescent (west), Bayswater

The temporary closure of Whatley Crescent (west), Bayswater, to vehicular traffic, from King William Street to Garratt Road, is required as part of the construction works for the rail network and installation of underground services associated with the redevelopment of the Bayswater Train Station.

The contractor requesting the closure, Evolve Bayswater, has indicated that a full closure of Whatley Crescent from King William Street to Garratt Road will result in the necessary works being completed in a significantly shorter timeframe.

If the full closure is not approved the works will need to be carried out with a series of closures of different sections over an extended timeframe. This will take approximately 60 days longer to complete the works.

The works are extensive and are proposed to be completed in three phases:

- Phase 1 - consists of a full closure of Whatley Crescent to vehicular traffic for the entire distance from Garratt Road to King William Street. This is required from 4 October 2021 to 18 December 2021.
- Phase 2 – extending the full closure of Whatley Crescent to vehicular traffic for the entire distance from Garratt Road to King William Street to include the King William Street, Coode Street intersection. This will be required from 4 November 2021 to 22 November 2021.
- Phase 3 – extending the full closure of Whatley Crescent to vehicular traffic for the entire distance from Garratt Road to King William Street to include the King William Street, Coode Street intersection. This will be required from 27 November 2021 to 15 December 2021

Figure 1: Full Road Closure for Phase 1 Works



Figure 2: Full Road Closure for Phase 2 & 3 Works



In accordance with section 3.50 (1)(a) of the *Local Government Act 1995*, notice is hereby given that the City of Bayswater proposes to temporarily close Whatley Crescent (west), between King William Street and Garratt Road, Bayswater, for a period of approximately three months (4 October to 18 December 2021).

Please note that during the closure period pedestrian and cyclist movements along the subject section of roadway will be retained.

Further details on the proposed closure are available on the City's website, Ordinary Council Meeting Agenda, 25 May 2021, Item 10.5.1, <https://www.bayswater.wa.gov.au/city-and-council/council/council-meetings/agendas-and-minutes/2021/may/ordinary-council-meeting-25-may-2021-agenda>

Comments are invited on the proposed closure and should be lodged in writing with the Chief Executive Officer, PO Box 467, Morley WA, 6943 or mail@bayswater.wa.gov.au by **Friday, 18 June 2021**.

Should you wish to discuss this matter further, please contact the City's Manager Engineering Services, Bryce Coelho, on 9272 0654.

Yours faithfully

DOUG PEARSON
DIRECTOR MAJOR PROJECTS



New Bayswater Station

20 May 2021

PROPOSAL TO TEMPORARILY CLOSE WHATLEY CRESCENT (WEST)

Dear resident,

Whatley Crescent, between Garratt Road and King William Street, will fully close to motorists for two and a half months from October 2021 to relocate a sewer main to the middle of the road. A number of alternative options were investigated but included some form of road closure, with the next best option having a four month impact. The proposed approach is considered the safest, with the shortest impact on the community.

A full closure of the King William/Coode St-Whatley Crescent intersection is also required in November/December to lift the bridge beams into place. The details and length of this closure are still being determined.

To make the most of this disruption we plan to complete significant works, including:

- Relocating a major sewer main to the middle of Whatley Crescent
- Completing turnback rail infrastructure
- Building the permanent principal shared path (PSP) to King William Street
- Upgrading the southern section of the Leake St underpass
- Lifting the new bridge beams into place.

We are seeking feedback from impacted residents to help inform our construction mitigation and management plans. A formal consultation process will begin in late-May and you can make a submission via the City of Bayswater's consultation channels.

What to expect

- Final construction details will be provided closer to the start of works.
- To minimise impacts, the majority of works will be completed during the day, however some night works are expected. You will be notified in advance of any planned after-hours work.
- There will be no vehicle access to this section of Whatley Crescent during the closure.
- Pedestrian access and a PSP detour route will be maintained at all times.
- Access to the Leake St underpass and crossing will be maintained, except during school holidays when we work on upgrading the underpass.

Expected impacts to Whatley Crescent properties

We will work with you to minimise the impact on you and your property. We have identified the following impacts and are seeking information from you about:

- property access
- waste collection.

We will provide further updates regarding construction timelines and impacts closer to the date.

Kind regards

METRONET team
New Bayswater Station Project

Delivery
Agency:



Public Transport
Authority

MORE INFORMATION

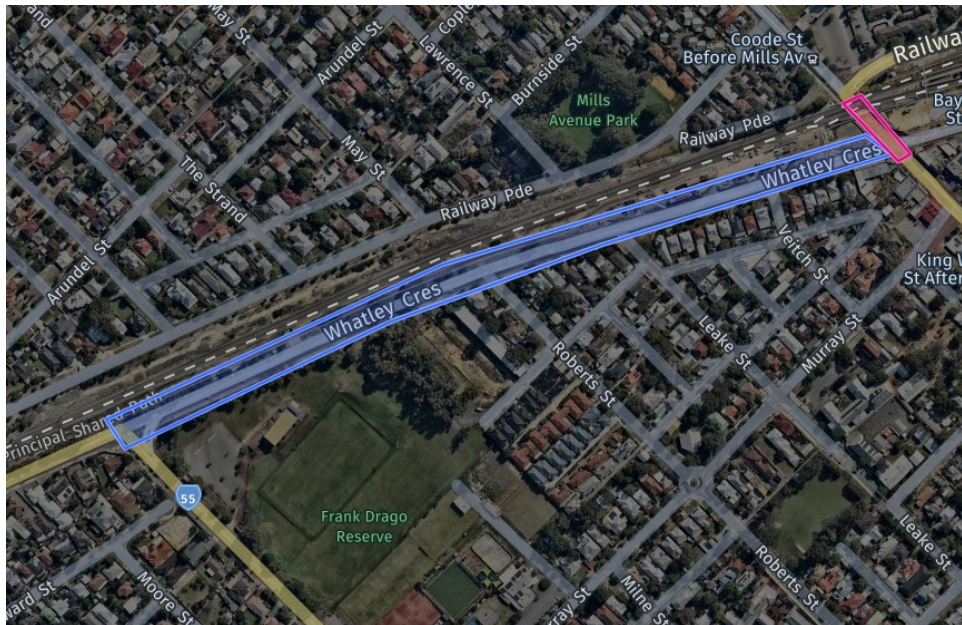
☎ 9326 3666
✉ info@metronet.wa.gov.au
🌐 metronet.wa.gov.au

📘 facebook.com/perthmetronet
📺 twitter.com/metronetperth



New Bayswater Station

Location of works



Survey Response	
Please provide your feedback on the proposed temporary closure of Whatley Crescent (west)	
1	This would be diabolical for all feeder traffic resulting in far to many trucks/cars using Almondbury as a thoroughfare. Near schools!
2	What will be put in place to stop traffic turning right on Murray Street and travelling down to Garret road past both Bayswater Primary and Saint Columbus. This is a high risk area for pedestrian interaction abs traffic during school pick up and drop off times in particular.
3	Please close the roads and get the work over and done with in the shortest possible time. These works are having multiple negative impacts for residents and the best thing that could be achieved is the most speedy conclusion possible.
4	I am concerned about the extra congestion this will create in our area (Roberts st, between Guildford Rd and Whatley Cres) in the morning commuter peak, and onward effects from funneling all commuter traffic onto Guildford Rd. Commuters city-bound who normally had a safe left turn out onto Whatley Cres, will now have to turn right onto Guildford Rd at a busy time, with extreme risk of accidents. This also funnels a high amount of traffic onto Guildford Rd city-bound, creating a very high load onto an already congested part of the network at peak times.
5	For effective mitigation, there should be one or more right-turns enabled from Murray St or Almondbury St onto Garret Rd northbound. This would allow traffic to exit this area without encountering Guildford Rd, and filter into Whatley Rd as normal.
6	Closure of Whatley Cres would exasperate rat running along Murray and Almondbury. If it was considered, traffic would have to be blocked at the KWS and restricted at Garrett and Murray&Almondbury intersections to ensure Coode and Beachboro Rd traffic do not cut through the school and residential zones. All traffic must be retained on Garrett, Guildford and King William Streets. It would make drop off at schools more dangerous for approaching parents, having to turn right across traffic from Guildford Rd into Leake, Roberts and Milne.
7	Please complete the work in the shortest time possible to avoid more disturbance in the local community
8	Hi, This doesn't provide the two alternatives so people can see which is better for them. It only provides the shortened works street closures. The longer time but less closures may be better for some people but we don't know as they're not described. For me, living on one side of Coode Street (Armada), with our child's daycare (Sonas) in Newton street - it looks like the most direct route for the six weeks of Coode St intersection closure become a very long and dangerous trip where I have to try cross across lanes of Guildford road to get to her centre in a very round about way. I also hope we don't lose our local businesses as the seem to be suffering with the works already.
9	There are currently not many alternatives for getting from north of the train line to south. This has already been a massive issue adding huge delays to travel. This would force me to go on Tonkin hwy to get home from work which I typically avoid because there are also road works there and in the afternoons traffic is basically stopped and it is dangerous because of people stopping and starting and becoming frustrated. I feel that during this whole process almost no thought has been put into how this impacts locals. Nothing has been done to reduce the impact to us. My already long trip home has already increased by about 15 minutes. With this road completely closed that will force everyone onto Tonkin hwy or over the railway pde bridge which is also already heavily congested, which is only going to make traffic in those areas even worse and cause more frustration and risk of accidents. I personally would rather the work took a little longer and the rd was closed over weekends (or whenever the short closure periods were planned for) than every single work day and finishing slightly earlier.
10	The Traffic Management Plan does not specify diversion routes for traffic that normally use Whatley Crescent to head towards the city on weekday mornings. In the absence of an appropriately timed turning lane from King William St to Guildford Rd heading towards the city, traffic on King William can only back-up causing excessive delays in travel time. This will force more traffic through residential 'rat runs' and past primary schools during peak hour traffic, as is already occurring with the partial closure of Whatley Crescent from Hamilton St to King William St. It is also unclear how the risk assessment indicates noise from traffic diversions will be constant during the combined full/partial closure, but no noise from traffic diversions is indicated for the full road closure option, despite there being the same traffic diversions in place.
11	More traffic will be needing to turn right from king william onto guildford rd as a result of these closures. At present the light changes are very quick and only allow a few cars through, which is very frustrating. This will only get worse unless the timing of the light changes to allow more cars to turn right or a right hand turn arrow is put in.
12	Supportive
13	It is already difficult with things as they are, and closing off this stretch of the road at one of the busiest times of the year is a big ask. Whilst we appreciate that this project will take time, full disclosure should have been done at the start, and we all know that 60 days is the planned time to have it closed, but it will probably take longer than that. Local businesses have suffered enough as it is, please keep the road opened as originally planned!
14	Please don't it's already taking 3 times longer to get from my place on Beechboro Rd Stn to Whatley as it is
15	These planned road closures could have a very significant impact on local businesses and their customers. What if anything has been done to reroute traffic to make the impact less significant.
16	Living on Roberts St, we witness a lot of congestion- particularly during peak and school drop off time. The closure of Whatley would make Guildford Road extremely congested. Is it possible to allow a right hand turn from Murray St onto Garrett Road so that traffic could avoid the Guildford Road congestion?
	There must also be a consideration for how people from our block (Roberts St) get, for example, to Bayswater Waves. If the Coode/King William intersection is closed along with Whatley Cres being closed, the only way to get to Morley would be via Tonkin Highway. Again, a right turn onto Garrett Road from Murray St would allow us access to that side of the railway line and Railway Parade.
	I appreciate the works being done in a timely manner, but there could be some changes made to lessen the impact on residents. Thank you.
	Whilst I understand the need for road closures to facilitate station works, as a local resident I am concerned about the extent of time of the proposed full closure of Whatley to include the King William/Coode St intersection (Phase 2 and 3). This will essentially result in a major intersection being closed from 4 November to 15 December.
	The "traffic management" report gives absolutely no detail on how traffic will be managed in this period. It is not a traffic management report - it is a project management report about what needs to be done and proposed road closures. No information on traffic management during the closures is provided.
	As I understand from the report, closure of the intersection will completely stop the flow of traffic north - south for six weeks. There appears to be no alternative routes for this traffic. The "traffic management" report does not provide any information or details on traffic flows when this main access road is closed.
	From my understanding, during Phase 2 and 3, if residents want to travel from the south pocket of Bayswater to the north, they can not, unless they "detour" down Guildford Road to Tonkin Highway and circle back around on Collier. This is a ridiculous detour in length and does not even take into consideration the traffic nightmare and congestion that is Tonkin Highway due to related Metronet projects. The only other option is to detour down Garret, Guildford, Grafton and then circle back around on Whatley. Again, a ridiculous detour which would be awful in peak times.
	The report mentions no impact on schools due to the lack of school buses, but it does not consider the number of parents who drive children to school. Also, whilst Bayswater Primary and St Columba's might not have school buses, what happens to the 998 and 999 bus services that are heavily populated by high school students? Where will the buses detour to?
	We live north of the railway line and have children at Bayswater Primary and John Forrest. As it seems on paper, the closure will cause major transport issues for car access to and from Bayswater, and for bus access to and from the high school, so we will lose in both directions.

	<p>The closure will completely isolate the north and south pockets of Bayswater. I do not support a full closure for that length of time without full information on how traffic will be managed - this information is not in the "Traffic management" report.</p> <p>I am also not clear on the consultation on Phase 1 as this closure, and the period of the closure, is already detailed on the Metronet website. Although again, no information is actually provided on traffic management. Traffic on Whatley toward the city is heavy, and I am concerned that when closed, traffic will detour down Murray and Almondbury, which are small residential roads running past schools and crossing the bike boulevard. Traffic in this area is already much heavier due to recent traffic changes from the train station works. Traffic flow will also continue along King William to turn right at Guildford Road, where the lights at the intersection are set to favour Guildford Road traffic flow. This will likely cause even heavier congestion on King William and will be extremely problematic for any residents in the pocket of Bayswater that has to use Offe Street to access King William due to the upcoming closure of Whatley (east). It seems the centre of Bayswater is just heading more and more toward gridlock.</p> <p>In summary, I do not support the full closure in Phase 1 without consideration being given to Offe Street access and traffic flow, and slowing down rat runs through Murray and Almondbury. I also do not support Phase 2 and 3 without proper consideration and modelling being given to traffic flows from south to north. The proposed works only serve to completely cut the two sides of the railway line off from one another, and there are no options given for where and how the traffic will be managed.</p>
	<p>The traffic lights at Guildford Rd & King William Street will need to be extended if this happens, currently we are lucky to get 3 cars through the intersection, especially turning right from King William into Guildford Rd heading towards the city, as there is no arrow, and if cars are going straight from the river to King William/Coode Street, if we want to go straight from King William across Guildford Road (towards the river) we have to go in the right lane, because the left gets an arrow, and to sit in that lane blocks them, so we have to sit in the right, and wait for all the cars/buses to turn right. Rat runs through Bayswater are becoming very busy, and this will only increase these rat runs.</p>
17	<p>You will also need to increase the Garrett Road/Guildford Rd traffic lights to give more time to Garrett Road, especially for cars turning right onto Guildford Road (heading towards Bassendean), 3-4 cars at a time is frustrating and blocks up the road. Give equal time both ways, it gets tiresome watching one road flow and the other sit at a standstill. 3 Times a week I come across Garrett Rd bridge and try to get to Coode Street, cars are backed up, right back to the bridge some afternoons due to the Guildford/Garrett lights, eventually people use the rat run of Williamson St or Frinton St (doing illegal turns of Garrett) just to avoid these lights.</p> <p>As a resident of Coode Street & Francis St, it is becoming very dangerous on these roads due to the increased number of cars, with poor visibility due to the road conditions (blind hill). My driveway is on Francis St, and in the mornings I find it very difficult to drive off my property because of the number of cars using Francis St as a rat run, and the increased number of cars using the street for train parking. So now Coode Street will only get busier, because cars from Beechboro Rd will now use Drake Street and its side roads, Francis / Burnside/Copley to turn right onto Coode St and use its side streets to get access to Whatley/Railway Rd to head into the city.</p> <p>To be honest Whatley St is a car park most days now, with cars backed all the way to Garrett road, so I try to avoid it by using side streets (poor residents). I am trying to patient and supportive of the process but closure of Whatley Crescent will be frustrating for all...but I guess you will do what you have to do.</p>
18	<p>As one of many parents with children at Maylands Peninsula Primary School/Bayswater Primary School and John Forrest High School, using Garratt Road and Whatley crescent for morning and afternoon drop offs and pick ups is the only feasible route. The only other option is going back down to Guildford Road and turning left into an already congested and painfully slow moving King William Street. Public transport is not an option for the part of Bayswater we live in, which is already suffering enough with the closure of Dunstone road for 7 months with the Tonkin Gap project. I have another child that goes to Cyril Jackson and the hassles of getting him to school are bad enough with having to get onto Guildford Road and turn right! Thank you.</p>
19	<p>You will create massive traffic issues at the king William and Guildford road lights, creating a potentially dangerous situation and frustrating for all those turning right.</p>
20	<p>We have two flats at Whatley crescent Maylands. Will we and our tenants have full vehicular access during the closure?</p>
21	<p>I note the word "required". No, this closure is NOT "required". It is nothing more than an easy option for 'Evolve', to the great detriment of local residents, who have been utterly ignored and their complaints summarily dismissed.</p> <p>'Evolve' is an out-of town mob who know absolutely nothing about Bayswater, and care even less. I spoke by phone to one of their people some months back and asked why they were so clearly acting against all the 'community consultations' which had taken place. And the guy said they did not know there had been any community consultations! This demonstrates total ignorance of everything which has gone on over the months and years prior to them getting the contract, and now total ignorance of the impact on local traffic that this would cause.</p> <p>I write this from my home of the last 23 years, located 200 metres from the rail line, and I am listening to pile drivers, which have been banging away all night long. Metronet and Evolve have been using construction methods utterly inappropriate for a medium-density suburban location. They arrogantly and falsely claim there is no other way to do the job, when of course there are a great many quieter options.</p> <p>I fully expect that the agenda behind this latest request is a financial one for them, either to avoid penalties for late completion, or to get a bonus for finishing early. It is most certainly not for the benefit of us, the residents and ratepayers.</p> <p>The answer from the City of Bayswater must be a very loud "NO".</p>
22	<p>Current road closures and traffic congestion, along with impending and proposed road closures will have a critical impact on the ability for emergency services (police & ambulance) responses to the immediate effected and greater city of bayswater community. A single direction (one way) 24/7 emergency access and/or residential only controlled access should be established to reduce already significantly impact emergency response attendance due to the access and traffic congestion.</p>
23	<p>we need a right turn onto Garratt Road, from one of the side streets to get back onto Whatley Crescent going towards the city or you are just putting everyone on Guildford and don't get me started trying to turn right from Anzac Street and Slade Street in peak hour, I feel trapped and feel bad I have to use all these side streets to get out of Bayswater going towards the city</p>
24	<p>If this was to occur, there needs to be changes to the surrounding intersections to support local residents, like the King William and Guildford intersection to allow a RH turn arrow from King William onto Guildford to ease the bank up on King William. And a RH turn from Guildford Rd onto Garrett Rd needs to be allowed to access the services on Garrett Rd (soccer club, tennis). I live on Francis St between Drake and Coode and this closure will severely impact my day to day routine to get to the freeway and to get my children from running club (2x pw) and soccer (3x pw) at Frank Drago Reserve, as I will not be able to turn right onto Garrett from Murray St or right onto Garrett from Guildford. And turning right onto Guildford from any of the feeder streets (Roberts, Leake, Milne) is near on impossible.</p>
25	<p>Suggest to permanently reinstate the right turn west into Garratt from Guildford Rd. Between Guildford and the railway line Garratt (2 lane) seems to get less traffic than King William (1 lane) mainly due to no right turn into Garratt which is adding to congestion at Bayswater Village. Will help a bit with the temporary arrangements</p>
26	<p>I have no issue with the closure however the timing of the signals at the Garratt Rd/Guildford Rd intersection must be reviewed with this proposal in mind.</p> <p>Currently traffic heading east along Garratt Rd (in peak hours) have only a short period of green light, traffic is banking up along Garratt Rd as a result of the increased activity due to drivers avoiding the current construction area congestion. This will certainly need to be addressed otherwise its only going to get worse with this proposed closure.</p>
27	<p>I am against the shutdown of the entire section from Garret Rd to King William St. I think the current works are already driving customers away from Bayswater and if the section in question closes for 2.5 months (no guarantee this will be the actual real time frame) customers will be forced to change the route they currently take and with human nature a change will very likely become a permanent change. I currently operate a business in the area and I am less than happy about the situation and now this latest proposal to go till just before Christmas is just too much. I do not want any closure but would prefer the partial closure option with very careful planning of when sections actually require restrictive vehicle access. We would like to survive the train station and the road works and still have a business at the end</p>
28	<p>You have decided this already, so what is the point of the exercise? You never listen to local residents concerns and just go ahead with every ridiculous decision already made by someone sitting in an office far from Bayswater that doesn't care.</p> <p>Bayswater Town Centre is rapidly being ruined, it is disturbing and alarming. I really think that full compensation should be paid to all owners of business's on Whatley Crescent East of the King William/Whatley Crescent intersection. And by full compensation, I mean the purchase cost of the business, including chattels, improvements and goodwill.</p> <p>No consideration for motorists or the disabled only cyclists and able bodied pedestrians. People with cars have time management to consider too.</p>
29	<p>The shorter the disruptions the better, so I prefer full closure, rather than a prolonged and drawn out situation.</p>
30	<p>How do we ensure that traffic ends up using Murray St in lieu of Whatley Crescent with people turning right from King William St. Traffic and speed is already an issue on Murray St.</p> <p>I would imagine traffic should be directed down King William St and on to Guildford Road.</p> <p>I would be keen to understand how traffic will be managed during this time.</p> <p>Also keen to understand pedestrian access for students to connect with buses to schools on the western side of the railway line (e.g JFSC, Chisolm, others) when the intersection of King William and Whatley are closed.</p> <p>Will pedestrian access still be available during this time to connect with buses on Coode St.</p>

31	Residents would really like the Caledonian Avenue crossing removed so we aren't woken up by train horns at all hours of the day and night.
32	Will I be able to turn right onto Garret Rd from Roberts Rd then?
33	Its going to be a fest of enormous proportions - but why bother to consult if it has to happen anyway. wingers will be wingers - just get on with it
34	I'm against the extra closure. It will mean it's harder for longer for us to move around our suburb and live our already impacted lives. Northern Bayswater and Southern Bayswater will basically be cut off from each other - how will parents get their children to and from school if they live north of the train line? I understand the intersection has to be closed to construct the bridge, but to close it for 6 weeks in stead of 3 is a bit much!
35	Why this hasn't been communicated with the community before this date?? Looking the plans attached I can see that Whatley Cres will become a concrete eyecore with no plans on what trees will be planted and where they will be planted considering there is hardly any space on either side of Whatley Cres for trees to grow and survive. These plans should have been communicated with the community since the beginning of the project considering MEL Line was confirmed to run in the area since 2019. Now what we will see is major traffic delays for the two and half months of works, on King William considering its the last controlled intersection linking people on with Guildford road and other side of the river.
36	Absolutely stupid idea with zero consideration or care for residents.
37	Will pedestrian access to "cross " where the traffic warden assists school children at the end of Leake St to the subway be retained?
38	1. Naturally this closure will create a lot of rat-run traffic throughout the local streets. Often this type of re-route/rat-run traffic is met with some erratic and impatient driving due to the driver being inconvenienced and having to take often a longer route than usual. My question is, "how will Metronet assure us that traffic calming measures will be put in place for the obvious rat-run streets"? I note that at present there are several streets (Murray/Leake/Almondbury etc) that are being used as alternate (rat-run) routes without any slowing down methods included. 2. A concern is, when Whatley Cres is fully closed off at Hamilton St, all the local triangle feeder streets will need to enter and exit via Slade/Offe to arrive at King William St. For a start, the T junction on Offe St (at KWSt) will need to be widened slightly to allow for a comfortable left and right turn. At present it is a very tight move often only one vehicle fits. This would be a very simple and practical modification, in fact I don't know why it hadn't been done in the past? This is a popular pedestrian crossing point as well, hopefully some consideration for safe crossing for pedestrians will be included. 3. Turning right from Offe to KWSt during peak pm will be almost impossible as the line of traffic is mostly banked to Guildford Rd. Even now turning right is obscured slightly by the bus stop side mesh ... can it be changed to glass or just removed? Is the future plan for lights at this intersection? 4. I note that Metronet have suggested a possible RH turn into Garratt Rd from Guildford Rd. This was promised by MRD several years ago and should have come to fruition but they have reneged on this. I made a phone call enquiry recently and was told that it was too costly!? Interesting how this has now been suggested as a temporary modification. I would say, if it can be done as 'temporary' then it could stay as a 'permanent' !? This modification would take a lot of traffic from the KWSt area. 5. More traffic calming will need to be installed for Slade St (from Aughton to Offe) and for Offe St as well. As I live in Slade St (#11) and have a speed hump in front, I have noticed a steady increase in speed as many cars do not even slow down to go over the hump. With the imminent increase in traffic volume this will only get worse if further traffic calming measures are not put in place. 6. Ascot flats at 85 King William St/Guildford Rd Bayswater (over 200 units and up to 600 people). This complex has (from the outset) had it's principal entry/exit point at 85 King William St with a single lane entry/exit for Town Houses at the rear (Slade St). Over the past years the complex has made several on/off changes to the entry/exit with the primary entry/exit at 85 King William St designated to entry only (with spikes) and exit only at Slade St with a security gate. From my information, the changes were instigated by their own internal corporate body. This goes unauthorised change against Ordinary and Proper Town Planning and contra to the original approval for this complex. This modification has pushed all their exiting traffic onto a minor street ie Slade St. In the past they put in place, a security ramped entry and exit (at 85 King William St) which seemed problematic. A subsequent change (and to date in place) became, an entry only with spikes. I have of late noticed, the spikes have been removed but still showing 'entry only' (don't know if the spike removal is temporary?). It would be prudent to allow at least a left turn from the principal entry/exit at 85 King William St to allow vehicles safe access to Guildford Rd. This is an unauthorised change of traffic movement for this complex and in turn creates negative issues for adjoining streets, therefore I would hope that Metronet and City of Bayswater puts this issue forward for discussion and rectify the unauthorised changes.
39	Full closure for a shorter period is preferred to a long drawn out partial closure. Inconvenient but manageable.
40	1. There is a huge flow of traffic that moves from north of Bayswater station under the underpass and turns right onto Whatley Crescent, that will now be forced to go down King William Street to turn right on Guildford Road. The traffic light timing at the King William/Guildford intersection will need to be extended to allow more traffic to turn right, as at the moment the lights only stay green for approx 10 seconds. 2. It isn't clear if the traffic referred to above will still be able to move under the underpass and cross the intersection during Stage 2 (Coode St intersection closure)? If not, how will the hundreds of cars every peak hour get from north of the station onto the freeway? I can't even imagine the traffic mayhem the intersection closure will cause. This is extremely concerning.
41	What is the traffic management plan? Where will the traffic that normally uses this road be diverted to?
42	Minimising night work and therefore impact on residents is supported. We have suffered under FAL through poorly planned and managed night work and don't wish for others to go through what we have. No mention of traffic modelling done (or not done) to assess impacts. We expect a serious traffic engineering study into impacts and mitigations. Don't wait until it is a traffic disaster and then work out what to do. Free right turns onto Guildford Rd are not a viable option for egress from Bayswater toward the city. This is a difficult and dangerous manoeuvre at all times except the middle of the night. Right turns from Offe onto King William are a particular concern to us; this should be properly analysed and addressed including queuing time. We don't want to spend half an hour trying to leave our suburb, whether it be turning right toward Whatley or left toward Guildford. Turning whilst towing (a caravan in this case) should also be considered in this analysis. Temporary traffic management or traffic control devices at this intersection should not be discounted if queues are lengthy.
43	First up, great presentation, pretty, nice colours, well written et al, BUT it does NOT address the diversion of all the traffic that travels along Whatley Crescent. Where is this to be diverted? Below are the predicated 'rat-runs': Traffic will turn onto Garrett Road because they cannot access Whatley Crescent. 1. The first street they can access is Murray St. This is a residential street with a major sporting complex, church and dedicated school zone. There is also a need to cross a dedicated cycle way. The right hand turn to King William Street is not entirely easy at the best of times. I forgot to mention the round-about, give-way sign and bedlam with traffic in school zones. Parking along the road at all times means the traffic is reduced to one-way in some parts. 2. The next street traffic can turn is Almondberry St. Another residential street with a dedicated School Zone and crossing a dedicated cycle path. Again, the problem with the right hand turn onto King William Street. Again, a roundabout (inaccessible during school drop off and pick up times) and a give way sign. Again, parking along the road at all times and a steep hill. 3. Now for the return trip. Right hand turn onto either Murray or Almondberry Streets. After negotiating all the hazards - look at that - no right hand turn onto Garrett Road. Those travelling down Murray St will reverse outside our house, zoom down Crawford Street, right turn on to Almondberry Street to find the same problem. The same will occur down Almondberry Street However, no problem if you have a 4-wheel drive, just mount the concrete road divider and you are on your way. 4. Crawford St, Roberts St and Milne St will become another way to access Guildford Road with a stop sign at Almondberry Road on Crawford St. The right hand turn onto Guildford Road is impossible at peak times. 5. Just how many cars will be travelling down the local streets? I propose it will be well over 10,000 each week day. How do I know this? Murray Street became the rat run when Whatley Crescent was closed earlier in the project. In 1.5 hours (and on a Sunday afternoon) I counted over 1000 cars. 6. OK, now lets look at the potential for hazards and accidents. Where is the risk analysis on this? Likelihood of occurrence High/Extreme. Impact or consequence again High/Extreme. This issue has been raised time and time again with Metronet. It has been talked around but never addressed. What will it take for Evolve (or should it be Dissolve?) to listen to the residents? Please provide details of the study into the traffic diversion and impact it will have on residents Include how it will be imposed (a 'local traffic only' sign just does not cut it). Most people drive around it or simply into it, knocking it over so there is no sign. Also include how it will be monitored, including the number of people to be utilised to direct traffic at all times. Also consider where the tow trucks may park during the day and night as it will become a 'hot spot' for accidents.
44	This will have a significant adverse impact on all Bayswater residents, businesses in the Town Centre and the Saturday markets. Is there a reason why a traffic management option isn't being used? Also can you please consider - as a priority - upgrading the King William St / guildford road intersection to allow more cars through who are turning right from KW onto Guildford road heading towards the city

45	Not a good idea! It will disconnect both sides of Bayswater and cause even more traffic chaos. How will residents on the North side be able to access Guildford Road?
46	This will have significant traffic impact in the surrounding areas. If this is to occur then the traffic travelling to the Guildford Rd and King William St intersection will increase and needs to have the traffic lights adjusted to cope with the traffic volume. This, coupled with the other surrounding streets will have significant impact on the area.
47	Given the current difficulty experienced turning right onto Guildford Rd from Newton St, Anzac St AND Slade St, it seems like the only avenue for city bound traffic (for residents bound by Whatley, Newton, Guildford & King William) will be via Ofle St and turning left onto King William and right onto Guildford. Is this correct? If so, the lights at the intersection of King William and Guildford Roads need to be adjusted to allow more than 6 cars to turn city-bound on Guildford Rd. This is already a problem and will be exacerbated by the closure of Whatley between Garret and King William. The closure of the King William/Coode St intersection will effectively close off the only northerly transport route out of our area. Our closest shopping centre is Morley Galleria but we will have quite a difficult time getting there.
48	This will put the nail in the coffin for the businesses trying to survive this works. As there will be such a big advantage for the alliance in doing this works. In 70 days. All preliminaries saved should be shared amongst the affected businesses. If they go for full closure and the time blows out beyond the 60 days then the businesses should be compensated further.
49	People's access has already been crippled, from the train station to the river King William Street to Garret Road gridlocked. Residents are so over the being told not consulted with so I am unsure of why you are asking Residents feedback is of little value. Noise, shop support being too little too late and unreasonable road closures with last minutes changes just crazy but demonstrates the projects respect, yet again, for the people affected is a zero care factor.
50	Please go for a full closure to bring work to conclusion as quickly as possible. Many residents close to the works are suffering serious physical and mental health problems. The best that can be done for them is to finish works ASAP.
51	Full closure is the way to go. Just get it done. Im more concerned about detours. There aren't alot of options for detours. That section of Whatley gets really busy. I use Whatley to drive into the city from Bayswater a couple days a week. What detours are you planning on putting in place? Including for all traffic heading to and from KW, Coode and Beechboro?
52	A necessary evil and sacrifice to get the job done faster, however this will put a lot of pressure and added traffic flow onto King William Street as traffic will now have to come up Guildford Rd, then King William to access the subway for suburbs north of the railway line - Morley and Bedford. There is already heavy traffic on this route, particularly school times when parents are travelling to Chisholm College etc. There will also be a increased traffic in smaller suburban roads to enable access to local facilities such as 2 schools in Bayswater and local services. How will traffic management be handled - particularly when the intersection King William St and Coode St is also shut?? It will be utter chaos for those needing to travel North to Morley/Bedford, but also those heading North East to Beechboro Rd and Walter Road businesses and services! I think it will be a nightmare!
53	I travel this route daily so this closure will impact me significantly. I understand that the road closure needs to happen for the works to commence safely so I think the closure should proceed however the information document provided does not outline how traffic will be redirected so it does not seem like Evolve Bayswater has even considered it. Closing this road is likely to put significant additional pressure on King William Street, add more traffic to the already very congested Guildford Road or create hazards on many local roads as people try and find alternative routes (I can imagine Murray Street will become a thoroughfare). Just closing side roads to prevent this is not an adequate answer as it will just create more frustration and risk taking. I think this plan should be approved but only after the contractor does a traffic count to determine how many cars will be displaced and provides a plan for a safe detour (including outlining additional traffic management measures and potential intersection upgrades that will be required for the full 2.5 months) to keep traffic flowing and reduce risk.
54	ITS Going be good
55	I do not support this decision, whatsoever. No information is provided on the benefit to residents not expanded upon. There has been no disclosure as to the monetary and/or personnel/machinery maintenance savings for the contractor bought by this proposed closure. I would question whether an INDEPENDENT benefits assessment for the residents has been undertaken. Current works are causing extreme discomfort for households along that stretch of works. I suspect this closure would result in more intense works and noiselevels than those already experienced by these households. In a word NO.
56	There is no information above or in the traffic management plan about where/how traffic will be redirected when the road closures are in effect.
57	I presume that an overall traffic management plan would be put in place. Already there are considerable traffic jams on King William Street heading west such that at certain times of the day it is not possible to turn right into King William from Ofle Street. If the people in Georgina and Nanhob streets are seeing increased traffic it is because I and others have little option if we want to head to the city as our access in and out of Slade and Hamilton is slowly being condensed down to Guildford Road only. To try to turn west into Guildford Road in the morning is suicide and not an option. I believe that a turn-right lane into garraff from Guildford when heading west needs to be incorporated into plans to remove traffic from King William St as people cut thru from Guildford to Whatley along King William to get to Meltham Bridge/Grand Promenade and also to the city.
58	Poorly delivered and lack of relevant information. The focus of the document is on the works involved not on the actual impacts to residents using the route. What are the proposed alternate traffic routes and for those that use coode to king William or coode/king William to Whatley?
59	What is the proposed impact on the local alternate routes from this closure? Traffic and congestion? Surely this has been modelled and should be released. This is a bad idea. The Bayswater town centre is already struggling to handle the level of traffic and the change to the traffic lights at King William & Coode Street is a nightmare, it takes so long to get through that intersection now. The side streets are turning into rat runs with everyone trying to avoid the traffic.
60	There will also need to be a right turn lane installed on King William onto Guildford Road to handle the increased traffic that is pushed away from Whatley Cres. As a parent of a student at St Columbas Primary school I use Roberts Street to access Whatley Crescent to travel to the City and to access Grand Promenade. Will temporary access be provided from Murray or Almondbury Streets to turn right into Garraff Road to access Grand Prom? The closure will also increase traffic along Guildford Road and King William Streets potentially creating 'rat runs' through Williamson and Frinton Streets causing increased traffic on my local streets - will traffic lights at Garraff, Guildford Road and King William Streets be modified to provide better traffic flow?
61	Agree full closure is the safest, least disruptive option. Council should consider whether it is possible to undertake additional maintenance works during the closure to take advantage of the closure. Also suggest that traffic light phasing on Guildford road is reprogrammed to reflect altered traffic flows. Traffic management needs to extend to Guildford road. The risks associated with additional west bound traffic turning right into the residential streets (stationary traffic in the outer west bound lane of Guildford Road) along Guildford Road should also be considered and mitigated appropriately.
62	It will be painful - but I think it is best to get it done as quick and as soon as possible. I would like to see some measures to reduce speeds along Murray Street which will become the obvious alternative route for road users. I have 2 school children who have to commute from Murray Street to John Forrest using the 98/99 Bus Route, so I will be interested in how this bus route will be re-directed?
63	There seems to be a complete lack of information about proposed detours and other required road closures to keep the displaced vehicles of suburban streets
64	Hi, I am happy for there to be a full road closure to save time, however what controls are you putting in place to avoid Murray Street becoming a rat race instead for those then having to bypass Whatley Crescent? I live on Murray Street, and there is a Primary School on this street, and it is already becoming congested and dangerous for our children.
65	This will be an additional blow to us businesses on Whatley Crescent, as this is the lead up to the Christmas season, which is supposed to be our busiest period. With the complete road closure of Whatley Crescent, from King William Street to Hamilton Street, we will be hit hard already. We expect that with this additional closure, most will just go to another place to shop to avoid the hassle. This leaves us with a dilemma - do we or do we not stock for Christmas with the impending road closures. It would be good if the closure could be moved to January 2022 which is our slower sales month.
66	No time is a good time....let them get on with it and get it over with and stop delaying and the sooner we can all get back to normal and reap the rewards.
67	Pedestrian and bike paths need to be kept open and any detours well signposted with how to get back to the original route / where the detour is actually going.

68	Please work with MRWA to ensure traffic light timings on Guildford Road / Garrett Road are adjusted in line with the significant increase of traffic expected at this intersection as a result of this closure.
69	Its going to be painful, but needs to be done. Get it complete in the shortest time required.
70	<p>To the Chief Executive Officer,</p> <p>We are writing to express our concerns about the proposed closure of Whatley Crescent for three months.</p> <p>As residents of Veitch Street, we do not support this proposal due to the adverse impact it will have on access to our property.</p> <p>We would prefer the original schedule of closing Whatley by stages and the project taking longer rather than the disruption and inconvenience a full closure will cause anyone living in the area.</p> <p>If this section of Whatley is closed, anyone living in our part of Bayswater would have no way in or out except via Guildford Road, which is not only dangerous, but adds a considerable length of time to any journey.</p> <p>This will also lead to a big increase in traffic congestion because all of the traffic from the Bayswater village area will be trying to turn right onto Guildford Road to loop around somewhere to get back to Whatley to cross the rail tracks.</p> <p>This could be alleviated slightly if a temporary intersection (with traffic lights) was set up at the intersection of Murray Street and Garrett Road to allow the traffic to turn in and out of Murray onto Garrett. Currently this is a left turn only.</p> <p>We wish to reiterate that we would strongly prefer the project to take longer than to have a full closure of Whatley for three months.</p>
71	<p>Dear Mr Brien,</p> <p>I am totally supportive of the proposed temporary closure of Whatley Crescent (west), Bayswater – between King William Street and Garratt Road for a period of approximately three months (4 October to 18 December 2021).</p> <p>Living at ___ Leakee Street (between Hill and Almondbury Sts) I would like to, however, raise a number of concerns that may arise; if they have not been considered and addressed prior to the closure.</p> <p>There are two schools that will be impacted significantly by cars not adhering to the 40km speed limit zone</p> <p>i. Bayswater Primary School on Murray Street, and Leakee Street at a speed capped at 30km/hour</p> <p>ii. St Columba's Catholic School on Roberts, Almondbury and Milne Sts – speed zone of 40km/hour.</p> <p>I am sure with both Murray and Almondbury streets directly linking King William St and Garratt Rd, cars will treat this as a rat run and not adhere to the speed limit. This will cause added chaos and make walking the streets less safe for school children. A solution or a risk minimisation plan needs to be considered.</p> <p>There is also a Stop sign at the intersection of Leakee and Almondbury Sts. Very few people adhere to this sign. It is important that it be policed in the early stages of the closure; for a number of reasons:</p> <p>a. It crosses Leakee St which is a shared street for car, cyclists and local traffic. Very few drivers are a ware of this.</p> <p>b. Almondbury street links King William St and Garratt Rd and few people will stop whilst using this as a rat run.</p> <p>c. Traffic will build and cause blocks in the morning at the roundabout at the intersection of Almondbury an Roberts Sts during school drop off</p> <p>May I also point out that no one ever adheres to the 30km speed limit on Leakee St! To the best of my knowledge it has never been policed for speeding drivers. I am sure that the Leakee St exercise was in name only!!</p> <p>I would like to suggest that after the closure of the Whatley Crescent, the CoB seek greater road traffic police presence to monitor speed and stop sign offences. Even during school hours parents driving to Bayswater Primary School drive faster than 30 km along Leakee St.</p> <p>I am happy to discuss this email with your traffic engineers and planners.</p>
72	<p>I would like to make the following concerns.</p> <p>People/cars will now use King William Street EVEN MORE than they are already - THIS IS ABSURD - people that live in King William Street find it extremely difficult already to turn into their driveways as road users just do not give a hoot if they park over a person's driveway entrance; hence owners have to wait, wait, wait, wait for these uncourteous drivers to be able to move down the street - these uncourteous people should be fined - they would get a ticket if they drove 60km in a 50km zone - so same rules should apply - I am aware of our road rules and so should everybody else that uses our roads.</p> <p>I am aware that these road works need to go ahead, therefore I propose the following be put in place:</p> <p>King William Street is made a 40km zone from the Subway down to Guildford Road - not sure why this was not done in the beginning when you made the Street a 40km zone from Coode Street (just under the Subway) down to the Library???</p> <p>Why on earth has Leakee Street got "Road Bumps" down that street, when hardly any vehicles use this Street??? King William Street needs to have these Road Bumps from Subway down to Guildford Road to deter people from using King William Street as a Highway/thoroughfare.</p> <p>You need to divert traffic that use the Subway/King William Street that need to get to Garratt Road to turn RIGHT into Murray Street and head down to Garratt Road that way.</p> <p>As it stands now, King William Street is bumper to bumper in drive times (morning/afternoon) - just plain ridiculous!</p> <p>Many thanks and I look forward to your positive response.</p>
73	I am in receipt of your mail from the Council date 26 May 2021 advising of the proposed temporary closure of Whatley Crescent (west), Bayswater and have extreme concerns regarding the plan for traffic management in the adjoining streets such as Murray and Almondbury Streets - will these streets be closed to traffic other than local or will they become the alternate route to King William street and Garratt Road?
74	<p>We are concerned that Murray Street will be used as a thoroughfare during the Whatley Crescent closure periods as previously experienced. During the previous 'thoroughfare' I noticed motorist speeding in danger along Murray Street past the Bayswater Primary School area and through a Giveway intersection at the school. Anyway I thought I'd bring this to your attention for consideration.</p> <p>We are looking forward to the redeveloped Bayswater rail station.</p>
75	<p>Hi</p> <p>further to your notice of the closure of Whatley Crescent in 3 phases from October to December this year.</p> <p>Would it be possible to examine allowing a right hand turn from Murray St onto Garrett road to alleviate the need to go up Coode St to access Beaufort St and its environs.</p> <p>Currently you are forced to take a left hand turn bringing you to Guildford road.</p> <p>I live on Milne St.</p>
76	<p>I have quickly read through the Phase 1, 2 and 3 plans for Whatley Crescent Bayswater. My feedback is below, sorry it was never going to fit into the feedback form on the City of Bayswater website.</p> <p>I am a little concerned with the concept of full closure for vehicles. With two primary schools and two out of school hours care facilities this will put a huge pressure on the surrounding roads for families trying to get to school and away. Currently you can only make left hand turns from this suburban block onto Garrett Road forcing all cars to go via Guildford Road which is already extremely busy morning and night. Right turns onto Guildford are impossible during peak hours. King William already has a difficult merge points with Guildford, where people are already stationary for several light changes trying to make a right turn. Traffic to Bedford will be cut off from Bayswater unless they go via Whatley to Grand Prom. However this intersection will be hard to get to (see above points) and already has early morning and afternoon issues with two streams of traffic really optimising a single lane up the hill. I'm not even going to add Tonkin Hwy into these discussions as every morning we hear of the traffic delays, accidents happening on this major artery due to current constructions.</p> <p>Access from Bayswater to the high schools of our area will be cut off. Unless people utilise the Grand Prom entry point for access to Chisholm and John Forrest. Some of these closures are going to coincide with end of year exams. This will place a considerable stress on student and families during this already stressful time. Commutes will be time variable and difficult given the increase of vehicles heading this way. There may also be an increase risk of accidents due to the changes, increase volume of cars and perceived frustrations of drivers.</p> <p>And then we add Christmas time with end of year concerts, Christmas get togethers and Christmas madness that we all witness every year with shopping, commuting and socialising. Cutting off Bayswater from a main shopping precinct at the Galleria will add more stressors to the every day flow.</p> <p>These are just some of the issues I foresee being complications you will need to address. Better traffic management for a right turn onto Garrett from Murray may help in the interim. Possibly marking the Whatley Cres hill from Garrett to Grand Prom as two separate lanes (one specifically for turning right into Gran Prom). Could temporary traffic lights assist at either of these intersections to help improve the flow of vehicles away from the "block"?</p> <p>Thank you for reading this far down my email, I'm sure you will get a lot of varied views. I understand the overall better gain for our community and the need for short term pain. But knowing the amount of traffic around our corner of the City of Bayswater, there is going to considerable anger and frustration if there isn't reasonable alternatives.</p>
77	<p>Not sure what to make if this. It seems like planning on the run. I would have thought that the initial plans and approval of works would have taken into account what is required of the construction and time frames. Not hey if we close this it will save 60 days of construction. So lets close the road and have traffic find other ways to get around.</p> <p>But let's leave the psp for cyclists to get around. Not very happy about it. It seems the city wants to keep cyclists outside but let traffic carry the can.</p> <p>That's my view as a resident who needs to use the subway and whatley cres to get around. The traffic situation there is unbearable during peak hours and also at other times.</p>
78	<p>To whom it may concern,</p> <p>I am writing this email regarding the proposed temporary closure of Whatley Crescent including King William St and Coode St that I do not support the plan</p> <p>Bayswater Centre Town has already been dramatically impacted in terms of finance since the Whatley Cres partially closed, specifically my store - _____ Bayswater. If King William st, Coode St also close for nearly three months, it would definitely damage our business even more, the worst that I have to close down my business due to no convenient access to the store. I understand that work needs to be done and I believe there should be other ways to do it without closing all the roads unless Metronet has planned financial compensation in place for Bayswater businesses</p>
79	<p>Good morning, my issue is not with the temporary road closures but the timing, especially closing the Coode Street / King William Street intersections at the same time.</p> <p>The businesses along Whatley Crescent are struggling to survive as it is and also with Whatley Crescent closure east of King William Street imminent.</p> <p>If it was possible , as suggested may be the case by Jonathon Shuker from Metronet, to stage the closures so that that intersection remained open in the run into Christmas whilst the other works along Whatley Crescent West were done, it will make a huge difference to those businesses.</p> <p>We have to be careful that during this construction period we don't turn the townsite into a ghost town. It would be hard to recover from.</p> <p>Also it would cause lots of inconvenience to the parents of the 3 local primary schools and 2 high schools to do this. Why not leave the bridge closure until January</p>

80	I understand this has to be done but surely it can be scheduled for a less inconvenient time. Why not do it during school holidays in December/January? The impact on businesses due to people being unable to cross from one side of Bayswater to the other for two months is going to be huge.
81	from King William Street to Garratt Road will result in the necessary works being completed in a significantly shorter timeframe.
82	Go ahead with phases 1,2 and 3 as planned
83	<p>The closure will cause serious impacts on all local businesses in Bayswater Town Centre. We are already struggle when Whatley Cres is only partially closed. When the intersection is closed, it will be extremely difficult to access the town. All businesses here are going to be dead. Local businesses are also owned by local families whose income solely rely on their business income.</p> <p>In addition to this, the proposed time of the closure is during school term, the traffic will be terrible during school drop off and pick up time, given we have Primary Bayswater, Hillcrest school, and St Columba school around the spot</p> <p>Also, it is not nice to make a mess in the town before Christmas. Everybody needs to go shopping to prepare for a warm and happy Christmas as they deserve (there is no guarantee that they are going to finish before Xmas tho, many delays already since the start of the project)</p> <p>Therefore, from Oct to Dec is not a good time to close. If they can't make it better, do not make it worse. The better time to close should be Jan 2022 (after Xmas and New Year). School holiday is up until end of Jan so at least the impact time is only 4-6 weeks instead of full school term. And if there is any delay, no later than Easter time.</p> <p>Please consider this suggestion.</p> <p>Dear Bryce Coelho, Manager Engineering Services, Bayswater</p> <p>As a long time Oxfam Fair Trade Shop volunteer, could I suggest a small amendment to the temporary closure of Whatley Crescent from 4 October 2021 to 18 December 2021.</p> <p>During 2021, as you would know, the businesses in Bayswater Village have suffered due to Covid shutdowns and the Metronet construction disruption.</p> <p>We suggest you move your timetable by 3 months to allow for Christmas shopping and activities to go ahead before closing the road. Historically, Post Christmas, January - March is a quiet time during the summer months while people are on holiday. I would imagine this would also lead to less disruption of traffic as well as business.</p> <p>I look forward to your reply.</p>
85	Finish the work in the shortest time frame possible please with the necessary road closures in place
86	What is the impact of the road closure on traffic flows in the surrounding area?
87	I would have expected the Traffic Management Report to have addressed this.
88	I'd prefer to see full closure of the road to finish the works in a shorter length of time.
89	This is a long stretch of road servicing many side streets leading to dwellings schools and businesses.
90	I fail to see how the entire section needs to be closed for such a long period.
91	The proposed closure is unavoidable based on the plan. It is a shame that it was proposed to connect Whatley and Beechboro in the first place - which will divide the town centre just like the rail has - creating a drive through rather than drive to destination. There were other options - that weren't considered. Based on this flawed design it will require closing the road unfortunately.
92	We take Grand Prom to reach our goal
93	I would like to know where the detours are planned, mainly for the full closure of Whatley later this year! Thanks
94	<p>This has substantial potential to disrupt local traffic already heavily impacted by the closure of Whatley Crescent. This is especially critical for school age children where it appears bus services to the local high schools will not run during the closure. I would encourage deferring these works for a few weeks to ensure children can get to school on time. This is especially critical of year 11 and 12 students who need to attend examinations and for families with students at different schools. I have three children all attending different schools - Bayswater Primary (Year 6), Mount Lawley High School (Year 9) and John Forrest College (Year 12).</p> <p>The Public Transport Authority operating under the Metronet brand has a track record of inadequately anticipating the traffic disruption caused by these works. I refer to the lack of resolution on the exit from residents east of King William Street funnelled to Offe Street by the closure of Whatley Crescent. A short deferral of these works of a few weeks until the end of the school academic year would go a long distance to reducing the social and educational impact of the works on residents and ratepayers in the area.</p> <p>Living in nearby Leake Street, I am concerned I will not be able to readily leave the area towards the city (further complicated during peak times) and/or the congestion through two primary school will create undue congestion and injury risk to our most vulnerable.</p>
95	Whilst challenging, there needs to be a better way to stop the expanding construction footprint; after all, skyscrapers are built on just their footprint.
96	There are plenty of ideas to be explored eg. utilising land north of construction site (i.e. Railway Parade and Mills Ave Park), opening up nearby roads (i.e. Railway Parade between Coode St and Meltham Station), intersection improvements (dedicated turning lanes at King William and Guildford roads; Guildford and Garratt roads), temporary wider streets (i.e. King William), etc. etc. etc.
97	Closure to vehicle traffic won't be a big problem for us as we can easily take other routes, however it's very important for us that we're still able to use the pedestrian underpass and cross Whatley Crescent on foot to get the kids to school and back.
98	I live to the east of King William St in the pocket that will be permanently disconnected from the rest of Bayswater after today. Despite raising concerns with the City and Metronet there has been no provision to improve our access onto our only points of exit - Guildford Rd and King William via Offe. Adding in an additional burden which would force traffic onto Bayswater backstreets while these matters remain unresolved will have a further detrimental impact on the liveability of our pocket in Bayswater. Therefore I do not support the road closure.
99	I support the closure to enable the works to be carried out quicker. I'm sure commuters can deal with detours for a bit. I'll work a new route for myself.
100	I support the temporary closure of Whatley Crescent provided there is no program creep beyond these durations. This closure will divert current traffic to other roads and these should be managed in a proper way. Please also ensure that enough notification and continuous Public service announcements are made of these works as it will cause confusion in this period.
101	Will be seriously disruptive. What is being done to (a) Help affected businesses that are going broke? (b) Block off side streets to stop them becoming rat runs and endanger children (c) Identify and advertise alternative routes?
102	do it, please keep the access for the PSP.
103	1. My son catches the bus along King William/Coode to get from Bayswater to John Forrest Secondary College. The bus won't be able to travel through this intersection so what will its route be?
104	2. I live on Hill St Bayswater. How will we be able to access Whatley Crescent on the south side of the intersection with Garrett Road. At the moment you cannot turn right from either Almondbury or Murray Sts onto Garrett Road. I assume we will have to go out to Guildford Rd and turn right onto Garrett Rd at the intersection. Can you turn right there? Even if you can, this is a dreadful intersection already and will be made worse by the additional traffic using it due to the Whatley/King William intersection closure.
105	Can there be a temporary change to allow turning right from Almondbury or Murray onto Garrett?
106	Go for it - the sooner it's finished the sooner it's re-opened.
107	I still can't work out how I or anyone else living in Whatley Cres and surrounds between Hamilton and Newton St are going to get to Cobden St. Any clues? And please don't refer me to another map!
108	I agree with it. Necessary to complete work. Just get on with it.
109	This proposal is not supported in any form.
110	But in reality it won't matter what the community says...
111	While there is community acceptance and understanding that there will be disruption during this rail works, history has shown that whatever date is proposed is complete and utter rubbish.
112	Irrespective of what the community responds with these road works with closures in whatever shape or form the contractor wants will happen regardless and this community survey is simply window dressing.
113	The community knows that the minute the road is closed under whatever pretence it won't open again until the absolutely necessary. It will be as simple as the citing of "unintended works outcomes preventing road opening" or "unseen safety issues resulting from the planned works" that will form the basis of why the road will remain closed until "further notice".
114	My prediction, the road closes in October 21 and doesn't open again until mid year next year quietly in the middle of night. Let's use the PSP along the freeway south of Perth as the example of this scenario when the "smart freeway" was being built.
115	Will I be able to turn right on to Guildford Road from Roberts road then continue along Whatley Crescent??
116	I use that proposed closure area all the time, however there are other roads to use instead, it is all about the motorist using common sense and patient.
117	I agree the closure of Whatley Crescent west will be necessary to complete the new Bayswater Station. I live at 36 Salisbury St, Bayswater. Currently I travel by car over the railway at Meltham Station via Grand Prom, then left and right and proceed down Garrett Road and turn left to get onto Guildford Rd and go to Bassendean/Midland etc. This works fine BUT when I return using the same route I cannot turn right from Guildford Rd to get onto Garrett Road. Will the Guildford/Garrett Roads intersection be upgraded so that traffic can turn right to access suburbs across the railway line? I think this should be the preferred route in the future to avoid car congestion around the new Bayswater station.
118	Hope this makes sense and appreciate your feedback.
119	Extra resources need to be applied to shorten the duration of the closure. Phases 2 and 3 should be re-sequenced to occur in January to avoid the pre-Christmas busy period and also in the school holidays. There are 4 schools in the vicinity that parents would use that the Whatley/King William intersection and this would be very disruptive for school drop off and pickup. Delaying to school holidays would make sense.
120	Is the pedestrian tunnel from Mill Street Park to Leake Street also closed during this time?

110	<p>To the CEO of Bayswater City Council.</p> <p>Thank you for allowing comments on this full closure.</p> <p>We live on Leake St (near Hill St). There are 2 schools, 2 Before and After School Care facilities, 2 churches, a bowling club, Tennis club and FrankDrago sporting oval facility (with some car park access from Whatley Cres to use the oval), that all add to the normal residential traffic in the few blocks that will be greatly effected by this closure.</p> <p>I was hoping it could be considered to leave the Robert St exit onto Whatley open to exit the area through the Whatley and Garratt Rd intersection to access Grand prom and continue south on Whatley towards Maylands, East Parade and access many other main roads going to the west.</p> <p>If the exit only from Robert st is left open it will make an enormous difference to the traffic congestion and problems that will come from closing Whatley Cres to Garratt Rd.</p> <p>It is not a problem of getting into the area of the schools, churches, and all other facilities, but the problem is exiting the area.</p> <p>The 2 streets, Murray and Almondbery that help cars exit the area do not allow a right hand turn onto Garratt road. Therefore cars needing to exit the area and travel in a western direction (ie Grand Prom and Coope St) or a south West direction (ie Whatley towards Maylands, East Parade, access to railway parade to turn onto Central Rd, Beaufort St direction etc) will all be funneled back down to the already congested (and due to close temporarily as wall) King William st intersection of Whatley.</p> <p>Or they will ALL need to travel to Garratt Rd and Guildford intersection to turn right and work their way through residential st to get to Grand Prom, East Parade, Central Rd etc.</p> <p>The intersection of Garratt Rd and Guildford will already be overloaded with cars needing to travel east, North and South of the area. It will not cope with the added traffic needing to travel west or south West.</p> <p>Car to avoid the delays of turning right from Garratt Rd onto Guildford will make risky manoeuvres or turning right from Leake and Robert St onto Guildford. Both these right hand turns are very dangerous in peak periods.</p> <p>I feel the intersections of Garratt and Guildford and KingWilliam and Guildford will not cope with the amount of traffic needing to turn right. There will be accidents and extensive delays.</p> <p>If just the exit to turn left only remains open from Roberts St onto Whatley, it will make a huge difference to traffic congestion and the safety of drivers.</p> <p>The other option would be to open up with temporary traffic lights, a right hand turn option from either Almondbery or Murray st to access Garratt Rd. Cars can then turn left from Garratt Rd to access the overpass to Grand prom, to Railway Parade and Central Rd or to continue south on Whatley towards Maylands and onto East Parade.</p> <p>This is a compromise between the 2 options put on the table in the letter we received dated 26/5/2021 asking for early approval of Figure 1 picturing Full Road Closure from King William to Garratt Rd from October to December compared to Figure 2 Full Rd Closure from King William to Leake St November to Leake St.</p> <p>I am hoping you can put this compromise to the contractors and see if it still can fit in with their needs and schedule. It would mean fir the contractors there would be no traffic traveling from Garratt Rd down Whatley towards King William but a small distance of Whatley remaining open for cars to Exit left only from Roberts Rd towards Garratt.</p> <p>Please take into consideration the amount of facilities (schools etc) in the area that will greatly impact locals and those accessing the community facilities. The traffic options to exit the area will only be the 3 intersections , one of which is already overly congested and due for temporary closure too. (King William and Guildford, Garratt and Guildford, and the already congested King William and Whatley).</p> <p>It makes no sense to funnel traffic that needs to travel west or south west through the intersections of Guildford and Garratt and Guildford and King William. These intersections will not cope in peak periods.</p>
111	<p>Greetings,</p> <p>I am part of the Oxfam Group Fair Trade Shop at 5 King William St in Bayswater and volunteer at the shop every Tuesday.</p> <p>I strongly suggest Metronet to reconsider the dates of closure of the section between Garratt Rd and King William St including the intersection, currently scheduled from 4 November to (minus 5 days) 15 December, to be pushed after Christmas Day and during the summer school holidays, when some shops are closed and business is the quietest of the year.</p> <p>As you are aware from the latest Bayswater Traders Association meeting held on Wednesday 2nd June, it is believed by shop owners that closing all access to and from King William St from West and North bounds, at the most critical time of the year for businesses in the lead up to Christmas, will have a devastating effect on businesses in Bayswater town, our shop already barely healing from the closure of business due to the Covid-19-related lockdowns and restrictions since March 2020.</p> <p>A closure of access late 2021 will mean considerable reduction of traffic and visits to shops and it is easy to understand that customers will want to avoid this shopping area for as long as there are heavy construction works and impossible or extremely difficult access to shops from North and North-West.</p> <p>For the Fair Trade Shop in particular, being a gift shop where sales are at their highest level of the year the 2 months preceding Christmas (sales almost 4 times the January to March sales - figures can be shared with you on demand), closing car access to that part of the town will affect considerably our business and our Christmas sales and have a knock-on effect on Oxfam, their programs and ultimately the Artisans from developing countries and the communities we are directly supporting.</p> <p>We are a fundraising Fair Trade gift shop partnering with Oxfam, and the only Fair Trade Shop in WA, which means 3 things:</p> <p>1/with closure of access at this most critical time of the year, our stock will be impossible to plan ahead, affecting directly Artisans we source our products from and affecting our shop operation. Negative impact on our Christmas sales may lead to difficulties paying our suppliers who are vulnerable Artisans (and their families) from all around the world, including Aboriginal communities of Australia. Comparatively, a closure during the summer school holidays will have very little impact on our sales since our shop stays closed most of January.</p> <p>2/We may not be able to donate our expected profits to Oxfam after the Christmas sales, like we usually do, which would mean less funds for Oxfam to operate in developing countries, help communities to fight poverty, recover from Covid-19 with provision of health kits, recover from other natural disasters, etc.</p> <p>3/our purpose is also to raise awareness about Fair Trade and encourage WA residents to shop more ethically and sustainably, and in particular during Christmas shopping time. We are operating this shop to create change in consumers habits. For Christmas shopping, reducing access to our shop means customers will shift customers shopping to less sustainable and less ethical shopping in the lead up to Christmas.</p> <p>I feel that by choosing these dates, limitation of impact from construction on the already affected small businesses has not been fully considered. In other words, in my opinion, Metronet could not choose a more wrong time to close these street and intersection while calling for "minimising impact on local businesses".</p> <p>As a resident of Bayswater myself and an active member of my community, I see everyday and do understand the complexity of such construction project and I am really looking forward to the final product and positive outcome in the long-run of this project but would like to emphasise the need for Metronet to remain flexible on occasions like this and use the multimillion budget allocated to community engagement for instance to revise these dates.</p> <p>I appreciate your time and all your necessary efforts in reconsidering the dates of closure of Whatley Crescent in November and December and shift these dates to January-February.</p> <p>The closure of Whatley Crescent will turn the residential streets or 'back roads' between King William St, Guildford Road and Garratt Road into main roads and create rat runs on residential streets (Murray St, Almondbery St, Roberts St)</p> <p>Where is the traffic diversion plan? Where is the data behind the estimated projected traffic flows into back road/s? Please define a back road/s Where is the in the estimated volumes of traffic on 'back road/s'. Please define a back road/s - it is usually a road that has small amounts of traffic, is unsealed and often rural.</p> <p>Where is the traffic diversion plan? Where is the data behind the estimated projected traffic flows and volume of traffic into back road/s?</p> <p>Are there any concerns in regard to •Public safety of school children/families utilising the back road/s? •Public safety of school children and parents in school zones. •Impact on residents having traffic diverted on the back road/s? •Impact of frustrated drivers diverting through back road/s? •Where is the risk analysis for this?</p> <p>Further comments in regard to the Report Page 3 Introduction. Extension of the scope of the project and options for completion of the work •Please advise details of the community/residential consultation undertaken in this regard?</p> <p>Key benefits •Safety – to those working on-site? •Noise and vibration – Again, for those on-site and in the direct vicinity (who have had relentless noise/vibrations/disruption since this began). But not to those on back road/s.</p>

	<p>Various definitions of back roads suggest the following: Usually found in rural area Are less safe than other roads, with much higher fatality rates A little used secondary road...through a rural or sparsely populated area</p> <p>Page 4 of the Report Risk/Impact Assessment • It is unclear who these address – please advise • It refers to a back road (singular). please advise the difference between back road and back roads • The Noise and Vibration risk rating is moderate, however can you please provide clarification in regard to the Moderate Impact rating and 24/7 noise from traffic diversion on 'back roads' (plural this time).</p> <p>Page 11 of the Report– Leake St Underpass I refer to the Note that Phase 1 works will be completed during the school holiday periods. Given the proposed dates of Whatley Crescent closure are 4 October 2021 to 18 December 2021 and the school holiday dates, it allows for a total of 7 days in which to complete this work. If that's the case it shouldn't have too much impact. And on that note, why is it necessary to contact the schools at this time if there are no students in attendance?</p> <p>Page 15 of the Report – Earthworks – Turnback Preparation. Vegetation clearing: More trees for pulping/chipping. With this and the Tonkin Highway Gap Project there will be an abundance of wood chips from the suburb of Bayswater alone for use for many years to come. Good for codroaches if nothing. On this note can you please advise where the '6 trees replacement for one tree removed' have been planted? Not to mention the report that Bayswater has one of the lowest canopy coverages in the city. Comments from the Council suggests they are unhappy with the mass destruction and removal of trees but they are powerless to do anything blaming it on the State Government. Any comments in this regard?</p> <p>Page 22 – Local Access and School Bus Route (Other Concerns) No regular school buses. What timeframe does this refer to please? I am not sure if there are any regular school buses at any time</p>
113	<p>I do see that you need to do this additional closure to progress your construction and willing to support but only if you place some traffic management mitigations in place. The enclosed plan provides no actual management of traffic or calming measures to assist residents. I need to still be able to access my Dr's, Physio, blood testing clinic, Chemist and Podiatrist in these areas. With both the short and long term road closures in place trying to move within Bayswater at certain times of the day is quite stressful and creates anxiety.</p> <p>Firstly for this new change, closure of Whatley west, which was never part of the original proposals we will require the medium strip to be opened to gain access from a right hand turn from Murray Street onto Garratt Rd so that we can access Maylands and Bedford. This will also reduce the need to access Guilford Rd and alleviate the impact of this closure greatly. Secondly we require peak hour traffic lights for Olfe Street onto King William Street to be able to stop the traffic flow periodically for vehicles to be able to turn Right from Olfe St onto King William Currently this can only be performed through risky maneuvers to cut off the traffic that refuses to allow traffic to enter. Secondly a turn right arrow from King William onto Guilford Rd is urgently required. I have given up trying to exit Whatley Street via Newton Rd onto Guilford Rd by turning right during peak times this is close to impossible and very unsafe.</p> <p>While it is fine to propose road closures, if the projects are not providing any form of traffic management or calming measures it is quite irresponsible and dangerous to the residents of Bayswater. While I support the closure to consolidate several activities all at once, I'd strongly like to propose a review of speed limits in the area as it is very confusing. I'd suggest ALL roads within, say Garratt, Guilford and Whatley, be a maximum of 40 for at least the duration of the closure.</p>
114	<p>There also needs to be access onto Garrett from Murray or Almondbury, while at the same time, these streets need to be marked for residents only (as traffic is already increasing on these residential roads). Additionally, the intersection of Olfe and King William street needs to have some form of traffic management, such as a roundabout, lower speeds, and moving the bus stop to allow better visibility.</p> <p>Thanks Clare</p>
115	<p>It concerns me that the Bayswater town centre businesses along Whatley Cr, particularly between King William St and Hamilton St have sustained extensive obstruction to conducting their business. The proposal to close Whatley between Garrat and King William Street in the lead up to Christmas, one of their biggest trade times will send these businesses into hardship. I ask that the City of Bayswater pleads a case for these businesses and asks Metronet to reconsider the timeframe of this closure due to its impact on local business. I also ask they Metronet give business reasonable notice of any changes to roadworks and construction plans in order to plan for their trade and business.</p>
116	<p>The proposed closure of Whatley Crescent will obviously push a lot of traffic onto Murray St as a cut through to King William. Bayswater primary school is located on Murray St and St Columbas Primary School is also nearby. There is generally a lot of pedestrian movement throughout the day on Murray St and especially so during school drop off and collection, including intense periods of school-related traffic. To accommodate a significant increase in detour traffic, will road safety measures be put into place in general for the residential area AND additional road safety measures put into place for peak school drop off and collection times?</p>
117	<p>I fully support the proposed full temporary closure of Whatley Crescent to allow works to proceed in the shortest time. It minimizes the period of traffic disruption and allows for any latent conditions or unforeseen changes in the scope of works, and will allow the works to finish before Christmas. It is important not to divert any more traffic along King William Street during the closure as it is already too congested (and dangerous) at peak times. Presumably, some traffic will be diverted down Garratt Road to Guildford Road and then, perhaps, onto Tonkin Highway to get to Morley. There is an opportunity here to improve overall traffic flow by installing a new right-hand turn arrow from Guilford Road into Garratt Road at the existing traffic lights to encourage traffic to use Garratt Road to get to Grand Promenade and the tunnel, and so reduce traffic flow in other streets. There are already three right turn arrows at that junction, so a fourth one could be installed without too much disruption. Garratt Road already has two lanes in each direction (north-south). The right-hand turn arrow from Guildford Road into King William Street could then be removed to encourage traffic to use Garratt Road and reduce congestion on Guilford Road, but traffic could still turn right into King William Street without an arrow. This would help to achieve the objective of reducing traffic in King William Street. So there is an opportunity here to try something different during the Whatley Crescent (west) closure to see if it produces long term benefits. Worth a try?? It may encourage drivers to avoid the Bayswater town centre and provide a better environment for the community.</p>
118	<p>To Whom it May Concern, I wish to provide feedback on the proposed temporary road closure of Whatley Crescent (West).</p> <p>Whilst generally noting that a shorter closure duration will be better I have concerns regarding the following details.</p> <p>The Engage Bayswater website indicates that, "During the closure period pedestrian and cyclist movements along the subject section of roadway will be retained", yet the bridge lift diagram and 3D illustration on page 9 of the report show that the mobile crane and associated outrigger pads will block the full width of Whatley Crescent inclusive of the footpath on the southern side which leaves no room to provide the promised pedestrian and cyclist movements</p> <p>It is also noted that the current PSP detour utilises the existing King William St/Whatley Crescent intersection which will be closed in Phases 2 and 3 which also raises doubts that pedestrian and cyclist movements will be retained.</p> <p>The lack of any mention of the commitment to maintain pedestrian and cyclist movements in the Traffic Management Report is also of concern.</p> <p>I also observe that parts of the works planned to occur during the closure, particularly the Leake St Underpass, Retaining Walls and Roadworks + PSP work, necessitate permanent changes to Whatley Crescent, reducing the road to a single lane in each direction. The Bayswater Station Development Approval Conditions 6, 7 and 10 require certain things to be done, "Prior to the commencement of permanent changes to the road and intersection layout within the station precinct". The minutes from the WAPC meeting on the 9th of December 2020 indicate that City of Bayswater representative Matt Turner specifically spoke in support of condition 7 and requested an amendment to condition 6 generally indicating that the City felt these conditions were important to ensure a good outcome from the station redevelopment project.</p> <p>From separate correspondence with DPLH regarding the current closure of Whatley Crescent (East) I understand that these conditions have not yet been fulfilled.</p> <p>If the City now proceeds to authorise the project to commence another road closure that will result in permanent changes to the road layout prior to the conditions being fulfilled there is a real risk that the outcomes that were meant to be achieved by the imposition of these conditions will be lost. I strongly suggest the City reflects on the risks of authorising a closure resulting in permanent changes to the road layout prior to these conditions being fulfilled recognising that once the closure starts there will be little choice but to authorise the re-opening of the road in the permanently changed layout once the works are complete regardless of if the conditions have been fulfilled.</p>
119	<p>Please leave the closure until after christmas. The existing businesses are struggling so much at the moment & as you would be aware, prior to christmas this is when sales & entertaining are at their highest for the new year. It will keep people using local services.</p>
120	<p>After christmas the schools will be on holidays, less people use the public transport. Less disruption for everyone.</p> <p>I support the closure of Whatley Crescent for the period of 4 October 2021 to 18 December 2021. Bryce has been very helpful in answering all of my queries and I feel confident the closure will help speed up the project timeline.</p> <p>Dear CEO Mr Brien</p> <p>Thank you for this opportunity to comment on the proposed partial and full closure of Whatley Crescent.</p> <p>Firstly, I respectfully submit that the community cannot comment on this proposal until the Council has been presented and the provide the community with a full traffic impact assessment confirming what temporary traffic measures will be implemented and the details of those measure to ensure minimal impact on the local road network. The information provided does not allow me to make an informed decision. I query the community's ability to provide comment without all information being made available prior to submitting a response.</p> <p>I request a traffic court be undertaken on Garratt Road, Murray St, Almondbury St and Crowther Street (between Almondbury St and Guildford Rd) and this information is presented to Council and the community before a formal decision is endorsed by Council.</p> <p>I live on the corner of Almondbury St and Crowther. Already this is a dangerous intersection. In the couple of years since purchasing the property, we have police chases, car accidents, hoons and each and every day cars cutting the corner to speed along Crowther Street to bypass the traffic light on Garratt and Guildford. Cars attempt to deliberately bypass the traffic light intersection by turning onto Almondbury, cutting the corner with Crowther Street and travelling through to Guildford Road. Each morning there is increased and dangerous traffic movements. As I egress my property onto Crowther street, I am faced with traffic movements that cut the Almondbury Crowther intersection at speed, and I have had several near misses. A white ute every morning, without fail, dangerously cuts the corner and speeds through the intersection on the way to work.</p>
121	<p>Every morning prior to sunrise I walk my dog and every evening/ night we walk with our newborn child, therefore we have to cross Crowther Street to gain access to a designated footpath adjacent to No 25 Crowther Street. Every day we face to risk of an incident occurring, caused by some reckless driver cutting the corner with insufficient light to see obstructions or people for that matter crossing the road, all for the purposes of saving a few minutes by rat running a residential area. This is wholly inappropriate currently and an accident will occur. Should Council approve the closure of Whatley Crescent, the local roads will be significantly impacted not least local residential areas close to the local school.</p>

There is no doubt that the closure of Whatley Crescent for several months will impact local residential roads. Unless satisfactory measures are implemented, the whole of the surrounding area will be impacted, most notably Murray, Almondbury and Crowther Street. Murray and Almondbury require significant modifications to restrict rat running and minimise speeds. These roads, similar to Leake Street, should be made into pedestrian friendly, child safe areas. Road and verge modifications should be installed, including but not limited to reducing the road width by installing trees into the road reservation like Leake Street creating pinch points to slow traffic. Both Almondbury and Murray are thoroughfares to schools, yet speeds on these roads are excessive. Increased traffic on these roads causes additional rat running by unfamiliar drivers because Whatley Crescent will be closed, therefore certainly leading to increased and unsafe traffic movements. The intersection of Crowther and Almondbury requires modifications to install traffic islands or altered road layouts to include a roundabout should Council see fit to approve such a long-term road modification. Although from viewing the roundabouts on Almondbury/ Roberts and Roberts/ Murray, both have had significant incidents recently as evidenced by the damage to both roundabouts. Measures need to be included to stop vehicles cutting the intersection onto Crowther.

Both Murray Street and Almondbury do not allow for right turns onto Garratt road, therefore I do not see how a vehicle can travel towards Grand Promenade without a significant diversion or without a right turn at the Guildford Road intersection onto Garratt. Notwithstanding that, any right turn onto Guildford Road is also dangerous and problematic. I would recommend a right turn from Murray onto Garratt, however significant additional information and traffic management/ assessments are required.

Residents should be allowed to comment specifically on those temporary traffic measures to be implemented prior to any confirmed closures being endorsed.

Thank you for your consideration of this correspondence.

To Whom it May Concern,
I wish to provide feedback on the proposed temporary road closure of Whatley Crescent (West).

Whilst generally noting that a shorter closure duration will be better I have concerns regarding the following details.

The Engage Bayswater website indicates that, "During the closure period pedestrian and cyclist movements along the subject section of roadway will be retained", yet the bridge lift diagram and 3D illustration on page 9 of the report show that the mobile crane and associated outrigger pads will block the full width of Whatley Crescent inclusive of the footpath on the southern side which leaves no room to provide the promised pedestrian and cyclist movements

It is also noted that the current PSP detour utilises the existing King William St/Whatley Crescent intersection which will be closed in Phases 2 and 3 which also raises doubts that pedestrian and cyclist movements will be retained.

122 The lack of any mention of the commitment to maintain pedestrian and cyclist movements in the Traffic Management Report is also of concern.

I also observe that parts of the works plan to occur during the closure, particularly the Leake St Underpass, Retaining Walls and Roadworks + PSP work, necessitate permanent changes to Whatley Crescent, reducing the road to a single lane in each direction. The Bayswater Station Development Approval Conditions 6, 7 and 10 require certain things to be done, "Prior to the commencement of permanent changes to the road and intersection layout within the station precinct". The minutes from the WAPC meeting on the 9th of December 2020 indicate that City of Bayswater representative Matt Turner specifically spoke in support of condition 7 and requested an amendment to condition 6 generally indicating that the City felt these conditions were important to ensure a good outcome from the station redevelopment project.

From separate correspondence with DPLH regarding the current closure of Whatley Crescent (East) I understand that these conditions have not yet been fulfilled.

If the City now proceeds to authorise the project to commence another road closure that will result in permanent changes to the road layout prior to the conditions being fulfilled there is a real risk that the outcomes that were meant to be achieved by the imposition of these conditions will be lost. I strongly suggest the City reflects on the risks of authorising a closure resulting in permanent changes to the road layout prior to these conditions being fulfilled recognising that once the closure starts there will be little choice but to authorise the re-opening of the road in the permanently changed layout once the works are complete regardless of if the conditions have been fulfilled.

To Whom it May Concern

We are residents of Murray Street and our children attend Bayswater Primary School.

123 The proposed temporary closure of Whatley Crescent will obviously push a lot of traffic onto Murray St as a cut through to King William. Bayswater Primary School is located on Murray St and St Columbas Primary School is also nearby. There is generally a lot of pedestrian movement in the area throughout the day and especially during school drop off and collection times. School-related traffic is also very intense at peak periods.

We would therefore like clarification on what road safety measures will be put into place to accommodate the increase in detour related traffic in general, as well as what additional road safety measures will be taken to ensure safety at peak school hours?

Re: The use of Murray Street as a thorough fare.

124 Presently traffic heading South along Garret Road wanting to continue to head East along Guildford appear to be using Murray Street and then one of the Southbound Streets off Murray Street to get to Guildford Road – this avoids having to wait at the lights at the Garret Rd & Guildford Road intersection. The cars come around the corner of Garret into Murray and then accelerate at high speed down Murray Street which is extremely dangerous for residence, school kids - especially with the school not far down Murray Street, tennis kids and patrons as well as the bowling club patrons. With the closure due to occur along Whatley Crescent I'm expecting this situation to greatly worsen. Note that with the Bayswater station works occurring, traffic Westbound along Murray Street has also increased greatly.

Can at the very least signage be installed to advise the 50km zone and/ or that they are entering a residential zone. It would be great to see islands installed along the street c/w trees planted.

What is the plan for detours during the Whatley Crescent closure?

125 DFES has no objections and are aware of the works/closures for the MetroNet project.

126 Thanks for the conversation regarding the road closure . I will let the Traffic Warden area know they will be able to relocate their Traffic Warden temporarily (in Oct) until we are advised the road is reopened. We only require a quick email letting us know before the day, what date the road will be reopened so that the Traffic Warden will be placed back on the crossing.

Row Labels	Count of Contributor Details	EBA Comments
Cat 1 - Rat Run	17	Actions: - EBA propose to keep road layout at Garrett Road as is. Removing the concrete medians at Garrett road will facilitate the right turn to Garrett road, but at the same time will ease/encourage the rat run through Murray and Almondbury. - EBA have completed the road survey last week to capture the baseline traffic data in this area.
Cat 2 - Murray/Almondbury St Right Turn on Garratt Rd	12	- EBA will monitor the traffic during the closure and if the traffic increases significantly, temporary treatment will be provided as per below. Temporary Treatment if applicable: - Local road traffic management: 1) Implementation of single lanes to slow traffic down; 2) Street parking allowed/encouraged in order to narrow street access;
Cat 3 - KWI closure	11	- EBA currently finalise the bridge lift methodology and committed to reduce the KWI closure timeframe
Cat 4 - Right turn from KW to Guildford	15	Actions: - EBA's traffic management consultation team currently working with MRWA Traffic Signals team (SCATS) to optimize signal phasing and improve the right turn from KW to Guildford. Temporary Treatment if applicable: - Phase optimization for traffic signals
Cat 5 - Impact to local businesses	13	- EBA working with local businesses throughout the process. A meeting with the Bayswater Traders Association was held on 2 June with businesses given the opportunity to voice their concerns. Works are already in progress to build extra parking bays on Hamilton Street so visitors can continue to access businesses, particularly along Whatley Crescent and King William Street. During the closure EBA will work with businesses to help them with proactive messaging to customers advising they are still open for business during this time frame. Businesses that stated they are losing customers have been advised that they can lodge a compensation claim with the PTA for loss of income etc. EBA employs a dedicated Business Engagement Manager to help businesses navigate through the process.
Cat 6 - Right Turn from Guildford to Garratt Rd	10	Actions: - This is a MRWA asset and may demand further traffic modelling as this is a main route. - Further to that it will require approval from WA Police for red light cameras. - EBA will seek further direction from MRWA
Cat 7 - Right Turn from Olffe to KW	4	Actions: - EBA have completed the traffic survey before and after Whatley East closure. - EBA will do the same after the Whatley West Closure and compare the traffic data. - As per EBA traffic consultant assessment of KW intersection improvement on south and northbound movement we are not expecting any issues on Olffe to King William St Temporary Treatment: - Temporary roundabout to be installed if required
Cat 8 - Traffic detour information	11	- Traffic Detour Plan
Positive	29	
Other	4	
Grand Total	126	