Review of Orrong Road – Rivervale to Welshpool

Main Roads WA has undertaken a project to review Orrong Road from Great Eastern Highway, Rivervale through to Roe Highway, Welshpool to identify possible short to medium term safety improvement options along the link, within the current four lane environment.

Community Engagement

The City of Canning and Belair, and the Town of Victoria Park, approached Main Roads WA at different times and asked for safety improvement options to be considered at a number of intersections along the main Main Roads set up a Project Management Group (PMG) to review the Orrong Road link to determine the best possible solutions with representations from these local government authorities and the Department of Planning. The PMG agreed on a community engagement process that included sending out a newsletter to residents and advertising in the local newspaper throughout the community in January 2009 asking for community involvement in the project. The process involved:
- The PMG receiving applications from residents to join a Community Reference Group (CRG);
- The PMG receiving information at the same time from other local residents who did not want to participate for the CRG but wished to raise their issues. This information was collated for further analysis and included for consideration at the CRG workshops;
- Forming the CRG from the nominations received with representation from community members in the Belair, Canning and Victoria Park councils, along with technical staff from Local Government, the Department of Planning and Main Roads, as well as councillors from each of the councils. This newsletter shows the outcome of this community engagement process and the proposed treatments.

Why is the work needed?
The review aimed to assess current crash patterns and local network access issues using micro-simulation (traffic) modelling to show what traffic patterns currently occur on the road, and what impact any proposed changes would have if they were implemented, including:
- changes to traffic signal timings;
- introduction of new traffic signals;
- other changes to intersection treatments at specific locations along Orrong Road.

Orrong Road was examined as a link instead of a number of individual intersections as this method would take into account:
- the impacts of one treatment on another at different locations along Orrong Road; and
- the collective impact these would have on the surrounding road network.

The review showed an average of one crash per year on Orrong Road with an average of two crashes per year for the intersection of Orrong Road and President Street. The highest number of crashes were caused by rear-end crashes at the intersections of Orrong Road with Kewdale Road, President Street and of Orrong Road with Great Eastern Highway.

Community Feedback

The CRG spent considerable time understanding the concerns along Orrong Road. Their input into solutions takes into account a wide road network area and analysis of all comments and issues. Many Roads would like to sincerely thank these community members and other organizations who contributed their time to developing these solutions. The process from here involves:
- Commerce conceptual design work;
- Determining what funding can be sourced to implement the solutions;
- Implementation of the solutions; and
- ongoing monitoring of the road network to determine effectiveness of the solutions.

If you require further information, please contact:
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This newsletter shows the outcome of this community engagement process and the proposed treatments.
Does this project mean Orrong Road will have six lanes?

This project is not looking at the long term plan for six lanes. It is to look at short to medium term safety improvement options along Orrong Road. However, these short to medium term changes are expected to be consistent with the six lane proposal. The Department of Planning is currently reviewing the ultimate six lane proposal for Orrong Road, including long term access and land use strategies.

The role of the Community Reference Group (CRG)

A wide range of community members provided valuable input into the CRG and informed the PMG of the issues along the road. Members were asked to consider concerns in all three local government road network areas, and understand and consider the issues affecting stakeholders in each community. Community members who were not selected on the CRG, or who did not nominate for the CRG but wanted to raise issues, had input into identifying other local traffic concerns. More than 70 comments about various intersections were received from community members. All these issues were tabled at the first CRG meeting and included in discussions, along with concerns raised by the CRG members. Traffic modeling was then undertaken, so that the second meeting would show the rationale behind why some treatments could or could not be considered. The third meeting allowed the CRG to be presented with the final solutions. Meetings were held in February, May and June 2010.

What are the proposed solutions?

The traffic modelling evaluated the suggested solutions against the 2016 forecast traffic model and supported by the CRG, PMG and Local Government Authorities. These solutions have been evaluated against the 2031 forecast traffic model to determine the impact on the six lane or long term option being prepared by the Department of Planning. The maps in this newsletter are numbered and correspond to the text boxes with the same number.

1. Francisco Street

- Extended eastbound left turn pocket on Orrong Road turning left into Francisco Street
- Widen to increase capacity of Francisco Street
- Remove right turn filter

- Significantly reduces Orrong Road eastbound congestion in the afternoon peak period
- Greatly improved discharge rate at the signals
- Significantly improved vehicle safety by reducing right turn crashes

2. Roberts Road

- Install three way traffic signals at Roberts Road
- Extended right turn lane on Orrong Road into Roberts Road
- Install left turn lane pocket on Orrong Road subject to feasibility assessment

- Significantly improved right turn movement efficiency and safety into and out of Roberts Road
- Improved local road network access

3. Alexander Road and Archer Street

- Increase capacity of right turn pocket at Alexander Road
- Remove right turn filter
- Install left turn lane pocket on Orrong Road subject to feasibility

- Significantly improved vehicle safety by reducing right turn crashes
- Improved discharge rate of the traffic signals for westbound traffic

4. Orrong Road – Rivervale to Welshpool

- Install three way traffic signals at Roberts Road
- Extended right turn lane on Orrong Road into Roberts Road
- Install left turn lane pocket on Orrong Road subject to feasibility

- Significantly improved vehicle safety by reducing right turn crashes
- Improved discharge rate of the traffic signals for westbound traffic

5. Francisco Street

- Extended eastbound left turn pocket on Orrong Road turning left into Francisco Street
- Widen to increase capacity of Francisco Street
- Remove right turn filter

- Significantly reduces Orrong Road eastbound congestion in the afternoon peak period
- Greatly improved discharge rate at the signals
- Significantly improved vehicle safety by reducing right turn crashes

6. President Street to New Street

- Install three way traffic signals at Roberts Road
- Extended right turn lane on Orrong Road into Roberts Road
- Install left turn lane pocket on Orrong Road subject to feasibility

- Significantly improved vehicle safety by reducing right turn crashes
- Improved discharge rate of the traffic signals for westbound traffic