

Bayswater Road traffic improvements

Frequently Asked Questions

- **When will these works take place?**

There are no current commitments to deliver these works from the Victorian Government or Department of Transport.

Feedback from this phase of community consultation will be used to form Council's advocacy to the Victorian Government and Department of Transport to receive funding to make these improvements.

- **Who will be funding the works?**

Council will advocate to the Victorian Government and Department of Transport for funding to implement these improvements.

- **Will the additional signals increase congestion in the area?**

It is proposed that the new signal at Lucille Avenue/Bayswater Road will be linked to the Eastfield Road/Bayswater Road intersection to maximise traffic flow.

For example, the signals can be timed such that when southbound motorists receive a green light at the Eastfield Road/Bayswater Road signals, they will receive a corresponding green light on approach to the Lucille Avenue/Bayswater Road signals, however, such implementations are subject to further traffic modelling.

Further, the proposal will have two delineated traffic lanes in both directions on Bayswater Road between Lucille Avenue and Eastfield Road in contrast to the one wide lane under existing conditions that may be limiting throughput.

Preliminary 'SIDRA' traffic modelling indicates a good level of performance for the proposal under existing conditions and an ultimate scenario that factors in 10 years of traffic growth.

- **How will this proposal address motorists using The Mall as a short cut?**
Signals at Lucille Avenue/Bayswater Road will have the benefit of discouraging rat-running and speeding via The Mall during peaks of traffic.

Motorists seeking to bypass the Eastfield Road/Bayswater Road signals will not have an uncontrolled left-turn onto Bayswater Road at Lucille Avenue under the traffic signal proposal.

- **Will raised pedestrian crossings be provided on all slip lanes at the Eastfield Rd/Bayswater Rd intersection?**

It is proposed that raised pedestrian crossings are provided on all slip lanes at the intersection of Eastfield Road/Bayswater Road. This will improve pedestrian access and safety when crossing.

- **Will the rural and rustic appeal of the area be maintained?**

The proposal seeks to minimise vegetation and nature strip loss and relies almost entirely on the footprint of the existing road network.

Minor vegetation removal may be required to to implement the left-turn slip lane from Bayswater Road to Eastfield Road (S→W), however, further investigations will be undertaken during the next stage of the detailed design to retain as much of the vegetation as possible while providing a safe outcome.

- **What is the parking loss?**

The design seeks to minimise on-street parking loss with the only removal being 12 car spaces on the Eastfield Road west of Bayswater Road. While Council seeks to avoid parking loss, some level of removal is often required to achieve safe and functional road layout designs, and this is consistent with the principles of Council's Endorsed Parking Framework.

On-street parking in the form of a parking lane is retained approximately 90m downstream from the Bayswater Road/Eastfield Road signals.

- **Residents leaving Palm Court rely on the U-turn facility near Lucille Ave. The new right-turn lane must safely cater the U-turn movement.**

The importance of maintain a U-turn compatible layout at the intersection of Lucille Avenue/Bayswater Road for the N→S movement is acknowledged and the ability to undertake this movement will be checked in the next version of design.