

# Maling Road Traffic and Transport Findings

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# 1 Introduction

Boroondara Council has engaged Cardno Consultants to undertake a Traffic and Transport study to investigate and address existing conditions within the precinct including traffic volumes, speed and distribution within the Maling Road precinct, pedestrian connections, and road safety issues.

Additionally, this study assesses the likely traffic impact associated with potential conversion of Maling Road to a one-way southbound road between Canterbury Road and Bryson Street, whilst also undertaking a review of the Canterbury Road / Wattle Valley Road intersection.

Finally, this Traffic and Transport study provides a series of recommended actions to ensure traffic conditions in the area can ultimately be improved.

The full Traffic and Transport study is a detailed technical document, and this summary of the findings has been prepared for community engagement purposes. A copy of the full study can be made available to members of the community upon request. Should you be interested, please email [placemaking@boroondara.vic.gov.au](mailto:placemaking@boroondara.vic.gov.au)

## 2 One-way street proposal. Southbound traffic between Canterbury Road and Bryson Street

### 2.1 Proposal Description

This option proposes to change the street traffic circulation from the current 2-way to 1-way traffic between Canterbury Road and Bryson Street as shown in Figure 1.

The one-way traffic option involves:

- One-way traffic between Canterbury Road and Bryson Street in a southbound direction.
- Car parking both sides.
- Retain most car parking spaces on the street (loss of only 7 spaces).
- Public realm area gain of approximately 300sqm.
- Raised pedestrian crossings to improve safety and pedestrian priority.

Key opportunities include:

- One-way road maximises pedestrian priority and safety.
- Upgraded interface with Canterbury Road ensures traffic calming and demarcates heritage precinct.
- Maximises public realm gain.

The option's main challenges:

- One-way arrangement will displace some traffic onto neighbouring streets.

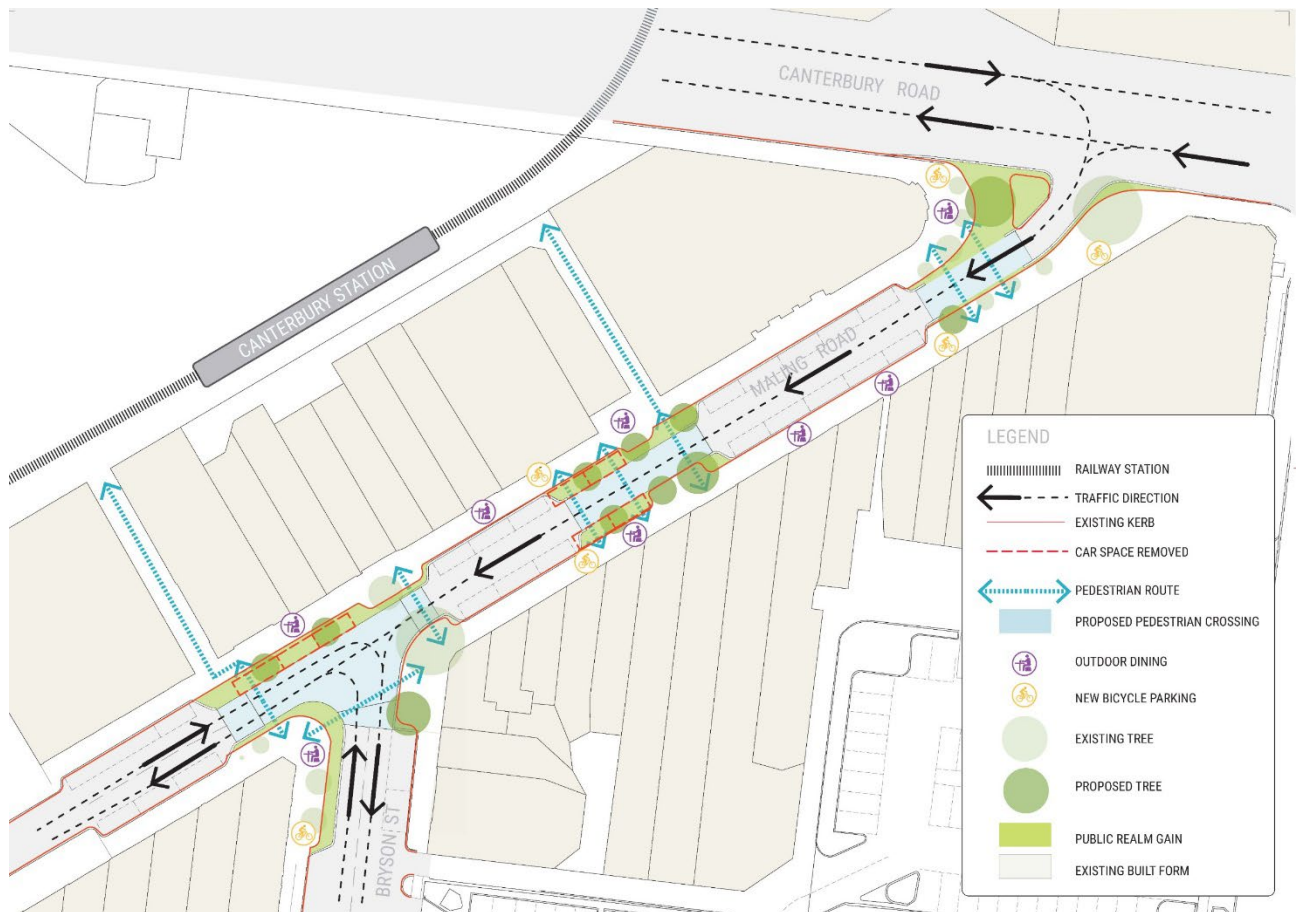


Figure 1 - One-way southbound road between Canterbury Rd and Bryson St

## 3 Traffic and Transport Study Findings

### 3.1 Summary of Daily Traffic Volume Changes

Traffic modelling and distribution undertaken to assess the impact of the implementation of the one-way section of Maling Road result in the following changes to traffic volumes:

- An increase in northbound traffic (+912 vehicles per day (VPD)) on Wattle Valley Road from 1663 VPD to 2575 VPD between the car park and Canterbury Road. South of the car park the increase in northbound traffic is expected to be 682 VPD for a total of 2245 VPD.
- Two-way daily traffic volumes in Wattle Valley Road are expected to increase from 3736 VPD to 4648 VPD between the car park and Canterbury Road. South of the car park, two-way daily volumes are expected to increase from 3506 VPD to 4188 VPD.
- A decrease in northbound traffic (-348 VPD) on Bryson Street.
- An increase in south bound traffic (+51 VPD) on Bryson Street.

- A decrease in north and southbound traffic (northbound: -18 VPD; southbound: -57 VPD) on Scott Street.
- An increase in westbound traffic (+593 VPD) and reduction in eastbound traffic (-552 VPD) along Maling Road south of Bryson Street.

With consideration for the above changes in daily traffic volumes on the surrounding network, it is important to note that the increase in daily traffic volumes on local access streets (Bryson Street and Scott Street) and collector roads (Maling Road and Wattle Valley Road) would lead to daily totals that are well within the acceptable limits (3,000 and 7,000 vehicles per day respectively) as outlined in the City of Boroondara's Traffic Management Policy and associated Procedures.

### **3.2 Maling Road One-Way Southbound – Potential Traffic Mitigation Measures**

From the analysis undertaken, the following actions are recommended:

- Advanced warning signs from the southern approaches to Maling Road to redirect road users seeking to access Canterbury Road:
  - Repeater signs to be located such that motorists can follow a route to access Canterbury Road.
- Potential speed reduction in one-way segment of Maling Road:
  - Reduced to 20km/h or reduced to 10km/h and governed by a Shared Zone Area.
- Existing left turn slip lane to access Canterbury Road to be removed.

### **3.3 Summary of Canterbury Road / Wattle Valley Road Intersection - Recommended Upgrades**

A number of viable solutions to improve traffic flow exist including:

- Extended Right-Turn Ban from Wattle Valley Road into Canterbury Road to include the afternoon peak period.
- Extend the Keep Clear Line-Marking in Canterbury Road to include the full width of Wattle Valley Road.
- Keep Clear Line-Marking – in Canterbury Road at Maling Road.
- 40 km/h speed limit in Canterbury Road between Balwyn Road and Willandra Avenue.

### **3.4 Proposed Parking Loss Assessment**

A Parking Study Assessment was undertaken by Cardno Consultants in 2019. The study area consists of Maling Road, the streets abutting the shopping precinct and the surrounding commercial-zoned land including Canterbury Road.

Cardno commissioned AusTraffic, an independent traffic and parking data collection company, to undertake detailed parking surveys on Thursday 24th October 2019 between the hours of 7:00am and 11:00pm.

The overall car parking study showed a reasonable level of parking demand. Across the study area, car parking occupancy reached a maximum of 73% at 1:30pm. The occupancy stayed above 60% from 9:30am to 3:30pm, as is consistent with peak business operating hours.

Based on the above parking data, it is considered that the existing parking supply in the area will be able to absorb the proposed on-street car parking reduction of 7 spaces in Maling Road including using parking availability in Maling Road, the Bryson Street car park and the Bryson Street Wattle Valley Road car park at the peak time of 1:30pm. At other times, prior to and after 1:30pm, parking availability significantly increases.