

Scarborough Intersection Upgrade

Scarborough Beach Road, Main Street, Brady Street and Green Street

Main Roads is providing technical input and project management support to City of Vincent and City of Stirling on the development and design of an appropriate treatment for the project location at the intersection of Scarborough Beach Road with Green Street, and minor modifications at the intersection of Main Street and Brady Street. City Of Vincent and City of Stirling will be leading all stakeholder engagement and deliver the agreed scheme.

Key Design Features

Proposed roundabout at Scarborough Beach Road / Green Street intersection

- Based on extensive community feedback, the proposed **full movement roundabout** will greatly improve safety and efficiency for all road users at this location by:
 - Providing a safe right-turn from westbound Scarborough Beach Road onto Green Street. This would eliminate rat-running through Merredin Street, which adversely impacts the local residents and causes road safety issues; and
 - Eliminating the existing two-stage road crossing from westbound Green Street onto Scarborough Beach Road. This would allow the intersection to be more 'free-flowing', thus enhancing traffic flow and improving safety for all users.
- **Pedestrian/Cycling facilities and connectivity**
 - Shared Path south of Scarborough Beach Road between Main Street / Brady Street intersection and the new proposed Green Street roundabout;
 - Extension of the on-road cycle lanes along Scarborough Beach Road, eastbound and westbound, and connecting to the proposed shared path; and
 - A raised pedestrian crossing on Scarborough Beach Road and a cut-through facility on Green Street, providing pedestrian safety and improved connectivity.
- **Access:**
 - Existing accesses remain unchanged on Bauxite Lane, Waterloo Street, Eanun Lane and Eucla Street;
 - Allowing right-turn movement from eastbound Scarborough Beach Road to Brady Street reduces rat-running through Eucla Street, which adversely impacts the local residents.
 - The current one-way access into the Birrell Street will be closed off to accommodate the proposed roundabout whilst also improving safety for pedestrians and bike riders on the new Shared Path on the south side of Scarborough Beach Road. Birrell Street will turn into a cul-de-sac, with local access for residents maintained through Milton Street and the local street network.

- **Landscaping treatments** are proposed to create attractive public spaces for people through amenities and features such as:
 - Planting with rest stops for pedestrians and cyclists south of Scarborough Beach Road along the new proposed Shared Path; and
 - Planting and parklet opportunities on the eastern corner of the proposed Scarborough Beach Road / Green Street roundabout.

Modifications at the Signalised Intersection of Scarborough Beach Road / Main Street / Brady Street

- **Minor modifications** at the existing signalised intersection will improve safety and enhance traffic flow. These include:
 - Allowing the right-turn movement and installing a turn pocket on Scarborough Beach Road eastbound to Brady Street. This will reduce rat-running through Eucla and Milton Streets, which adversely impacts the local residents; and
 - Realigning the left turn pocket on Brady Street northbound to improve sight distances and swept paths; making this movement safer and reducing delays by changing traffic control to Give Way.
- **Pedestrian/Cycling facilities and connectivity**
 - Upgrading signalised pedestrian crossing facilities at the intersection of Scarborough Beach Road / Main Street / Brady Street to include walk / don't walk signals on all legs; and
 - Installing zebra crossings on the left turn pockets of Brady Street and Main Street, to improve pedestrian movements.
- **Landscaping treatment**
 - Additional planting and landscaping around Gibney Avenue cul-de-sac to improve the public area;
 - Shrubs in front of currently vacant car dealership on the north-west corner; and
 - Together with the parklet on the north-east corner of the intersection, and the enhancements at the Green Street roundabout, the project area will be transformed into an attractive, pedestrian friendly space.

Interim Treatment

In parallel to the above proposals, Main Roads, the City of Vincent and the City of Stirling have collaborated on interim traffic management to enhance the road alignment and safety by installing new pavement markings and signage, which have already been completed.

This interim traffic management provides a single lane entry into Scarborough Beach Road eastbound, and improves delineation from Green Street to Scarborough Beach Road westbound.