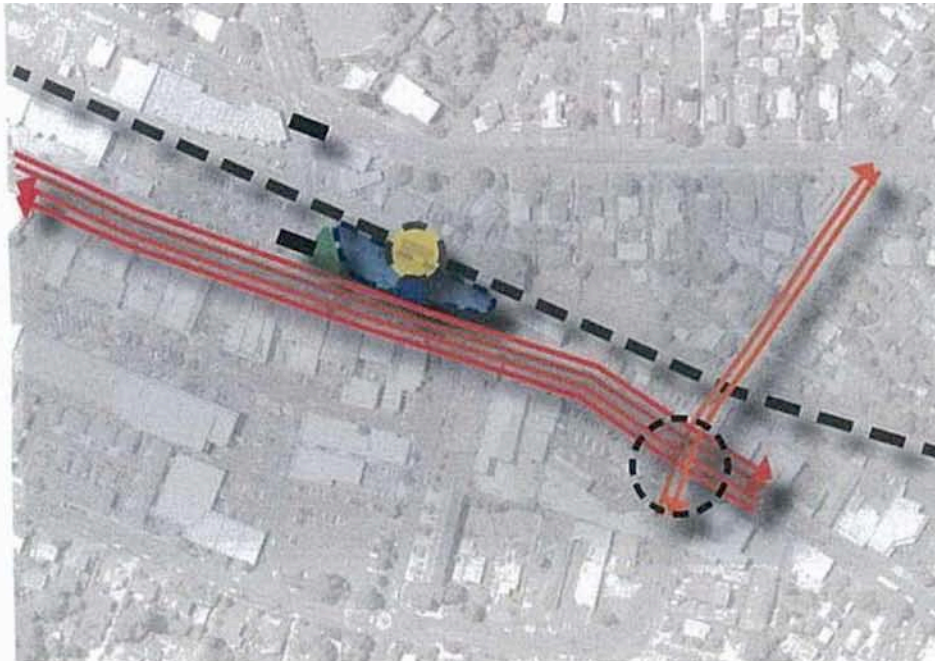


# APPENDIX A





### **Proposed Option 3**

Moves at grade crossing east to Brandon/ Bowers Roads.

Requires closure of Glenview Road and removes level crossing.

Removes the conflict of traffic and railway lines at the centre of town.

Removes key connections to the cemetery and northern residential catchment at that point.

May not negatively impact the vitality of West Coast Road as most west bound traffic would still be directed down west coast road as it allows for an at grade 4 way intersection on West Coast Road.

Would not inhibit a two sided main street being developed.

Would require significant investment in land purchases to facilitate.

Brandon Road reserve is wide enough to accommodate traffic flows but redirecting the traffic volumes to Brandon Road would significantly change the nature of the street and how it is categorised in road hierarchy.

Would solve an existing rail trespass issue however it may create another in its place at Glenview Road.



### **Proposed Option 3a**

Moves grade separated crossing east to Brandon/ Bowers Roads.

Requires closure of Glenview Road and removes level crossing.

Removes the conflict of traffic and railway lines at the centre of town.

Removes key connections to the cemetery and northern residential catchment at that point.

Loss of activity may negatively impact the vitality of West Coast road but would allow for a two sided main street to be developed.

Urban form impacts would be significant due to grade issues.

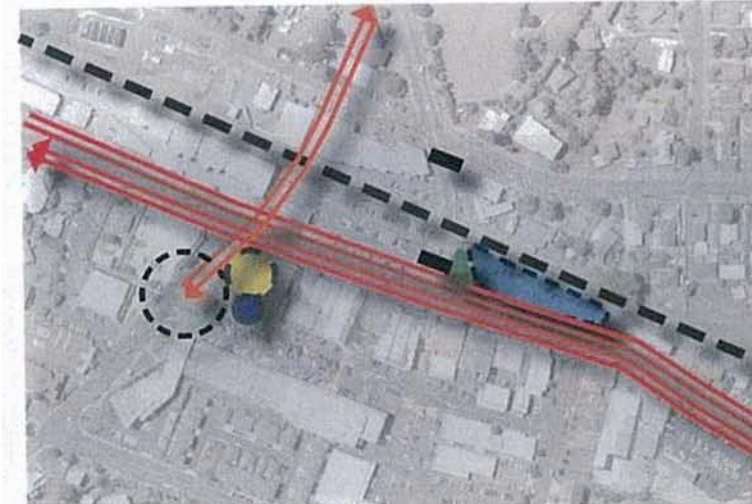
Would require significant investment in land purchases to facilitate.

Likely to impact on access to adjoining commercial sites on Wilson Road and to residential properties on Brandon Road.

Brandon Road reserve is wide enough to accommodate traffic flows but redirecting the traffic volumes to Brandon Road would significantly change the nature of the street and how it is categorised in roading hierarchy.

Would solve an existing rail trespass issue however it may create another in its place at Glenview Road.

Grade issues mean traffic would be re-directed down Bowers/ Wilson Roads. This would require additional interventions on surrounding network to allow west bound traffic to get back to West Coast Road.



#### **Proposed Option 4**

Relocates at grade crossing to the north west by redirecting Glenview Road to meet the Glendale Road intersection.

Does not solve the conflict of rail and traffic but removes the resulting congestion from the centre of town and relocates it to the edge of the town centre.

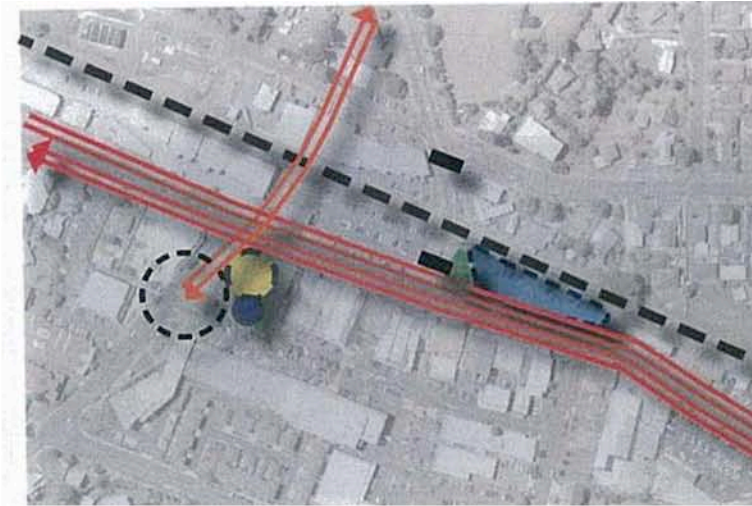
Reduction in traffic in front of the station would result in a more safe and accessible pedestrian connection between the rail station and bus stops and the Town Centre.

This option would allow for a two sided main street to be developed on West Coast Road.

This option would require significant investment in land purchases to facilitate.

Urban form impacts would be less significant than grade separation.

Consideration would need to be given to ensure the Heritage buildings in that section of the cemetery are not adversely affected.



### **Proposed Option 4a**

Moves grade separated crossing North west by redirecting Glenview Road to meet the Glendale Road intersection.

Requires closure of Glenview road and removes level crossing.

Removes the conflict of traffic and railway lines at the centre of town.

Would allow for a two sided main street to be developed.

Urban form impacts would be significant due to grade issues.

Would require significant investment in land purchases to facilitate.

This option is likely to impact on the nature of Glendale Road by increasing the traffic volumes on this road.

This option would require the removal and relocation of the fire station.

Consideration would need to be given to ensure the Heritage buildings in that section of the cemetery are not adversely affected.

Careful design would need to be applied to ensure that the increase in traffic does not result in the dividing of the western precinct and its community uses from Glen Mall.



