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Western Australia.*

Maylands Road Improvements & Revitalisation Planning Study

Consultation Report March 2025

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Background

In 2021, after lengthy investigations, the State Government announced its decision to close the Caledonian Avenue level crossing, in Maylands, as part of METRONET's ongoing program of level crossing removals.

METRONET's rationale for the closure was stated as: *The increased train frequency on the Midland Line would have seen longer times for the boom gates to be down; increasing the potential for risk-taking behaviour, as well as significant impacts on local roads.* Refer

<https://www.metronet.wa.gov.au/projects/caledonian-avenue-level-crossing-removal>.

Having determined that the redistributed traffic could be spread across three alternative bridges within one kilometre, and two alternative pedestrian crossings, a decision was made not to replace this crossing.

Instead, the government allocated \$15 million for a series of local road enhancements to manage the redistribution of traffic, cyclists and pedestrians and improve access to alternative crossings, safety and place-making opportunities in the Maylands Town Centre, with Main Roads as the lead agency.

Following the closure of the level crossing on 15 April 2022, new protected bike lanes were installed on Railway Parade between Meltham and Maylands train stations. The posted speed on Railway Parade between Grand Promenade and Third Avenue was reduced to 50 km/h from 19 December 2022.

In 2023, further works were undertaken to implement an interim safety treatment at the Guildford Road-Seventh Avenue intersection and plan for new traffic signals at the junction of Railway Parade and Whatley Crescent, allowing a right-turn to Maylands.

The Consultation Process

Main Roads is managing this project in consultation with key stakeholders, such as the City of Bayswater and the Public Transport Authority, and the local business and residential community.

In October 2021, nominations were sought for a Community Reference Group (CRG) to provide input into the development and design of road and path improvements. With representation from the Maylands Residents and Ratepayers Group, Maylands Business Association, Maylands Co-op and the general community, the CRG met twice before the level crossing permanently closed in April 2022. A further six meetings were held following the closure to consider a range of solutions that would enhance the town centre for everyone. Meeting summaries from the CRG can be viewed [here](#).

This consultation process was further boosted with an additional \$325,000 from the State Government to fund a revitalisation planning study for the town centre. Based on the "[Healthy](#)

Streets” approach to creating fairer, sustainable and attractive urban spaces, this study included a town centre assessment by leading UK and local Healthy Streets experts plus two workshops with a broad range of stakeholders as well as the CRG. The Healthy Streets assessment can be viewed [here](#).

In addition to the road and path improvements already complete or underway, this consultative approach has led to the development of an overall [masterplan](#) for the Maylands Town Centre. This masterplan takes a long-term holistic view of the town centre and considers current and future needs and development opportunities for the City.

In October 2023, Main Roads sought broader feedback on this draft masterplan. The primary means of collecting feedback was the State Government’s My Say Transport portal, which hosted an online survey for six weeks. In addition, Main Roads’ project development team also manned a booth at the Maylands Street Festival on Saturday 11 November 2023. A small number of individual submissions were also received from key stakeholders. This report summarises the feedback received during this consultation process.

My Say Transport Results

Main Roads received **226 responses** to the online survey at My Say Transport, between 30 October and 11 December 2023. The survey was promoted via a newsletter delivered to almost 18,000 local addresses in Maylands and the surrounding suburbs of Bayswater, Inglewood and Mount Lawley.

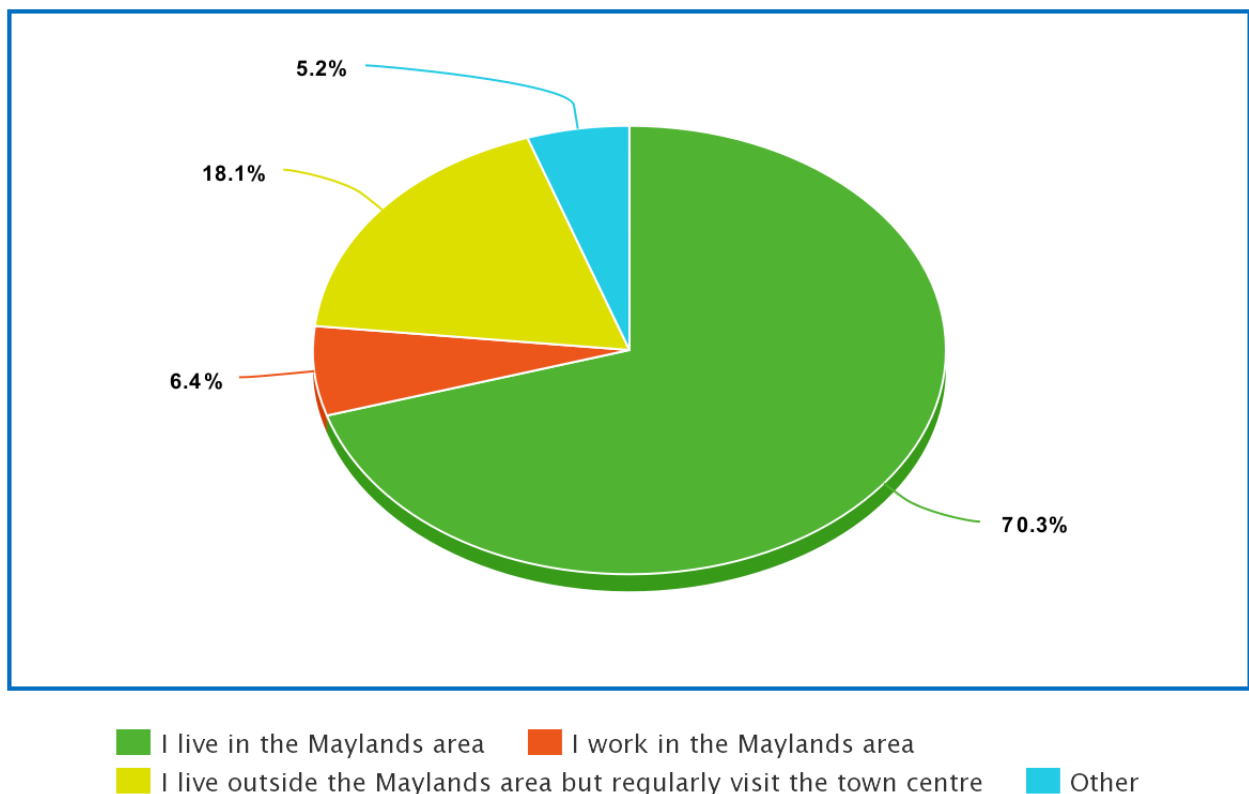
A geotargeted Facebook advertisement ran for the duration of the consultation period and people who had subscribed to the project marketing list also received email communications inviting them to complete the survey.

The survey tool aimed to identify respondents' demographics, present the key features of the masterplan for feedback and determine ongoing preferences for future communications.

Demographics

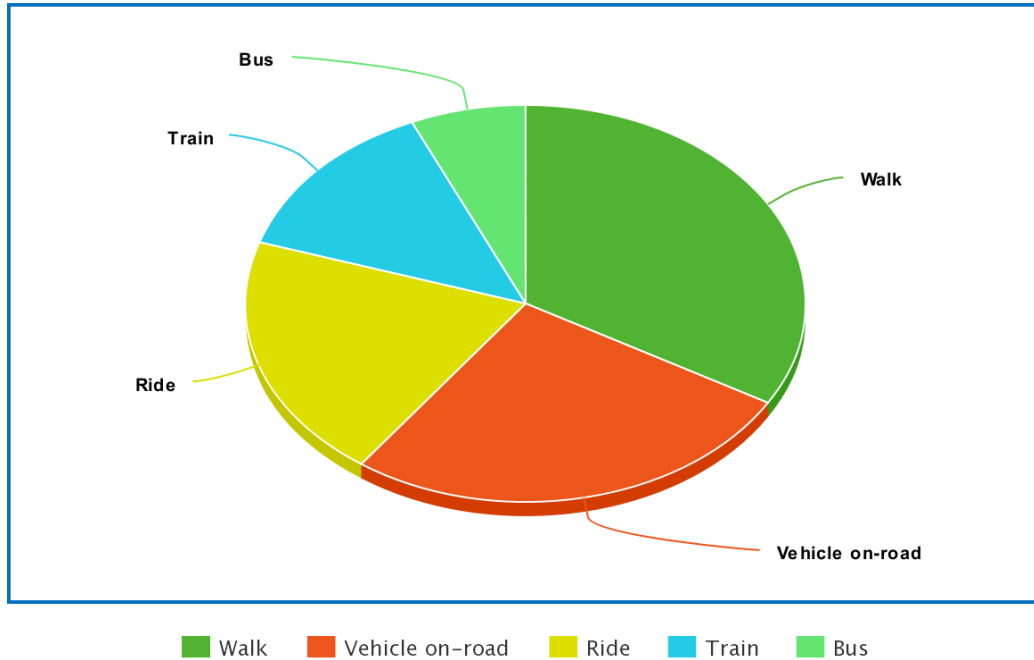
Origin

The overwhelming majority of people who completed the survey (77.4%) said they lived in the Maylands area, while 19.9% live outside the area but regularly visit the town centre. The minority of respondents worked in the area while others said they were building in or planning to move to the area, owned businesses or property in the town centre, frequently drove or cycled through Maylands, had a past association with the area or had an interest in transport infrastructure.



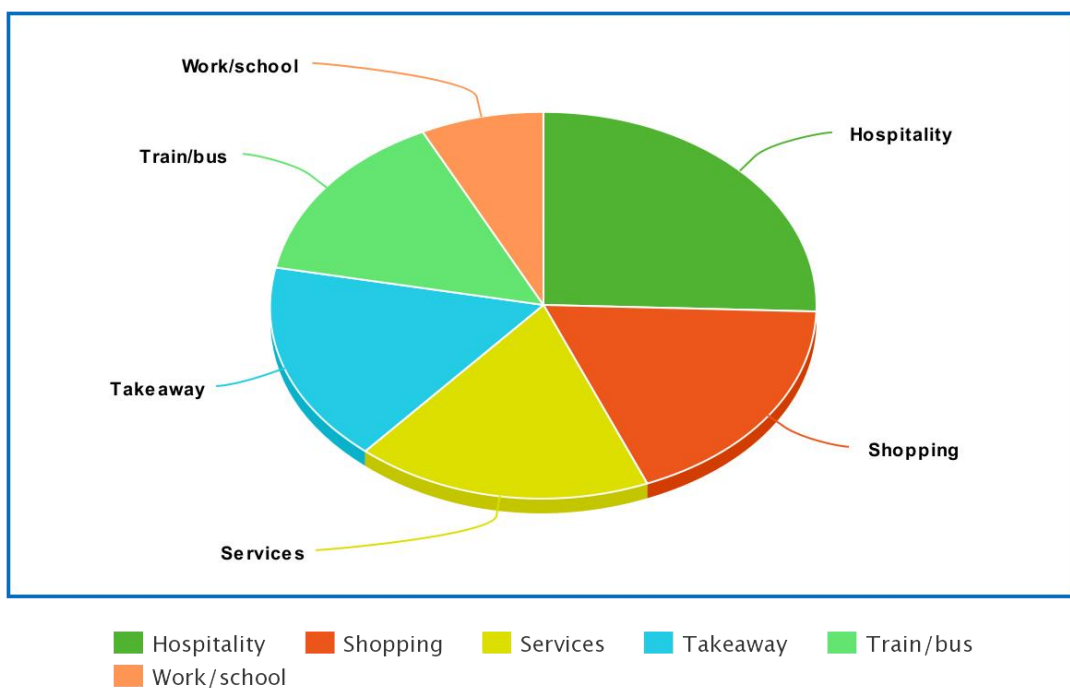
Transport

When asked how they usually access the town centre, the majority of people ranked “walk” as their primary mode of transport, closely followed by “on-road vehicle” or “ride (cycle, scooter etc)”.



Reason for visiting

Survey respondents were asked to rank why they visit Maylands town centre and the top reason for visiting was to enjoy one of the many hospitality venues (eg. café, bar, restaurant). To access shopping, services (eg. medical/fitness) or takeaway food were also quite popular, while catching the train/bus and going to work/school were the least popular reason for visiting.



Proposed enhancements

Seventh Avenue

223 people responded to the question about the proposed Seventh Avenue improvements between Guildford Road and Whatley Crescent, which outlined the following key features:



Feature	Benefits
Replace 90-degree on-street parking with parallel parking	Improved safety due to better sightlines; facilitates intersection upgrade at Guildford Road; allows for trees to be planted between bays, creating more shade
Reduced speed limits and two new raised pedestrian crossings near laneways	Improved connections to Eighth Avenue and the town centre; improved safety and more people-friendly
Raised pedestrian crossing at Seventh Avenue bridge junction with Seventh Avenue (south)	Better access to the town centre and across the rail line from the bridge
Traffic lanes wide enough to accommodate buses	Future-proofing for future public transport upgrades, if required

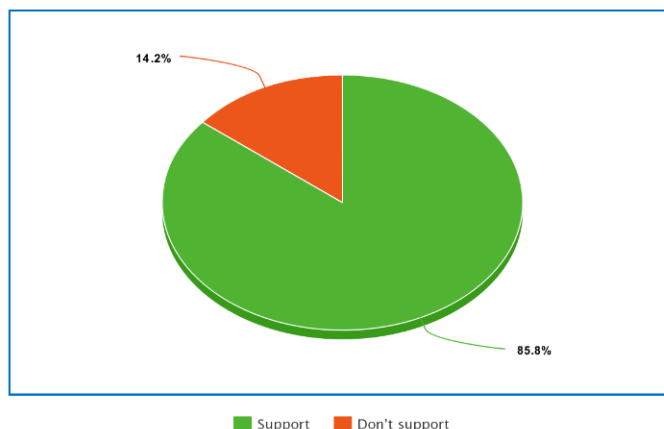
The overwhelming majority of respondents (182) supported the proposals, and more than 80 people also provided additional feedback.

Of those who didn't support the proposal, a primary concern was the loss of parking in Seventh Avenue due to the replacement of the 90-degree parking with parallel bays, and in particular the impact this may have on the church and hospitality venues.

Some people opposed the road being able to cater for potential future buses while a small number raised concern about increased traffic on Seventh Avenue north of the railway.

Some of the other themes in the additional feedback provided by respondents were:

- Retain trees and/or plant larger, more established trees;
- Use water sensitive urban design principles;
- Consider compact roundabouts to manage busy intersections;
- Consider safety and access issues for cyclists; and



- Consider angled parking on one side or the centre of the road, instead of parallel bays.

Eighth Avenue

225 people answered the question about the proposed Eighth Avenue improvements between Guildford Road and Whatley Crescent, which outlined the following key features:



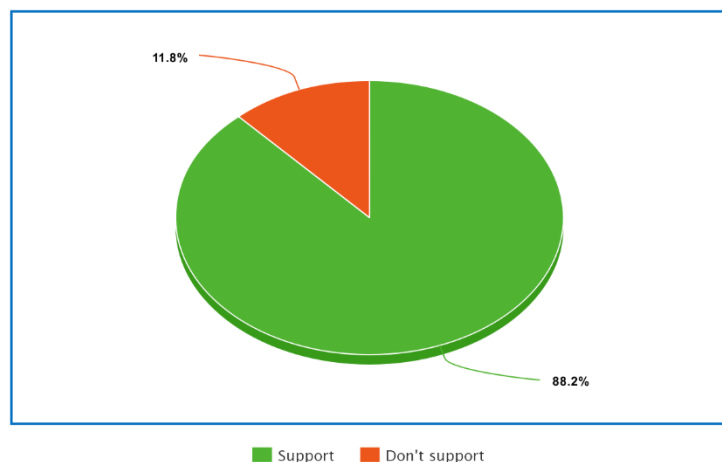
Feature	Benefits
Removal of median to create step-free access	Easier and safer to cross; creates a shared space
On-street parallel parking maintained	Enables tree planting in between car bays, creating more shade
Includes loading zones and taxi bays	Business operations are maintained
Wider footpaths and focal points at each end	More space for walking, bicycle parking, seating, trees, planters, public art and play structures
Retractable bollards at Whatley Crescent and Guildford Road	Allows Eighth Avenue to be closed to vehicle traffic for community events
Reduced speed limits	Improved safety and more people-friendly

The overwhelming majority of respondents (187) supported the proposals, and 75 people also provided additional feedback.

Of those who didn't support the proposals, two were concerned about the impact to parking bays from tree planting.

Some of the other themes in the additional feedback provided by respondents were:

- Retain trees and/or plant larger, more established trees for improved shade, including at the train station entry;
- More free parking options needed;
- Retain loading/taxi zones;
- Support for the shared space and step-free access;
- Support opportunities for more al fresco dining/town square;



- Consider different surface treatments;
- Support options for community events;
- Prioritise pedestrians and cyclists in the design;
- Encourage more development, including high rise, as it brings in more people to support the businesses.

Whatley Crescent

All survey respondents answered the question about the proposed Whatley Crescent improvements between Seventh Avenue and Belgrave Street, which outlined the following key features:



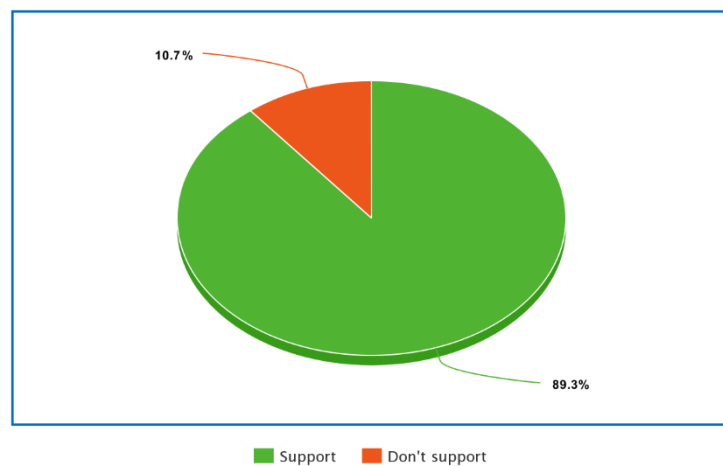
Feature	Benefits
Wider footpath on the business side, increasing from 3.9 metres to 5.6 metres	More space for al fresco dining and less conflicts for people walking and riding
Reduced speed limit and raised safety platforms at key intersections	Slow vehicle speeds and create a town centre that is quieter and more people-friendly
Raised pedestrian crossing facilities	Improved safety and connectivity
Tree planting	Provide shade for the businesses and people walking and riding
New continuous footpath treatments on side streets	Step-free crossings are easier to navigate and encourages vehicles to slow down
Formalising on-street parking at the same level as the footpath	Creates opportunities for other temporary uses
Possible shade structure near Eighth Avenue intersection	Creates a community space

The overwhelming majority of respondents (192) supported the proposals, and 70 people also provided additional feedback.

Of those who didn't support the proposals, two believed there would be increased traffic congestion due to a perceived reduction in vehicle throughput on Whatley Crescent.

Other themes in the additional feedback provided by respondents were:

- Don't encourage more traffic onto Railway Parade



or Seventh Avenue (north of the railway);

- Retain trees and/or plant larger, more established trees for improved shade and support with water sensitive urban design;
- Allow more parking in the land adjacent to the train line, to compensate for modified parking elsewhere in the town centre;
- Reconfigure the Guildford Road/East Parade/Whatley Crescent intersection to retain vehicles on Guildford Road;
- Make it as convenient as possible to walk or cycle to the train station by lining up crossings;
- Re-purpose the old Parcels Office at the train station as a community space;

Guildford Road

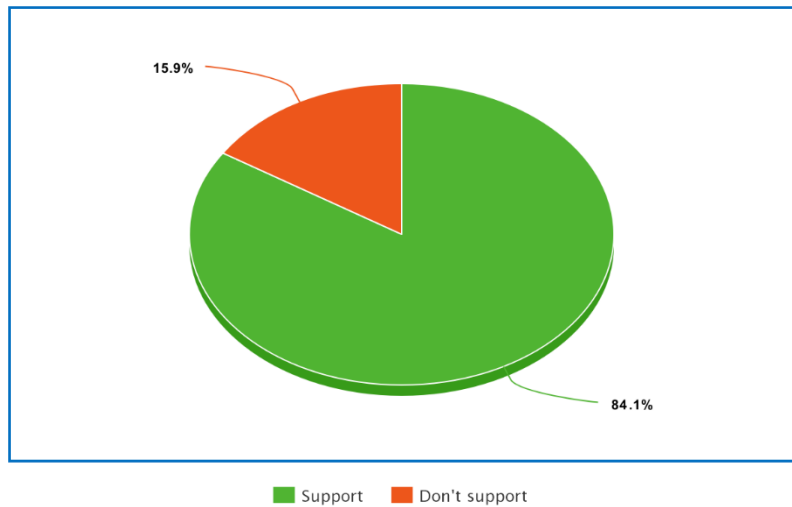
All survey respondents answered the question about the proposed Guildford Road improvements between Seventh Avenue and Eighth Avenue, which outlined the following key features:

Feature	Benefits
Upgraded intersection with Seventh Avenue, including new traffic signals and dedicated right-turn lanes	Replaces the current temporary solution that restricts right turns and through movements from Seventh Avenue, restoring all movements at the intersection
Upgraded traffic signals at Guildford Road and Eighth Avenue, to improve connectivity and safety for people riding and walking. New sensor technology is also being considered to improve safety and efficiency.	These traffic signals would operate on a parallel phasing, allowing pedestrians to cross when traffic is stopped in the opposite direction
Potential reduced speed limit on Guildford Road, between Seventh and Eighth Avenues	Improves safety for all road users on the approach to the town centre



The overwhelming majority of respondents (174) supported the proposals, and 88 people also provided additional feedback.

Fifteen respondents (including six who indicated their general support for the proposals) raised concerns about the need for a reduced speed limit on Guildford Road, and how this might impact traffic flow on this major arterial road. Others articulated their support for this feature to be implemented and even extended further along Guildford Road.

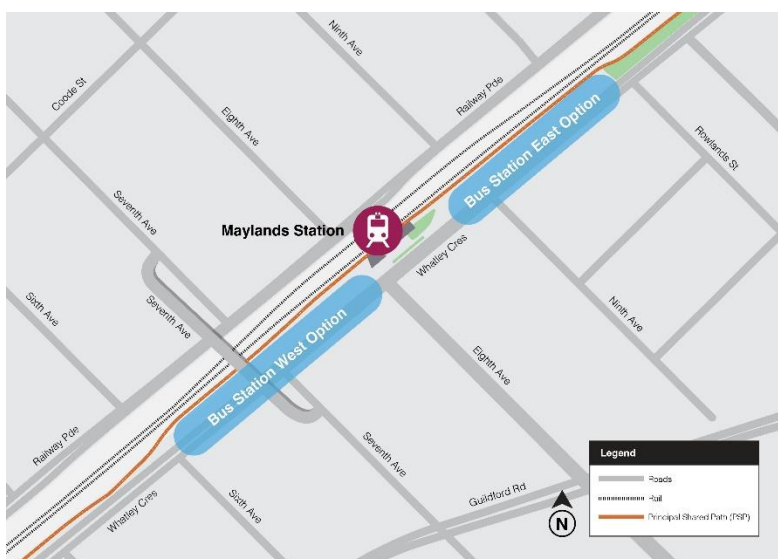


Some respondents also queried the need for two sets of traffic lights within such close proximity, highlighting the importance of synchronising these lights if they are installed. The importance of right-turn arrows at these traffic signals was also raised a number of times.

Other feedback for the Guildford Road area followed common themes related to tree retention and planting, improving shade and pedestrian safety.

Future Public Transport Enhancements

Respondents were asked to indicate their location preference for a potential future bus station in the town centre and shown two options (east and west), as illustrated below.



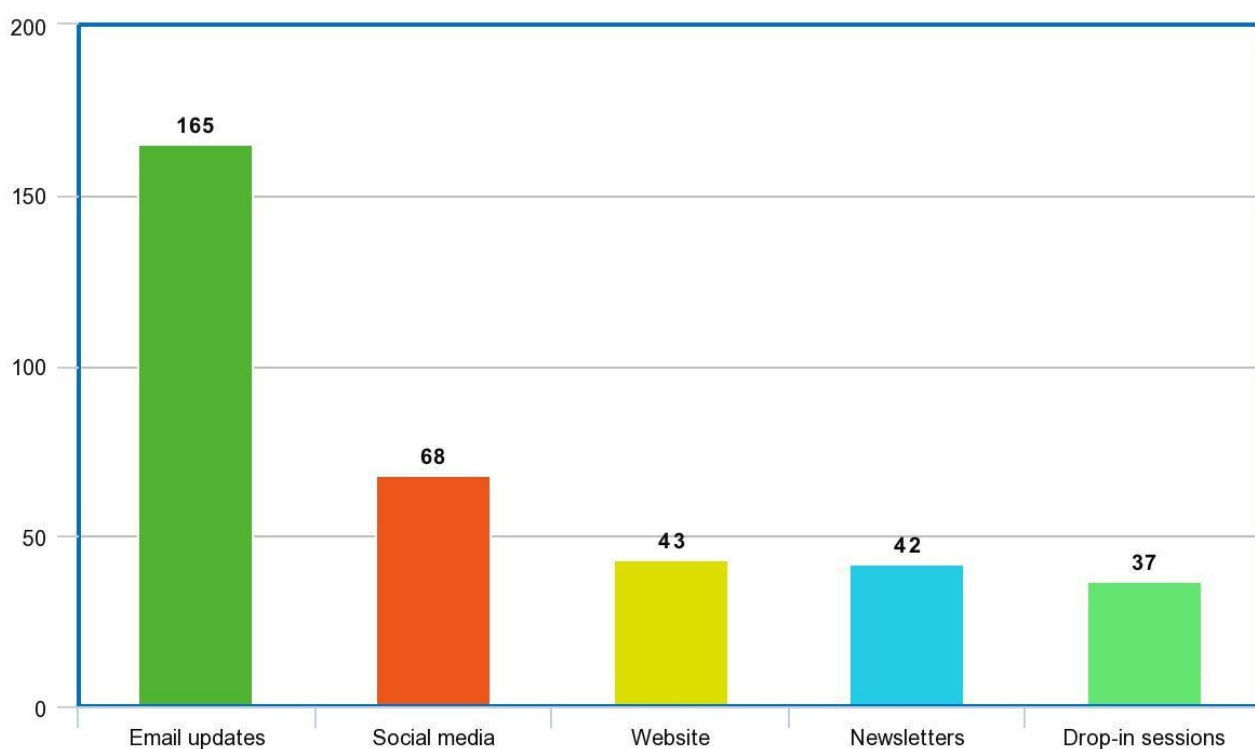
Of the 222 who answered this question, 108 (53.7%) supported the west option.

Of those that supported the west option, some said there was more space in that location, better shade and options to extend the parking. Others said it was most convenient for access to the town centre and train station but would not create extra diesel pollution for the Whatley Crescent café strip. Furthermore, they said the supporting bus routes would not impact families living in Rowlands Street, like the eastern option.

Of those that supported the east option, some provided additional feedback about the need for parking and the option for people to disembark closer to the Whatley Crescent shops. Others indicated that, while they preferred the western location for a bus station, they did not support the addition of buses to Seventh Avenue. Others raised concerns about the western option causing conflict between buses and traffic using Seventh Avenue Bridge.

Ongoing communication

To complete the survey, respondents were asked how they would like to stay informed about these projects and could choose more than one option. Of the 204 people who answered this question, the majority (165) chose email updates as a preferred form of project correspondence (165), followed by social media posts (68).



Maylands Street Festival

On Saturday 11 November 2023, Main Roads' Project Development staff set up a booth at the newly-revived Maylands Street Festival to give the community the chance to stop and discuss the draft masterplan in detail.

More than 60 groups of visitors stopped to chat about the proposed improvements, and most were excited about the potential of the masterplan to breathe new life into the area.

It was evident that many residents of the area, from as far away as the Maylands Peninsula to the south or Inglewood to the north, welcomed attempts to make the town centre more pedestrian and cycle-friendly. Many of the younger people and families who visited the booth were especially vocal about their passion for walkable neighbourhoods that encouraged them to support local businesses and hospitality outlets.

A small number of visitors raised concerns about the newly-installed protected bike lanes on Railway Parade, and how they have impacted traffic flow and access to private property. A few people said they rarely saw cyclists using this new facility.

The general interest from festival-goers resulted in a flood of new responses to the My Say Transport survey over the following few days.



Submissions

In addition to the feedback received via the My Say Transport portal and the street festival, two stakeholder submissions were also received during the consultation period. The key points from each submission are summarised below.

Maylands Business Association

1. **Loss of parking bays in town centre:** *The proposed reduction in parking bays within the Maylands Town Centre is a matter of concern for our members. We believe that any loss of parking spaces would have a significant and negative impact on local business relying on accessible parking for both local and visiting patrons.*

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2. **Parking shortfall due to building development on Eighth Avenue:** *It is anticipated that the planned building development at 43 Eighth Avenue, upon completion, would result in a further parking shortfall due to the minimal/inadequate number of spaces provided for occupiers.*
 3. **Consideration of logistical needs:** *We urge the planning authority to consider the logistical needs of businesses, including loading bays for the delivery of goods and supplies, as well as access for future business fit-outs and deliveries.*
 4. **Balancing safety and business viability:** *While we support the goal of creating safe and people-friendly town centres, we emphasise the importance of preserving the functionality, accessibility, and viability of the town centre in the process.*
 5. **Innovative solutions for green spaces:** *We appreciate the desire for a tree canopy and suggest exploring innovative solutions such as planting trees in close surrounds with drainage, rather than removing car bay spaces for larger planting zones. Additionally, widening pavement areas might enable businesses/council to activate/beautify the town centre with options such as planter boxes, tables, signs and baskets, providing both interest and greenery without sacrificing parking.*
 6. **Continuation of parking bays closer to street corners:** *If tighter turns are required to slow traffic speeds, we propose the continuation of parking bays right up to and almost in line with street corners wherever safe and practicable.*
 7. **'Have Your Say' survey structure:** *There have been concerns that the limited survey options to either 'Support' (Without Comment) or 'Not Support' (With Comment) in assessment of this project may result in a skewed response. The option to comment was not available unless choosing the 'I Do Not Support' response. Most of the MBA members are supportive of the planning process and the potential outcomes. A third option: "I Partially Support" (With Comment), could perhaps be added, so responders are not compelled to choose the least controversial option.*

The Roman Catholic Archbishop of Perth

The Roman Catholic Archbishop of Perth owns 79, 79a and 75 Seventh Avenue in Maylands, which combined cover 6,409m². These landholdings represent the whole south-west frontage of Seventh Avenue between the southern end of the Seventh Avenue bridge and Guildford Road. Feedback provided by Barnao Property, on behalf of the Archdiocese, is summarised below:

1. **Existing uses and development opportunities:** *79 Seventh Avenue is a 1,240m² former convent site, and is currently under-utilised. The current zoning under the local planning scheme provisions for development up to 5 storeys in height, therefore the site is considered a future development site.*
75 Seventh Avenue hosts the heritage-listed Our Lady Queen of Martyrs Catholic Church. This site includes approximately 2,000m² of land fronting the corner of Seventh Avenue and Guildford Road, and has a hall on part of it, with the balance remaining unimproved. The

2,000m² hall site is considered a future development site, with up to 8 storeys permitted under the local planning scheme.

The major use of the Church is for Saturday evening and Sunday morning mass. The Church is also used for weekday morning mass, and for major events such as weddings, funerals, and special services associated with the Christian calendar, including Good Friday, the Easter Weekend and Christmas, which draw large crowds. Street parking for such events is essential.

The Church is a heritage-listed building and its preservation as a centre of Christian worship will protect its future value. There has been a Catholic community on the site since 1893 and the foundation stone for the existing Church was laid in 1923.

The hall is currently used by Christian minority groups on Sunday mornings, including refugees from continental Africa, with regular congregations of up to 100 people, which also require street parking.

2. **Recent changes to transport links:** *The combined effect of the closure of the Caledonian Street Level Crossing and traffic calming along Whatley Crescent and Eighth Avenue, along with the road over rail bridge on Seventh Avenue, all mean that Seventh Avenue has become a major throughfare, in particular for westbound traffic on Guildford Road turning right to cross the railway. This has resulted in conflict between these changing transport links and the existing uses along Seventh Avenue.*

Traffic passing the Church has increased considerably and is believed to have doubled on the bridge over the railway since the closure of the Caledonian Street level crossing. Traffic often passes the church at unsafe speeds, which presents an increasing risk to traffic entering and leaving the Church premises via the existing 6.2m wide access driveway, as well as to people crossing the road.

These changes have been imposed without integrated transport planning or anticipation of the impacts. There is now an urgent requirement to implement mitigation measures to ensure the ongoing safety of uses fronting Seventh Avenue, as a result of this alarming increase in traffic.

3. **Proposed changes to Seventh Avenue:** *The plan prepared by Main Roads to revitalise Maylands has been reviewed. It is noted that the proposed changes to Seventh Avenue are intended to calm traffic along Seventh Avenue, and that is welcomed by the local community. However, some proposed changes will result in further negative impacts on the existing uses.*

Of significant concern is the loss of car bays which are essential to the continuation of the existing uses fronting Seventh Avenue and the continued viability of maintaining the heritage-listed Church.

It is accepted that the installation of traffic lights at the Seventh Avenue intersection is funded and will be undertaken in 2025. It is noted that the parking amendments, landscaping, and installation of traffic calming wombats are currently unfunded, and their timing of construction is unclear.

There is concern that the proposed proximities of the wombats don't consider the future access requirements for either 79 Seventh Avenue or the 2,000m² hall site, when the time comes to redevelop these sites. Access into the latter site will likely be further constrained by distancing requirements from the traffic lights.

4. **General comments:** *The following table summarises the landowner's feedback in relation to the proposed concepts. In addition, sinking of the power lines along Seventh Avenue similar to Whatley Crescent and Eighth Avenue is requested to offset the negative impacts of the significantly increased traffic.*

Proposed Initiative	Response	Comment
Construction of traffic lights at the corner of Guildford Road and Seventh Avenue in 2025	Support	Noted.
Replacement of the 90-degree car parking with parallel parking resulting in a reduction of bays along Seventh Avenue from 22 to 5	Strongly object	The loss of 17 parking bays to allow for parallel parking and landscaping will negatively impact Church operations. Parking availability is essential for the continuation of uses.
Landscaping along Seventh Avenue	Support	Further consultation regarding landscaping arrangements is requested.
Three traffic calming "wombats" (pedestrian crossings) between the start of the bridge and Guildford Road	Strongly support	These should be urgently prioritised over construction of the traffic lights. Further consultation is sought in relation to their location to optimise safety without compromising existing and future access requirements.
Reduction of the speed limit to 30 km per hour (and 50 km/hr along Guildford Road)	Strongly support	Should be urgently prioritised over construction of the traffic lights. Widening of the 6.2m access entry into the Church site to 7.5-8m to make entry and exit safer is requested.

5. **Conclusion:** *The traffic flow impacts of the closure of the Caledonian Avenue Level Crossing have been heavily concentrated on Seventh Avenue, which is now hosting significantly more traffic than it was ever designed to. This is negatively impacting the existing uses fronting this road.*

Further discussion regarding the proposed treatments along Seventh Avenue, between Guildford Road and Whatley Crescent, including the future parking, landscaping arrangements and wombat positioning is requested.

Local government feedback

At its 21 November 2023, the City of Bayswater considered the draft Maylands masterplan and resolved as below:

That Council:

- 1. Notes the Maylands Concept Masterplan (Plan 22/101/008P) for the streetscape improvement in the Maylands Town Centre.***
- 2. Requests the Chief Executive Officer to advise Main Roads WA that it will provide a formal response on the Masterplan following completion of the consultation period and a further report is provided to the City by Main Roads WA.***
- 3. Requests the Chief Executive Officer to write to the Minister for Transport requesting that the delivery of all elements of the Maylands Concept Masterplan be fully funded by the State Government.***

Next steps

As evidenced by the general feedback to the My Say Transport survey, there is clearly broad community support for the overarching aims of the draft masterplan for the Maylands Town Centre.

In particular, there is a strong desire amongst residents, business operators and visitors for a more pedestrian-friendly town centre with wider footpaths, shared zones and more shade-creating opportunities that encourage al fresco dining and community events.

The recurring concerns related to parking can, to a certain degree, be addressed by creating additional on-street parking along Whatley Crescent. However, the pedestrian-friendly design for Whatley Crescent will not replace all the bays that are removed from Seventh and Eighth Avenues to improve safety and create room for tree planting. This results in a net loss of parking in the overall Maylands town centre south of the railway line and north of Guildford Road.

It is noted that State road design standards are not conducive to maximising parking opportunities. However, additional parking opportunities exist in proximity to the town centre (eg. further east on Whatley Crescent) and these options could be further explored by the City of Bayswater (which has jurisdiction over the local roads).

Main Roads will continue to plan and progress projects that are already funded by the State Government. Additional elements within the masterplan will provide a sound foundation to guide future planning and development within the Maylands precinct.