

REPORT

Aha! Consulting

When will you have your next Aha! moment?

PROJECT | Maylands Road Improvements CRG: Meeting 7

CLIENT | Main Roads Western Australia

DATE | 03/05/2023

VERSION | 0.1

Contents

1	INTRODUCTION	3
2	UPDATES	4
3	HEALTHY STREETS PRINCIPLES	4
4	HEALTHY STREETS REPORT & DISCUSSION	5
5	NEXT STEPS	6
	APPENDIX 1: CRG ATTENDANCE	7

When will you have your next **Aha!** moment?

1 Introduction

As part of the Metronet project, the Caledonian Avenue level crossing has been closed.

A Community Reference Group (CRG) was formed in November 2021 to represent businesses and residents from the Maylands precinct. The CRG provides input and feedback into improvement works to enhance safety and connectivity for motorists, pedestrians and cyclists in the Maylands area.

The CRG meeting on 3 May 2023 focused on the Healthy Streets assessment process and possible solutions.

For the list of CRG members in attendance please see **Appendix 1**.

Joel Levin from Aha! Consulting was the independent facilitator for this CRG meeting and what follows are the notes from this meeting.

The agenda focused on the following items:

6:00	<hr/> Introduction <ul style="list-style-type: none">• Welcome & acknowledgment of country• Updates• Hotham Bridge signals/right-turn• Seeventh Avenue interim changes
6:15	<hr/> Healthy Streets <ul style="list-style-type: none">• Healthy Streets principles
6:20	<hr/> Healthy Streets - Whatley Crescent <ul style="list-style-type: none">• Healthy Streets design check• Key findings from the consultation• Design challenges• Key recommendations
6:50	<hr/> Healthy Streets – Eighth Avenue <ul style="list-style-type: none">• As above
7:20	<hr/> Healthy Streets – Seventh Avenue <ul style="list-style-type: none">• As above
7:35	<hr/> Healthy Streets – Guildford Road <ul style="list-style-type: none">• As above
7:50	<hr/> Next Steps <ul style="list-style-type: none">• What happens with the outputs from today?• Thank you and closing
8:00	END

2 Updates

Interim changes to Guilford Road/Seventh Avenue intersection

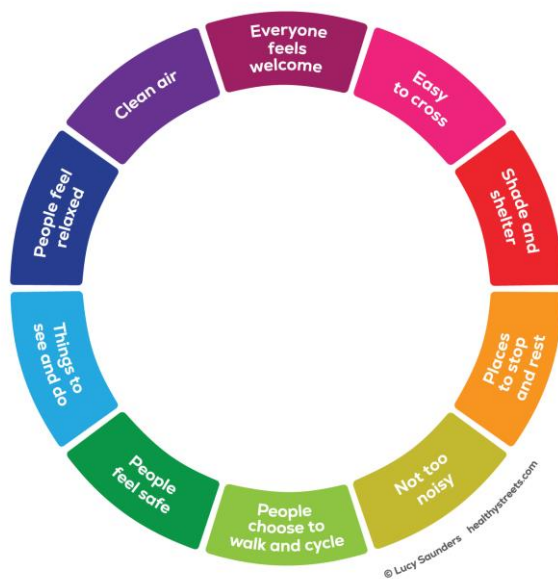
- Last signs installed 2 May
- Current data shows that there is good compliance (approx. 75%)
 - Video will be used to check this and feedback will be provided to the CRG
 - Josephine to send photos of signs at Seventh Avenue bridge that may be causing some confusion about the new left-turns

Hotham Bridge

- Projected to start at the end of June and finish by the end of the year
- CRG noted that the current closure (related to Bayswater Station project) is having a big impact on traffic using Whatley Crescent (impacting businesses)

3 Healthy Streets Principles

Joel outlined the Healthy Streets principles as illustrated below.



CRG discussed the scope creep of the CRG’s remit to include the Healthy Streets assessment and design process, but agreed they were keen to continue their involvement.

Actions

- Keith Archer to send the Maylands Co-Op’s vision to the Healthy Streets design team
- MRWA to do stocktake of the group achievements for CRG to use to feedback to their stakeholders

4 Healthy Streets Report & Discussion

Overall

- Remove concept image on page 12 of the report, as this was considered and removed by the CRG
- Need to ensure there is no further reduction in parking for cars, whilst making accommodation for bike parking
- Parking needs to be proximal to stores/venues

Whatley Crescent

- The street is wide enough to enable an extension of the footpath
 - Trees desirable – afternoon shade
 - Wider footpaths desirable, as long as they don't turn into a people 'freeway'
 - Alfresco could be on both sides (shop/curb), as long as there is accommodation for people with visual impairment
- Flush curbs possible – but keep rainwater to use on site (eg. rain garden)
 - City of Bayswater to advise
- The merge points along Whatley Crescent are a sources of conflict
- Palm trees have iconic status for some
- Some kind of treatment is needed to make crossing Ninth Avenue easier
 - Eg: widen footpath on Ninth Avenue and consider a better bike rack
- Look at speed dampening to make it easy to cross Whatley Crescent from car park

Eighth Avenue

- Healthy street score is higher on Eighth Avenue than on Whatley Crescent, yet the business community is suffering. Why?
 - Needs incentives for business to invest in the Eighth Avenue area of the town
 - Create opportunities for pop-up shops, evening activation
 - Consider automated bollards at Eighth Avenue and Guildford Road to enable the avenue to be used for markets in the evenings
 - Don't charge extra for business owners to trade out the front of their shops, when pop-ups are invited to trade for free
- Any modification to Eighth Avenue needs to minimise the impact on businesses.
 - Consider disruption during changeover
 - Consideration for truck access that supply businesses (eg. not forcing them to use smaller trucks as this increases cost)
- The proposed changes on Seventh Avenue will increase traffic on Eighth Avenue, which is a positive
- Talk to PTA about:
 - Increasing the canopy for better weather protection from the train station (over ticket machines etc)
 - Digital signage on front of station showing 'next train' time
 - Considering a raised plateau into Eighth Avenue from Whatley Crescent, linking the train station

- The parklets work, but consideration needed for weather shelters
- No toaster bike racks – they are not usable for certain types of bikes
- Smaller bins or no bins/fewer bins
- Opportunity for lane removal to create more verge space near IGA and shade

Guildford Road

- Increase shade on footpath
- Improve access for crossing the street
 - Noted that the intersection design is being worked on
- Make Guildford Road feel like part of the centre – gateway to town
- Consider reducing speed through the area (Seventh Avenue to Eighth Avenue)

Seventh Avenue

- Look at opportunity for parking near Seventh Avenue bridge to counteract some of those bays lost at the Guildford Road intersection
- Look at design of the Seventh Avenue bridge to provide safer access for cyclists and pedestrians (eg. can the footpath be flipped to the southern side?)
 - Note: MRWA to check the structural capability of the bridge

5 Next steps

- Talk to PTA to talk about the route changes so all plans can be integrated into one approach
- Eric and Tim to develop options to bring back to the CRG in approx. 6 weeks
- MRWA to offer briefings to individual stakeholder groups, eg. MRRRA, Co-Op and MBA.

Appendix 1: CRG attendance

Community Members

Shannon	Leigh
Alan	Wedd
Kelly	Whyte
Keith	Archer
Josephine	Della
Mike	De Ruyter

Others

Craig	Wooldridge	Main Roads
Nola	Fox	Main Roads
Bryce	Coelho	City of Bayswater
Alix	Bray	City of Bayswater
Leanne	Pitcher	Main Roads
Joel	Levin	Aha! Consulting
Doug	Pearson	City of Bayswater
Tim	Judd	PJA (Healthy Streets)
Eric	Denholm	TBB (Healthy Streets)

– END –

EMAIL | admin@ahaconsulting.net.au

WEB | ahaconsulting.net.au

PHONE | +61 8 9443 9474