

REPORT

Aha! Consulting

When will you have your next Aha! moment?

PROJECT | Maylands Road Improvement CRG

CLIENT | Main Roads Western Australia

DATE | 02/05/2022

VERSION | 1.1

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

1 Introduction

As part of the Metronet project, the Caledonian Avenue level crossing is being removed.

A Community Reference Group (CRG) has been formed from businesses and residents in and around the precinct. The group's purpose is to test the planned changes and gather feedback on possible impacts and how to best mitigate them.

The CRG had its third meeting on Monday 2 May 2022.

For the list of CRG members please see appendix 1.

Joel Levin from Aha! Consulting was the independent facilitator for the CRG meetings and what follows are the notes from this meeting. The agenda focused on the following items:

6.00pm	Introduction
6.10pm	Level crossing closure update - What's happened since the closure - Group discussion
6.40pm	Update on other issues, including: - Hotham Bridge - Railway Parade bike lanes - 7th and 8th Avenues - Bus Transfer Station - After traffic counts/traffic modelling
6.50pm	Whatley Crescent/Caledonian Avenue treatment - Define objectives - Review options, including gallery walk & group discussion
7.35pm	Revitalisation planning study - Update - Scope discussion/identify priorities
7.55pm	Next steps

NOTE: An omission from the minutes from the previous meeting was noted.

- Concern was expressed about the loss of parking bays in 7th Avenue
 - o Any removal needs to be replaced by others locally

2 Comments on Various Updates Provided

2.1 Level Crossing Feedback

- There has been noticeably more traffic on 7th avenue
 - Especially at peak hour with cars backed up to Guilford Road
 - Coode & 7th was not well designed
 - 7th avenue needs to be a real focus (Main Roads noted that traffic counts are due late July)
- There is concern about rat running in Sergeants Lane
 - Not enough traffic calming
 - Risk of accident
- CRG asked about traffic counts in laneways
 - There are no counts currently in laneways mostly due to pedestrian foot traffic giving a false count. City of Bayswater advised they can look at it, however it is tricky with pedestrians walking over the counters
- Caledonian Ave traffic substantially reduced, which was seen as positive by residents
- One member, representing about 500 people, had a number of comments that were to be emailed, including
 - Increased speed of traffic on Railway Parade, due to loss of lights
 - Residents find it hard to get onto Railway Parade – traffic backing up
- Residents welcome the reduction in train horns etc, although some drivers do not appear to have read the memo
- Lack of planning by government is disappointing – some of the road improvements should have been in place before the level crossing closure

2.2 Hotham Bridge

- There is concern that the current PSP detour at Hotham Bridge is dangerous (noting this is part of METRONET's works at Bayswater Station)
 - People are not following the path
 - Needs to be more secure in the interim
- A number of CRG members feel the government's planning for the closure has been done very poorly and the Hotham Bridge right turn needs to be a priority
 - Some kind of change is needed before the 18 months – 2 years mark
 - Eg: enabling the right turn off Hotham bridge or reopening the pedestrian crossing at Caledonian Avenue
 - This was needed for safety of people's lives and commercial viability of businesses
- The group discussed leaving Caledonian Avenue open for pedestrians in the meantime
 - The temporary risk was seen as too high
 - The rationale given for keeping Moore Street open for pedestrians and not Caledonian Avenue doesn't match up
- Main Roads advised that:
 - There should have been more forward planning of the level crossing closure when the Forrestfield Airport Line was being planned
 - Looking at revisiting the timelines for Hotham Bridge works (bringing it forward) – less than 18 months from now
 - Right turn can't happen until lights signals are in place (for safety reasons) – which means nothing else can be done until Western power design/work is completed

2.3 Railway Parade Bike Lane

Main Roads presented the design and advised work is likely to start by the end of May. Feedback included:

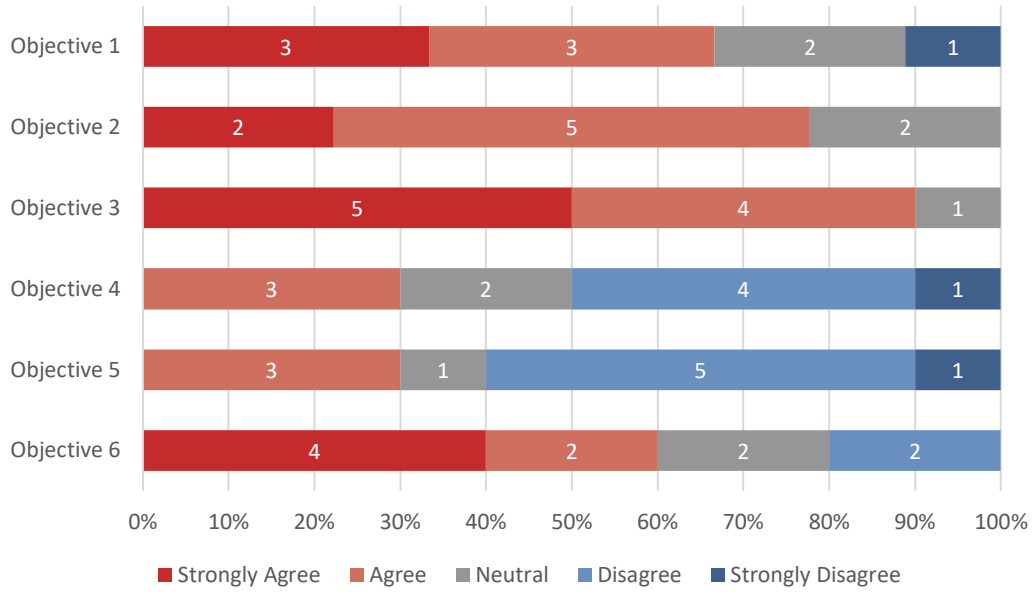
- The PTA's concern about moving the ramp on the northern side is the exact reason why funnelling people through the underpass is a bad idea, yet this is shown in the design
- Anything planned for the underpass to separate bikes/pedestrians?
 - No plans
- One cyclist with a trailer had advised her journey to childcare had increased from 4km to 8km due to inaccessibility of the underpass at Maylands Station
- Need safer crossing up at Salisbury Street
- Main Roads is looking at a kerbing option to protect the lanes on Railway Parade, plus delineators on top
- Vehicle speeds on Railway Parade are likely to drop with the narrowing of the traffic lanes/installation of bike lanes

3 Caledonian Avenue/Whatley Crescent Permanent Treatment

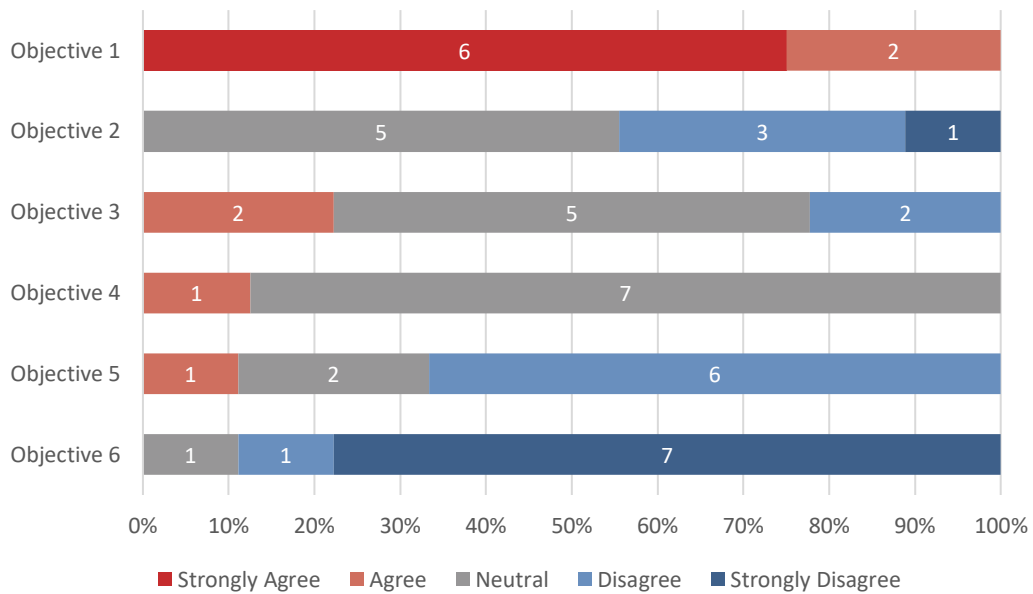
Four treatment options were presented for discussion, and the group reviewed each option based on the following criteria:

1. Delivers optimal outcomes for cyclists (access/safety)
2. Minimises vehicle noise
3. Delivers optimal outcomes for traffic (flow/safety)
4. Delivers optimal outcomes for pedestrians (access/safety)
5. Delivers universal access (safety for the elderly and people with disabilities)
6. Delivers a desirable visual amenity (look, feel, planting)

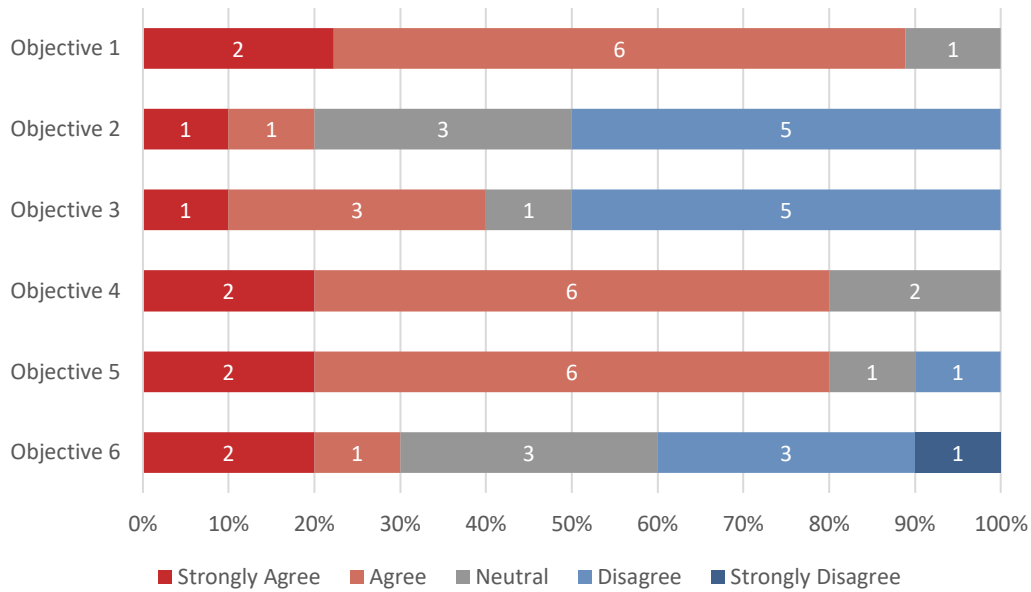
Option 1 (Roundabout)



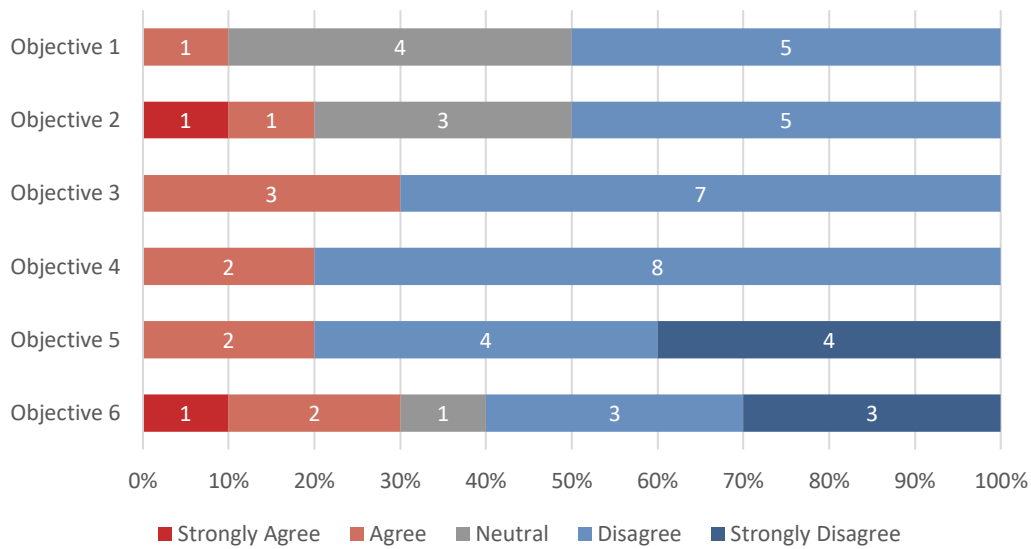
Option 2 (Retain Traffic Signals)



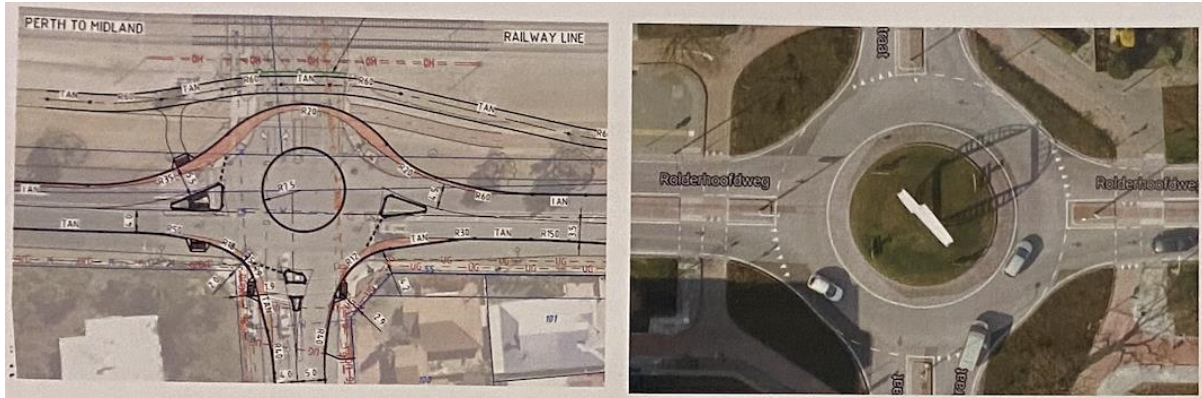
Option 3 (Raised Safety Platform with Traffic Signals)



Option 4 (Raised Safety Platform without Traffic Signals)



3.1 Option 1 – Roundabout



Does this option deliver on the objectives?

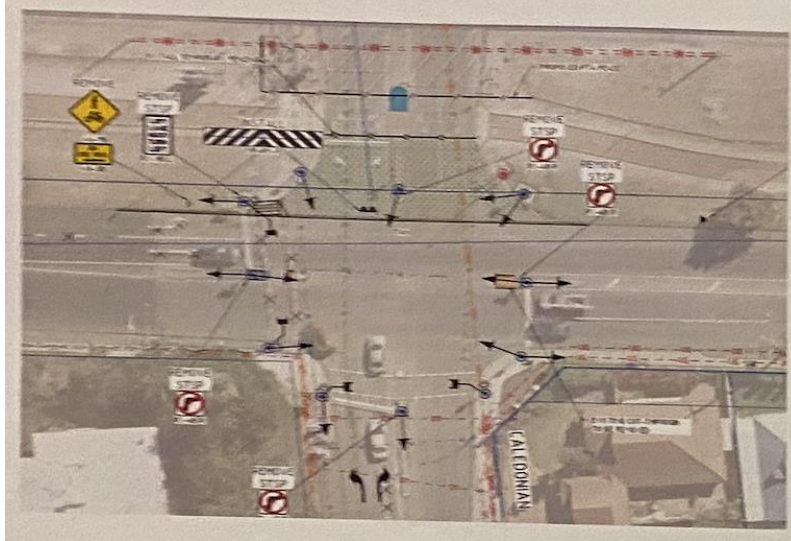
Objectives	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
1. Delivers optimal outcomes for cyclists (access/safety)	3	3	2		1
2. Minimises vehicle noise	2	5	2		
3. Delivers optimal outcomes for traffic (flow/safety)	5	4	1		
4. Delivers optimal outcomes for pedestrians (access/safety)		3	2	4	1
5. Delivers universal access (safety for the elderly and people with disabilities)		3	1	5	1
6. Delivers a desirable visual amenity (look, feel, planting)	4	2	2	2	

Comments

- The number of vehicles in Caledonian will be less, so it is difficult to conceptualise the relative benefits of each option
 - See if pre/post traffic numbers will support.
- Pedestrian universal access: Does this option allow for people (not cars) to cross safely?
- Slows cars down
- Design needs to be a circle not an oval – a good example is 8th and East
- Needs to ensure pedestrians considered for this option (ie: zebra crossing)
 - Crossing at Caledonian likely to be used more than Whatley
 - Need to consider pedestrians but zebra crossing may cause significant congestion at busy periods of waiting
 - Put a zebra crossing on all three or make Caledonian crossing very obvious

- Opportunity to make a “welcome” themed entrance statement to the Maylands Town Centre
 - Will not match 8th/Whatley design
 - Statement entrance can come from other designs

3.2 Option 2 – Retain Interim Traffic Signals



Does this option deliver on the objectives?

Objectives	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
1. Delivers optimal outcomes for cyclists (access/safety)	6	2			
2. Minimises vehicle noise			5	3	1
3. Delivers optimal outcomes for traffic (flow/safety)		2	5	2	
4. Delivers optimal outcomes for pedestrians (access/safety)		1	7		
5. Delivers universal access (safety for the elderly and people with disabilities)		1	2	6	
6. Delivers a desirable visual amenity (look, feel, planting)			1	1	7

Comments

- Poor visual amenity – looks ugly
- Better to leave it than spend money on a roundabout

3.3 Option 3 – Raised Safety Platform with Traffic Signals



Example: Mill Point Rd/Mends St, South Perth (not constructed yet)

Does this option deliver well on the objectives?

Objectives	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
1. Delivers optimal outcomes for cyclists (access/safety)	2	6	1		
2. Minimises vehicle noise	1	1	3	5	
3. Delivers optimal outcomes for traffic (flow/safety)	1	3	1	5	
4. Delivers optimal outcomes for pedestrians (access/safety)	2	6	2		
5. Delivers universal access (safety for the elderly and people with disabilities)	2	6	1	1	
6. Delivers a desirable visual amenity (look, feel, planting)	2	1	3	3	1

Comments

- The stop-start of traffic lights increases noise
- This is the best outcome for all users
- Not needed for this spot (not enough pedestrians)
- Able to adjust signal

3.4 Option 4 – Raised Safety Platform Without Traffic Signals



Does this option deliver well on the objectives?

Objectives	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
1. Delivers optimal outcomes for cyclists (access/safety)		1	4	5	
2. Minimises vehicle noise	1	1	3	5	
3. Delivers optimal outcomes for traffic (flow/safety)		3		7	
4. Delivers optimal outcomes for pedestrians (access/safety)		2		8	
5. Delivers universal access (safety for the elderly and people with disabilities)		2		4	4
6. Delivers a desirable visual amenity (look, feel, planting)	1	2	1	3	3

Comments

- Doesn't seem safe
 - Prioritises cars/traffic
- Probably a disaster waiting to happen
- Is this example effective in slowing traffic and allowing pedestrian/universal access safely?
- No traffic controls

4 Revitalisation Planning Study

The state government have approved \$250,000 for a revitalisation study to be led by the City of Bayswater. The funds are contingent on the City matching the \$250,000. Council to make a decision at the end of May.

The study was expected to be a large piece of work conducted over 18 months.

The group was asked to comment on the scope of this study:

- One member said the study was not a discussion for this group, suggesting that there are other relevant groups and so wider consultation is needed
- For another member the specific requirement to explore a one-way street was not seen as required scope due to the examples of where this has not worked
- The group discussed possible focuses for the study, saying it needs to be more than just a streetscape project and incorporate:
 - Whole of centre precinct
 - This was seen as a chance to explore the entire town centre and not just 7th and 8th Avenue – include some of the discussions this group has had (e.g. Whatley and Caledonia treatments)
 - There was a chance to look at branding and entry statement to the town centre
 - Parking management plan is critical to support this
 - Commercial needs
 - How to keep business viable
 - Spend money to attract more business tenants
 - Pedestrians
 - Ease of access in and around
 - Vehicles
 - Ease of access in and around
 - Overall traffic movement
 - Parking management
 - Amenities
 - Crime prevention through environmental design
 - Returning to a real village feel
 - Something more than ‘fairy lights’
 - Shade/seating
- It was noted that there had been previous consultations to draw from as part of the study

Appendix 1: CRG Membership

Community Member

Julian	Gulifa
Tracy	Barker
Carly	Pidco
Alan	Wedd
Kelly	Whyte
Shannon	Leigh
Rachel	Whitty
Keith	Archer
Lois	Moir – representing MRRA
Mike	De Ruyter

Others

Craig	Wooldridge	Main Roads
Bryce	Coelho	City of Bayswater
Leanne	Pitcher	Main Roads
Joel	Levin	Aha! Consulting

– END –

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