

REPORT

Aha! Consulting

When will you have your next Aha! moment?

PROJECT | Maylands Road Improvements- CRG

CLIENT | Main Roads Western Australia

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



Introduction

As part of the Metronet project, the Caledonian Avenue level crossing is being removed. A Community Reference Group (CRG) has been formed from business and residents in and around the precinct to test the planned changes and gather feedback on possible impacts and how to best mitigate these.

The CRG had its first meeting on Wednesday 3rd November 2021.

For the list of CRG Members please see appendix 1.

Joel Levin from Aha! Consulting is the independent facilitator for the CRG meetings and what follows are the notes from this first meeting, where the group reviewed proposed changes to 6 specific zones:

1. Guildford Road / Eighth Avenue
2. Guildford Road / Seventh Avenue
3. Interim Caledonian Avenue / Whatley Crescent
4. Caledonian Avenue / Whatley Crescent and Railway Parade
5. Maylands Town Centre Proposals
6. Whatley Crescent-Railway Parade to Garratt Road

The agreed next steps included:

1. Notes to be developed provided to the CRG
2. Main Roads to review suggestions at present, ahead of the next meeting
3. Main Roads to put together a summary communique for CRG members to distribute
4. City of Bayswater to consider 'Place Planning' in parallel to this process so that the urban design, beautification and parking management of the town centre runs parallel to these changes.
5. CRG to reconvene early in the new year, unless there is a time sensitive matter

1 Guildford Road / Eighth Avenue

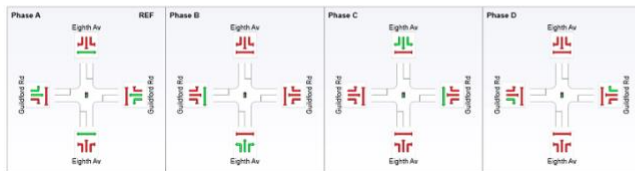
1. Guildford Rd / Eighth Av



Potential Pedestrian Sensors



Potential Traffic Signal Phasing



- Proposed conversion of the exclusive pedestrian phase at the intersection into parallel crossings with timed arrow control to reduce pedestrian and traffic delays.
- Potential new technology to extend crossing times (when pedestrians are still on the road) and reduce crossing times (when pedestrians are not on the road) to be explored.
- Potential turning arrows for all right turning traffic movements.
- Pedestrian ramps to be upgraded.
- Interface with the proposed Woolworths/Apartments development to be worked through.
- Construction timeframes tied to Guildford Rd/Seventh Ave works.

Strengths	Weaknesses
<ul style="list-style-type: none"> • Phasing of the light changes shows smooth flow • Change pedestrian crossing • Ramps • 50km/h speed Guildford Road • Pedestrian sensor is good • Turning arrows are great • Making one-way streets kill businesses -> been shown not to work • Worked at Napoleon Ave; increased parking, Alfresco dining (works where it is not a through street) 	<ul style="list-style-type: none"> • Tight fit for access to new development carpark • Consider the position of the bus stop • First Avenue congestion at peak hour causes traffic to use Seventh and Eighth Avenues; as alternatives to access Guildford Road and Maylands. • Could Seventh Avenue be the major intersection instead of Eighth? <ul style="list-style-type: none"> ○ Full movement ○ Change traffic flow with sequencing across all streets ○ Four-way signal at Seventh ○ Better pedestrian access ○ Better light/signalling to manage traffic

2 Guildford Road / Seventh Avenue

2. Guildford Rd / Seventh Ave



- Proposed concept developed with some movements banned to ensure that the intersection and Guildford Rd remain functional due to the very close spacing with Eighth Ave.
- Approx. 15 bays of parking in Seventh Avenue north lost with current concept.
- Potential timeframes:
 - 2021/22-15% design
 - 2022/23-Detailed design
 - 2023/24-Service relocations
 - 2024/25-Construction

Strengths	Weaknesses
<ul style="list-style-type: none"> • Double lane • Extended right turning lane • Safer for cars not to cross four lanes of traffic • Changing parking from perpendicular to kerb – to parallel to kerb = much safer <p>Suggestions</p> <ul style="list-style-type: none"> • Separate lane on Guildford for vehicles turning into Seventh Avenue • No zebra crossing into Seventh and make it a direct turn • Expand project area to consider treatment of Seventh Avenue bridge? 	<ul style="list-style-type: none"> • No lights at zebra crossing = less safety • No pedestrian crossing of Guildford on southern side to use Seventh Avenue crossing <ul style="list-style-type: none"> ○ Better access to Seventh Avenue bridge • S->N travel is restricted (on T) • Safety on and off bridge (with increased traffic)? • Need full movement – ability to cross in every direction • Need to manage/restrict traffic down Lyric Lane if more traffic coming off bridge <ul style="list-style-type: none"> ○ No cycle lane on Seventh or Eighth Avenues • Safety on Seventh for pedestrians • Lights at Peninsula and Guildford would be awesome • Less of parking is significant <ul style="list-style-type: none"> ○ Precinct parking management plan ○ Can PTA allow access to parking off peak? ○ Is angled parking a possibility ○ Can PTA provide more parking? • Peak hour congestion on Guildford to cross-over using Eighth

3 Interim Caledonian Avenue / Whatley Crescent

3. Interim Caledonian Av / Whatley Cr



- Traffic signals to be modified from four-way intersection to three-way intersection at time of level crossing closure.
- Potential to enable right turn from Whatley Cres into Caledonian Ave, to reduce right turn movements into Rowlands St.

Strengths	Weaknesses
<ul style="list-style-type: none"> • Opportunity to improve pedestrian crossing at Whatley? <ul style="list-style-type: none"> ◦ And access to shared path? • Right turn onto Whatley • Right turn onto Caledonian from Whatley • No more boom gate noise and train horns • Safer by closing crossing, i.e. vehicle to cyclist/pedestrian risk 	<ul style="list-style-type: none"> • No pedestrian access (400 people a day) • Increase in vehicle choice over walking/riding to access points • Pedestrian crossing too far from commercial area • Needs destination study of pedestrian and bikes maybe

4 Caledonian Avenue / Whatley Crescent and Railway Parade

3 and 4. Caledonian Av / Whatley Cr and Railway Pde



- Main Roads/City of Bayswater’s preferred option is a roundabout on Whatley Cr and a central island on Railway Pde.
- Approx. 15 extra parking bays on Whatley Cr (where the current left turn lane is).
- Requires further work to determine future train station parking needs and PTA operational needs (short and long term).
- PTA require access to the track from Railway Pde at the current Caledonian Ave location.
- Potential Whatley Cr timeframes:
 - 2021/22 -15% and detailed design
 - 2022/23 – Service relocations construction
- Potential Railway Pde timeframes:
 - 2021/22 -Detailed design and construction
- Some temporary works will be required for the level crossing closure prior to the permanent works occurring in 22/23.

Strengths	Weaknesses
<ul style="list-style-type: none"> • Slow cars down – safer • Visually appealing – trees, roundabout with trees • Increased parking supports local businesses • Pedestrians can cross safer • Reduce train noise (horn) and no more boom gates • Access to Caledonian Avenue from Whaley (turn right) • Safer to close crossing reduces risk of pedestrian/cyclist hit by cars/train • Q? Double lane roundabout? • Do signals increase space for parking? • Expand parking into Green Space to open up more parking? 	<ul style="list-style-type: none"> • NO ROUNDABOUT • No pedestrian crossing across Caledonian Avenue. I.e., for disabled/assisted mobility • No crossing to Railway Parade for pedestrians/cyclists -> further distance to get to cross over to Whatley • No parking/angle on verge • Consider duplicating PSP, or bike lane on Railway Parade; lots of bikes use this crossing because it’s at grade • Add median strip to Whatley Crescent East and Railway Parade; stops cars informally forming two lanes • Overpass bridge?

5 Maylands Town Centre Proposals

5. Maylands Town Centre Proposals



- City of Bayswater has a plans for reduced speed limits and better street access through the Maylands Town Centre.
- Will require low-cost traffic calming measures at selected locations on Whatley Cres to reduce operating speeds.
- Implementation/Construction
 - 2022 (subject to engagement)

Strengths	Weaknesses
<ul style="list-style-type: none"> • Reduction of speed on Whatley is great. Need good traffic calming • Reduction on Seventh good -> will also need good traffic calming • Reduction on Eighth good. 30kph is great 	<ul style="list-style-type: none"> • Guildford Road speed reduction should extend to Caledonian Avenue and 50km/h will not make a difference – reduce to 40km/h <ul style="list-style-type: none"> - Not sure about 40km/p, 50km/h better. Harder to maintain traffic volume at 40km/h. • Could the 50km/h limit be extended to before the traffic lights? I.e. from traffic lights near Coles to Peninsula Road entry? • Pedestrian crossing at Eighth Avenue / Whatley Crescent needs attention: safety and traffic calming especially with increase of pedestrian access to station

Suggestions

- See if PTA would release parking (ie: free) in off peak hours to support local business and the community
- Ensure there is an overall parking management plan for the precinct.

6 Whatley Crescent-Railway Parade to Garratt Road

6. Whatley Crescent-Railway Parade to Garratt Road



- Formalise the de-facto existing arrangement on Whatley Cres to include dedicated lanes.
- Signalise the intersection of Whatley Cres and Railway Pde.
- Timeframes:
 - 2021/22 – 15% and detailed design
 - 2022/23 – Service relocations and structural barrier works on the bridge
 - 2023/24 – Construction

Strengths	Weaknesses
<ul style="list-style-type: none"> • Right turn off railway 	<ul style="list-style-type: none"> • Loss of pedestrian access across bridge (This creates a significant detour using Meltham pedestrian access) • Need to be done sooner? <ul style="list-style-type: none"> - There is a high potential for traffic disruption (for 2+years during construction) - Flow traffic on Whatley will reduce - Can this work be prioritised over Seventh Avenue? • Potential business loss • Not having any right turn when Caledonian Avenue is closed will cut traffic off at both ends to Whatley Street, which is very bad for traders • Consider taking advantage of the width of Whatley Street; and make the verge wider on the commercial side; so that it can be more alfresco friendly and be used to build more amenities

7 Caledonian Avenue Underpass Feasibility Study

Caledonian Ave Underpass Feasibility



- Ground survey to start shortly.
- High level feasibility design and constructability work to be completed before the end of December 2021.
- Cost estimate by the third week in January.
- To be supplied to the Transport Minister for consideration.

During the CRG, Main Roads confirmed that a feasibility study is underway for an underpass at Caledonian Avenue.

There are some limitations in the entry and exit points for the underpass due to the Public Transport Authority (PTA) land needs south of Caledonian Avenue and the services that sit underground.

The CRG suggested that either flipping the “U” shape so that the entry and exit was facing south towards the shops or creating a “Z” shape so that at least the eastern entry/exit was facing south (towards the shops) are two options.

Main Roads said that they would look at these options.

Appendix 1: CRG Membership

Community Member

Edina	Boross
Julian	Gulifa
Adam	Osborne
Kirk	Ballantyne
Tracy	Barker
Carly	Pidco
andrew	charlett
Alan	Wedd
Kelly	Whyte
Shannon	Leigh
Rachel	Whitty
Keith	Archer
Stella	Grey
Mike	De Ruyter

Observers

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

– END –

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