

REPORT

Aha! Consulting

When will you have your next Aha! moment?

PROJECT | Maylands Road Improvements CRG: Meeting 6

CLIENT | Main Roads

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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 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 / feedback into improvement works to enhance safety and connectivity for motorists, pedestrians and cyclists in the Maylands area.

The CRG had its first meeting for 2023 on Tuesday 14 March.

For the list of CRG members in attendance 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 meeting. The agenda focused on the following items:

6.00pm	Introduction
6.05pm	Update <ul style="list-style-type: none">• Railway Parade bike lanes• Interim solution at Guildford Rd/Seventh Ave• Hotham Bridge signals/right-turn• Revitalisation planning study funding• Healthy Streets workshop report• DA for Woolworths development
6.15pm	<ul style="list-style-type: none">• Traffic modelling presentation:• The area bounded by Sixth & Seventh Aves, Guildford Rd, Eighth Ave and Whatley Cres• The area bounded by Eighth Ave, Guildford Rd, Caledonian Ave and Whatley Cres
6.45pm	Traffic modelling discussions: <ul style="list-style-type: none">• Possible treatments• Other considerations
7.55pm	Next steps
8.00pm	Close

2 Updates

(1) Railway Parade bike lanes

These are completed and the posted speed on Railway Parade has been reduced to 50kmh. Remember 50kmh signs to be installed. Raised plateaus and driveway modifications being planned with City of Bayswater.

(2) Interim solution at Guildford Rd/Seventh Ave

Some delay in getting quotes; estimating late April for installation. If there isn't compliance with the painted treatment, a concrete median can be installed.

(3) Hotham Bridge signals/right-turn

Work can't commence until the Bayswater Train Station project removes the temporary bike lanes on Whatley Crescent, which is behind schedule and not likely until the end of May. Based on this, we are planning works to start in June and be completed by late 2023.

Noted that, from 24 March, Railway Parade will be closed between Coode Street and Drake Street for approximately 15 months for Bayswater Train Station works.

CRG comment: Having no right turn from Hotham Bridge, along with the closure of that section of Railway Parade, will make it much harder for people to access the shops to the northern end of the Maylands town centre. Is there no way we can fast-track the Hotham Bridge signals or can an alternative interim solution found?

Main Roads' response: Unfortunately, there is no interim option.

(4) Revitalisation planning study funding

The revitalisation planning study funds have been allocated by the State Government (\$325k) and the Healthy Streets street workshop report and findings will feed into this body of work, to be undertaken in consultation with the CRG.

(5) Healthy Streets workshop report

The draft report is being finalised and should be ready to provide to the CRG in April. Once complete, it will be distributed to attendees and uploaded to the webpage.

CRG comment:

- Will we have opportunity to provide feedback into the draft report?
- It is important that the planning avoids making paths an 'expressway for people'. There needs to be room for families but there also needs to be a more meandering design, so people stop and enjoy the town centre.

Main Roads' response: The draft report will come to this group for feedback.

(6) DA for Woolworths development

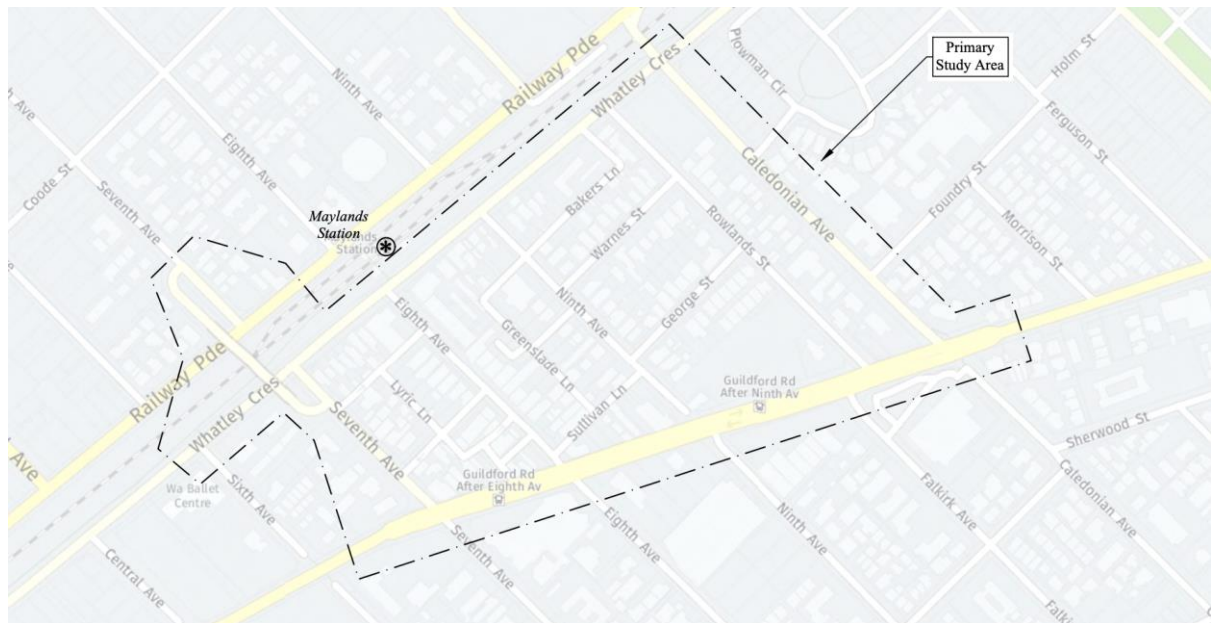
Based on a review of the Development Application (DA), it appears both Seventh and Eighth Aves will be accessible to retail customers. This may need further confirmation by the developer.

The DA has been approved, but the city is waiting on design drawings to be presented. The developer has three years to commence works, but this can be just demolition or some site works.

It was also noted that the DA may have been on-sold to another developer (not confirmed).

3 Traffic Modelling

Detailed traffic modelling for the area has been undertaken by Darren Levey of Uloth & Associates.



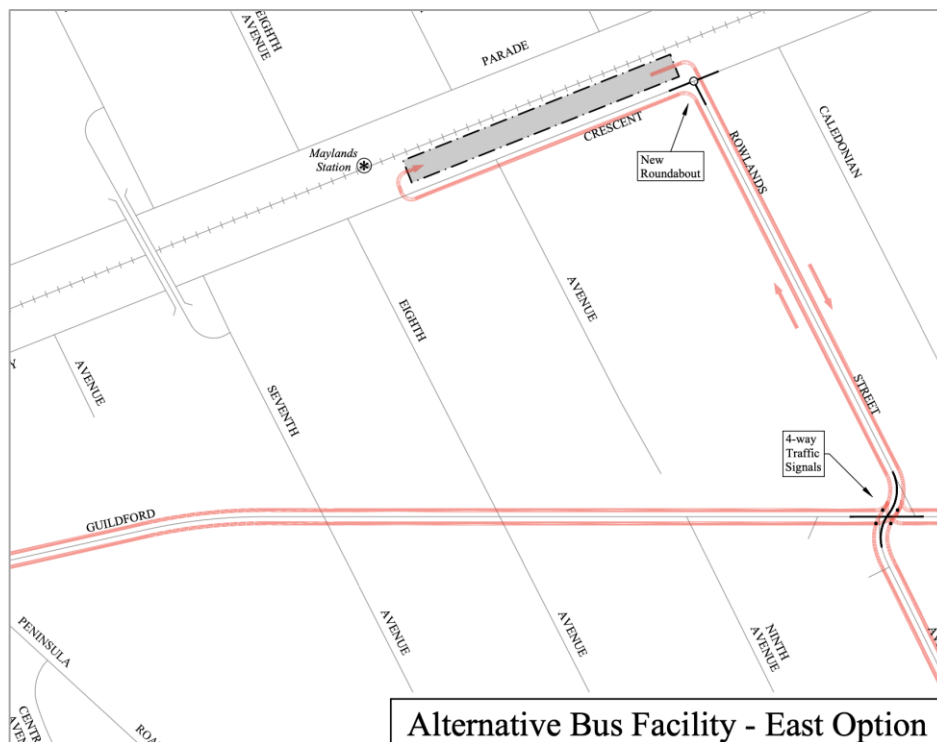
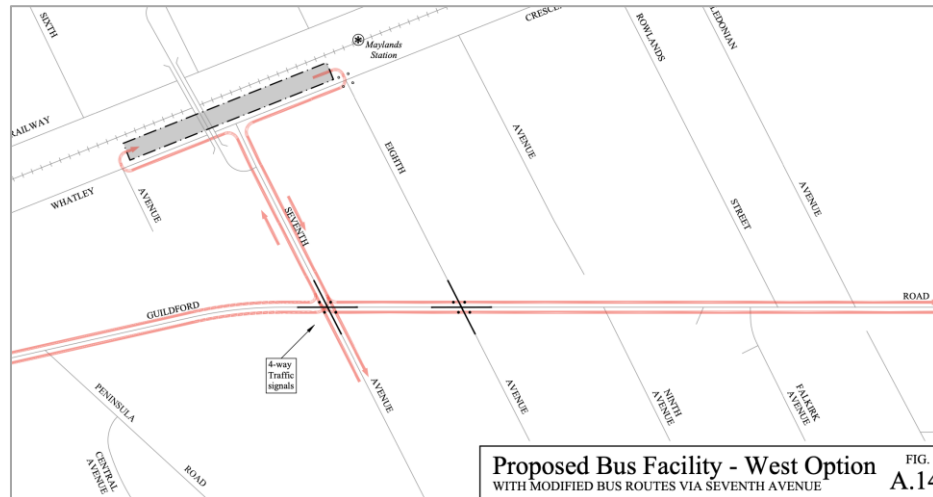
Darren outlined a range of traffic treatments that could be considered for key intersections within the Maylands Town centre and explained how they had been tested in a variety of scenarios in the traffic modelling.

The modelling - drawn from a range of different data sources - assumes some future traffic growth to test the flow-on effects of the various treatment options for these key intersections.

What follows are the CRG comments on the presentation and not a full description of all the various treatments that were considered.

3.1 Bus Transfer Facility

As has been raised in previous workshops, there are two options for the location of a bus transfer facility. The following maps show both these options and the possible bus routes in and out of the town centre. The group also explored alternative road treatments.



CRG Comment: The CRG was not asked to discuss or come to a position on the preferred bus transfer facility location, however there was alignment on the following principles.

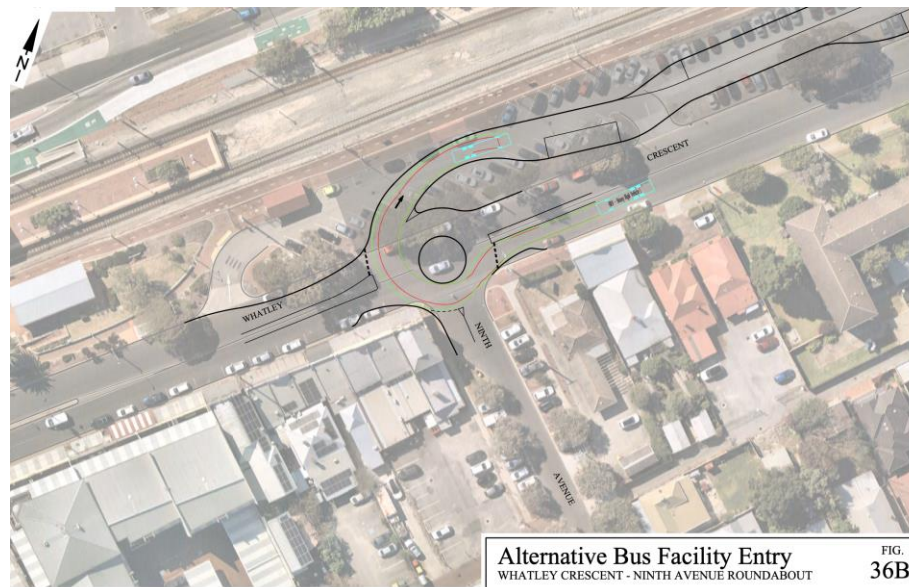
- Regardless of location, the focus of bus routes and traffic modelling should not only be on commuters but should also factor in the needs of other community members and shoppers who are looking to access the town centre.

- Having the buses move through the town centre helps the community see what is on offer and supports the retail vibrancy of the centre.

Suggestions included:

- Use the eastern location for the bus facility and have buses on a loop via Rowlands St, Whatley Cr, Seventh Ave and Guildford Rd.
 - There were concerns about this being too much of a circuit for those wanting to access bus routes to Peninsula Avenue.
- The value of a loop model:
 - Services more passengers than a model focused just on A → B transfers – access for community and not just commuters.
 - Use the western location for the bus facility but bring half the buses in via Rowlands St-Whatley Cr.

Entry to Bus port



A specific option for an entry roundabout to the eastern bus port was discussed and the PTA advised this is not suitable due to the distance of the 1st bus stand from the train station, which reduces the capacity of the facility.

3.2 Pedestrian and Cyclist access

- Modelling needs to consider pedestrian movements – just modelling the traffic does not achieve the objective of having “healthy streets” and continues to cut off pedestrians who are wanting to cross Guildford Road.

3.3 Potential realignment of Rowlands St and Falkirk Ave into a four-way signalised intersection with Guildford Rd

- Strong support for this, with consideration for pedestrians
- If Caledonian is made left in/left out to Guildford Road, there needs to be some alternative to get into the street.
- There is more value in the signalisation of Rowlands St than Caledonian Ave due to:
 - The steep drop on the eastern side of Caledonian Ave on approach to Guildford Rd.
 - Rowlands St provides better access to shops.
 - Having too many signals along Guildford Rd restricts free-flow of traffic
 - More signals on Guildford Rd is good for pedestrians

3.4 Seventh Ave Bridge connections

A series of options were presented on ways to improve traffic flow for vehicles entering and exiting the 7th Avenue bridge.

Traffic data shows that about 4000 vehicles per day are exiting Seventh Ave bridge to the north, but these are largely distributed in the local area. Only 1500 are heading to Beaufort St.

Options include:

- Using lane widening on Seventh Ave to make entry/exit to the western end of the bridge the priority (Figure 39 of the presentation pack)
- Create a mini-roundabout that is flush to the ground, but will provide a visual reference point to improve the entry/exit to the western end of the bridge
- Look at signalling on Whatley Cr and Seventh Ave to support entry/exit to the eastern end of the bridge

CRG Comment

- More work needs to be done – concerns about possible change of priority at the western end
- Concerns about safety due to interactions between cyclists and vehicles
- More work is needed to consider the impact on PSP
- Depending on the location of the bus port, signalling on Whatley Cr and Seventh Ave could cause traffic queuing

3.5 Sixth Ave/Whatley Cr roundabout

- The reason for the proposed roundabout at the entry to the west option for the bus terminal is that this gives the turning bus right of way.
- Some support for this as it doesn't impact the PSP - could have pedestrian crossings
- There would need to be PSP access further south of roundabout; but need to consider the additional distance for pedestrians – some signalling might support better traffic and pedestrian interaction

4 Next steps

Darren noted that the bus routes/location of bus transfer facility are critical to finalising traffic modelling and determining the best solutions, and that a possible split of the routes may have a good outcome.

- PTA to consider how bus routes may be equally distributed across the town centre
 - Need to consider connections to train, bus and town centre
 - Bus routes and treatments need to align to Healthy Streets outcomes
- Refine the traffic modelling
 - Consider commuter, pedestrian and shopper needs
 - Help people south of Guildford Road access the town centre
 - More detailed exploration of the interaction between Seventh and Eighth Avenues, based on the different treatment options
- Next CRG to be in late April
 - Healthy Streets report will be finalised
 - Updated modelling
 - Bus routes
- Main Roads to develop a simple schedule of what is being worked on, progress and planned implementation timeframes

– END –

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