

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?



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 the business and residential communities 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 second meeting on Monday 21 February 2022.

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 first meeting, where the group reviewed proposed changes to 6 specific zones:

1. Eighth Avenue revitalisation (Maylands Business Association)
2. Underpass feasibility study and design options
3. Level crossing closure
4. Hotham bridge treatments
5. Whatley Crescent/Caledonian Avenue treatments
6. Protected bike lanes on Railway Parade
7. Possible future changes to the public transport network

The agreed next steps included:

1. Notes to be developed and provided to the CRG
2. Main Roads to review suggestions and feedback, ahead of the next meeting

2 Eighth Ave – Precinct

Michiel de Ruyter from the Maylands Business Association (MBA) presented some wording provided by local member Lisa Baker seeking endorsement from the group for investigation into the revitalisation of the Maylands town precinct.

As Chair of the MBA and a member of this group and other local community groups, I have on several occasions had the opportunity to discuss with Member for Maylands Lisa Baker the scope of the work of this reference group and how we are progressing. The Member for Maylands has on many occasions spoken of her personal commitment to improving the town's centre of Maylands. She has written to me with some ideas about how this work can be progressed, and I have her permission to read this to you tonight:

"The reference group is an engaged group of stakeholders involved in discussions concerning the future of a significant section of the Maylands town precinct. While this group is meeting, I'm keen to see what level of community support there is to progress a more comprehensive investigation into the possibilities for the town centre.

In my reading of the minutes from the CRG, it seems that the Main Roads community reference group has already included some discussions of how the traffic flow and pedestrian access can be improved thru 7, 8 and 9th Aves to support a more active and vibrant town centre.

In particular, the section of 8th Avenue between Guildford Road and Whatley Crescent is in need of a comprehensive streetscaping plan to inject activity and revitalise the business area and make it more attractive and enjoyable for the community. This should include opportunities to increase parking whilst expanding alfresco and enjoyable places to be.

I acknowledge that any significant work to develop the town centre would be driven by a separate process and lead by the City of Bayswater. I anticipate that the state government, particularly Main Roads would be happy to join these discussions.

As our Member has stated, a streetscaping plan is clearly a complex study and would take more time and resourcing than that available to this reference group.

The MBA would welcome the support of members of this reference group to;

- formally recognise that there is an urgent need for the Maylands town precinct to be revitalised, and
- ask the City of Bayswater to work with the Member for Maylands to progress this work.

CRG comment/discussion

- There is value in including the Maylands town centre co-op in any town centre planning
- It would be useful to broaden the scope beyond 8th Ave – Whatley
 - Preferred reference is to "Maylands Town Centre"
- There needs to be a balance between a desire to increase car parking and improving the streetscape of the town centre. While businesses need to have parking, it was seen as important that this is achieved in a way that is sympathetic to the streetscape
- Overall, there was support for the intent of the letter and the need for a focused and detailed review of the town centre revitalisation and beautification.

3 Underpass

Main Roads provided an update from the design work undertaken since the last meeting, showing two possible design concepts for an underpass. The estimated cost of the underpass was not able to be provided at this time as the minister had not yet been briefed.

CRG comment/discussion

- There was discussion about the potential cost of a second underpass (one exists nearby at Maylands station), with some CRG members expressing a concern that money spent on a second underpass might be better spent elsewhere on the town centre.
 - Others noted that this was a strong desire from earlier meetings of the community and the suburb would be divided without this second underpass
 - It was also noted that the overall transit length that people needed to reach/navigate a second underpass was a similar distance to walking to the existing underpass and that the train line in itself is a divide that is navigated
 - Concerns were raised about the security of a potential underpass
 - The discussion focus on possible CPTED (crime prevent through environmental design) and connecting to the City of Bayswater's CCTV system (if possible)
- There are issues with the existing underpass for cyclists needing to dismount, the sharp turns and narrow width, making it less pedestrian/cyclist friendly.
 - The question was asked if there was less cost in upgrading the existing underpass to rectify these issues.

Actions:

- A.1. Main Roads to update CRG once minister is briefed

4 Hotham Bridge

Main Roads provided an update on the planned re-design of the Hotham Bridge junction with Whatley Crescent, advising that Western Power needs to install a green dome for traffic signals and relocate a power pole before the preferred option of installing traffic signals and a dedicated right turn can be installed. The group also discussed a number of other options:

1. **Roundabout:** there was not enough land to install a roundabout without compulsory acquisition of private land.
2. **Return the junction to unsignalised left and right turn:** The right turn to Whatley Avenue was removed for safety reasons and so was not deemed an option.
3. **Install signalled left and right turn in current bridge configuration:** The modelling showed that this option would cause vehicle backlog back to the Railway Parade and Grand Prom lights.
4. **Creating a U turn at Whatley and Garret Road:** This would conflict with the current left turn from Garratt Road.

CRG comment/discussion

- There was significant concern from local businesses about the loss of custom through the proposed changes
 - The traffic modelling presents by Main Roads suggests that there are around 5000 vehicles a day that use the Caledonian Avenue level crossing
- Was there any way to prioritise power to the bridge to fast-track change?

Actions

- A.2. Main Roads will proceed with the remaining option to install signalled left and right turn & redesign bridge to create a second lane for vehicles heading east. Note that this will take around 2 years to complete, mostly due to a delay in getting power to the site.
- A.3. Main Roads to make every effort to fast track the work.

5 Level Crossing

Main Roads provided an update on the level crossing closure with discussion centred on the proposed and required temporary signage.



CRG comment/discussion

- Consider a Grand Promenade/Railway Parade sign to “Maylands Town centre”
 - There may be an opportunity to look at town centre branding – gateway signage
- Look at extending the protected bike lanes to 3rd Avenue
- Caledonian/Guildford? Warning of closure
- Encourage turn left at Caledonian Avenue
- Sign on Railway Parade to divert traffic via 7th Ave bridge to town centre
- Overall, there was a request for more detailed planning work on 7th Ave bridge for vehicles, cyclist and pedestrians

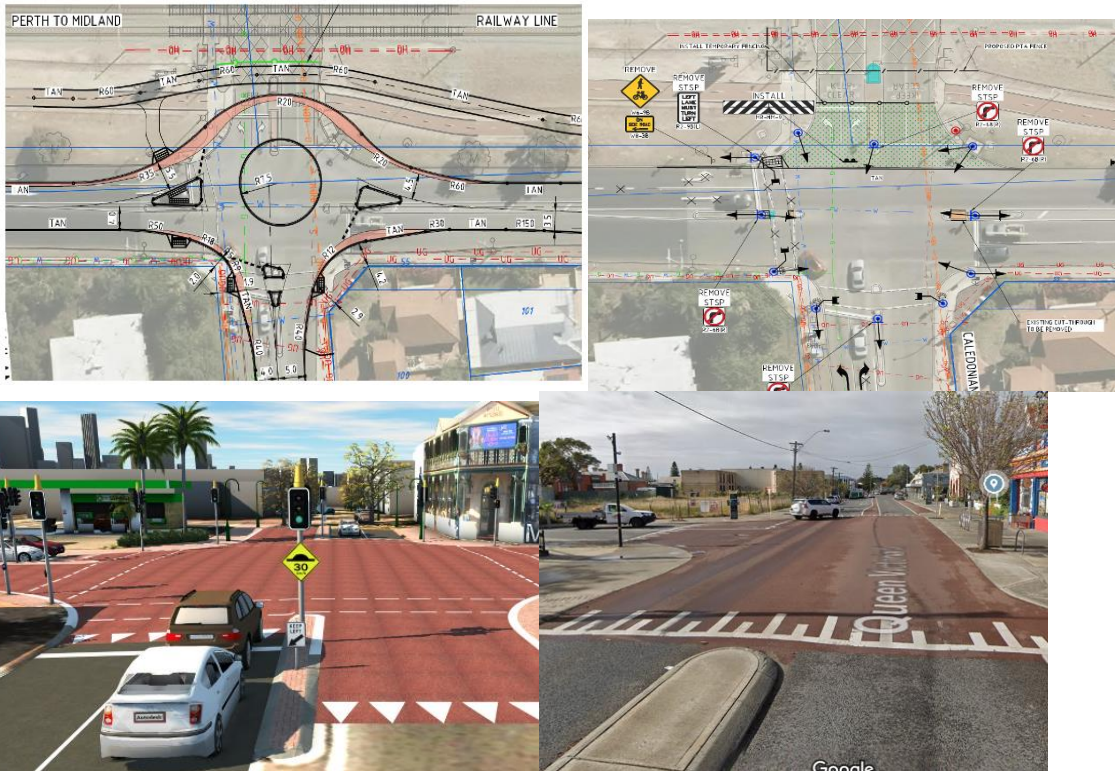
Actions:

- A.4. Main Roads to prepare a revised signage plan
- A.5. Main Roads to prepare a more detailed traffic movement plan for all modes around 7th Avenue in conjunction with the Guildford Road/Seventh Avenue work
- A.6. Main Roads to consider whether the bike lanes can be extended to 3rd Av

6 Caledonian/Whatley

Main Roads provided an update on the proposed changes along Whatley Cr and Caledonian Av flowing from the level crossing closure. A series of options were presented for this intersection

1. Roundabout
2. Retain interim traffic signals
3. Traffic signals with raised safety platform
4. Raised safety platform without traffic signals



CRG comment/discussion

- There was concern that the Whatley Cr and Caledonian Ave conversation was happening without the context of what might be needed further south on Whatley Cr.
- There was also concern that there appeared to have been more detailed planning for the Railway Parade side of the train line
- Local residents indicated a preference for the roundabout for the following reasons
 - Traffic flow better/safer
 - Tree canopy/cooling/shade
 - Less noise from vehicles accelerating and decelerating
 - Provides a chance for more shade and extra parking
- Some people were concerned about the roundabout for the following reasons
 - Harder for people with a disability or less mobile and cyclist – the raised platform was preferred
- The simple T-junction was seen to make things harder and possibly not good for business
- It was noted that residents had not seen the new options that have been developed

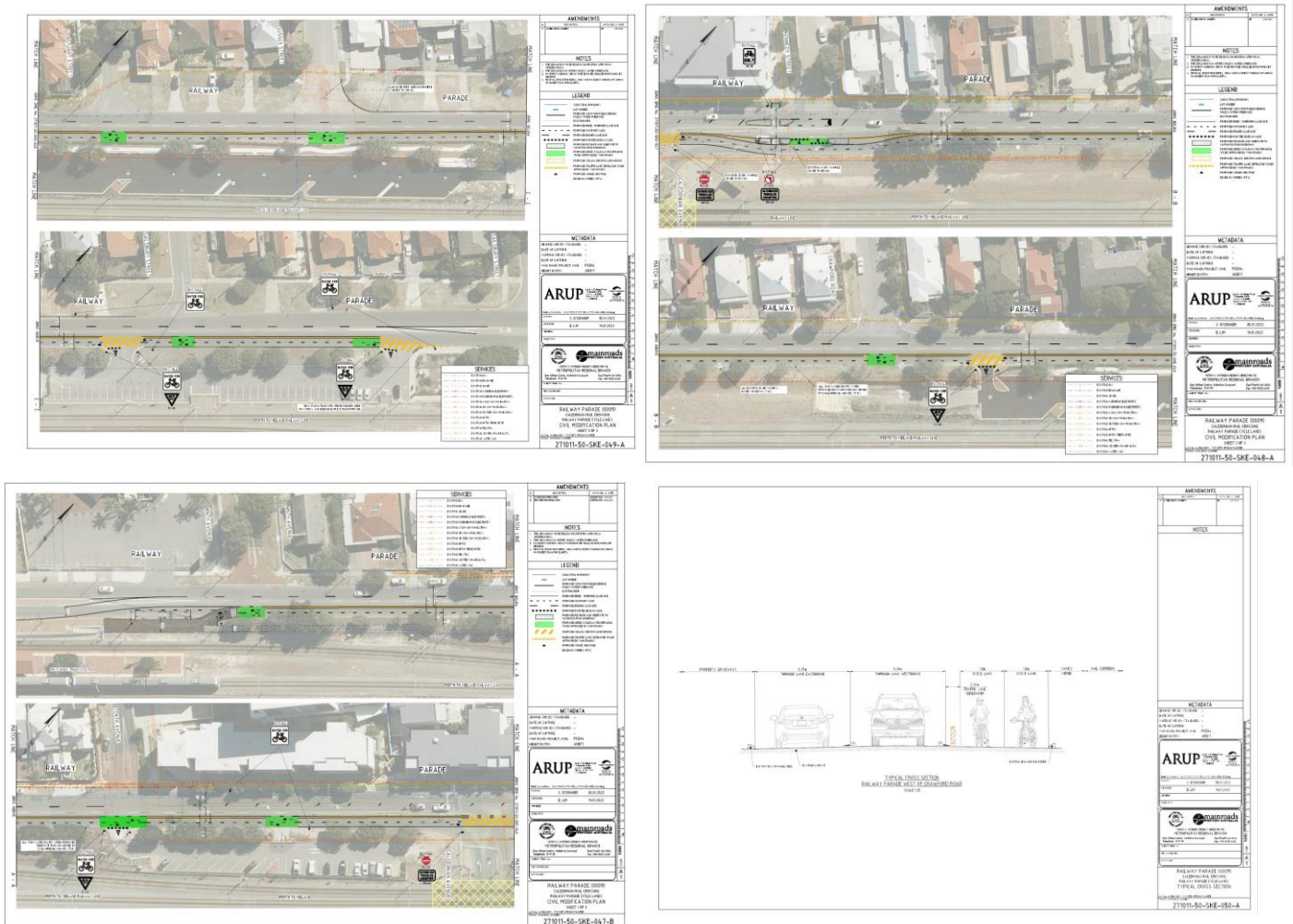
- Main Roads to take options to broader community once more developed
 - Build out design
- Make a simple T-junction the same as other similar streets like Ferguson Street
- Having more parking was seen as good but the areas also need trees/shade

Actions:

- A.7. A detailed treatment plan for all of Whatley Crescent is required as part of the proposed revitalisation work so that broader community input can be sought.
- A.8. CRG members to discuss alternative options (eg. raised safety platforms) with surrounding residents.

7 Railway Parade bike lanes

Main Roads provided an update on the proposed bike lanes along Railway Parade. The plan is for a two-way bike lane that is protected from vehicle traffic, by some form of defined kerbing or bollards. The lanes would fit into the existing road by narrowing the width of the vehicle lanes



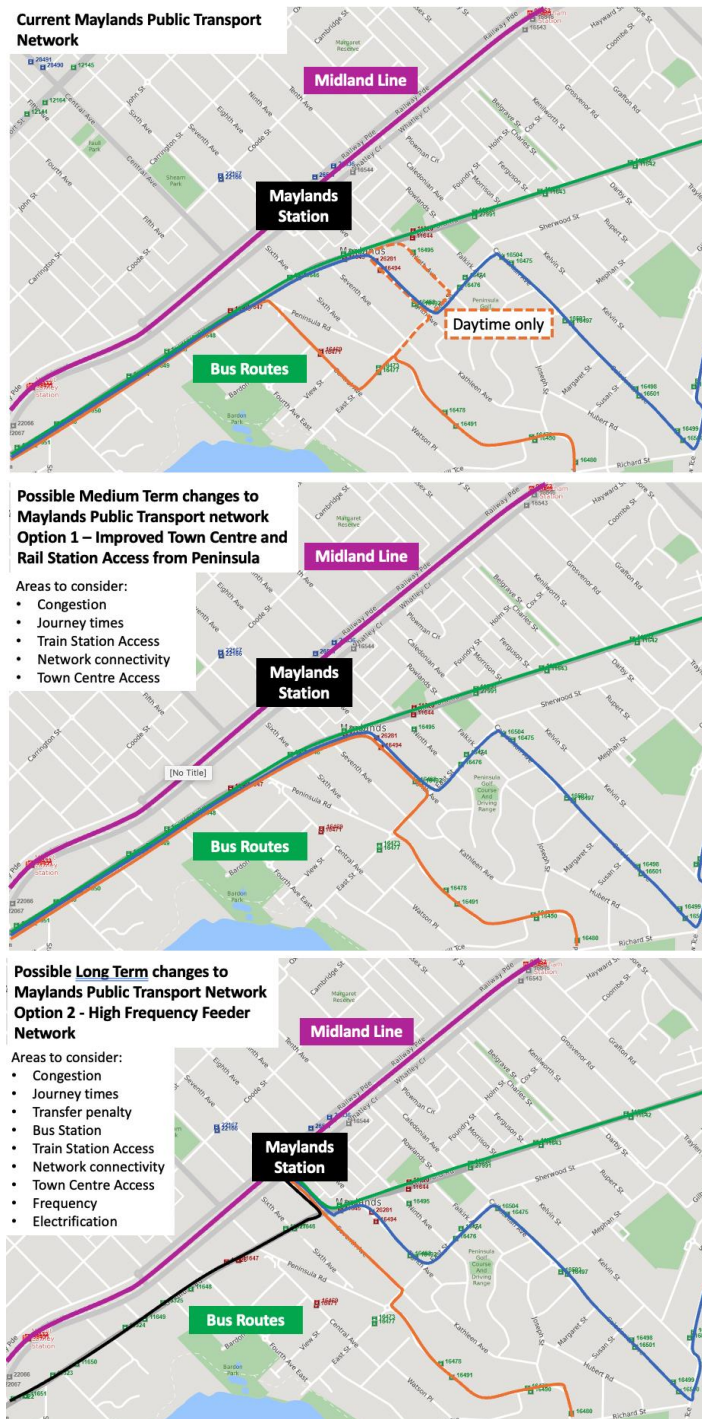
CRG comment/discussion

- This was seen as a positive development and there was no further comment from the CRG.

8 PTA - potential future changes to public transport network

The Public Transport Authority (PTA) provided an update on proposed changes to bus routes servicing Guildford Road and Maylands to the river.

A series of options were presented



These options also raised the question of where a bus transfer station would be best located.



CRG comment/discussion

Bus routes

- Consider bus access for people around 4th and Central Aves
- Consider the possibility of priority lanes along Guilford Rd
- Option 2 that routes buses to a train station made sense to the community for the following reasons
 - Gives direct access to the town centre that was not previously available
 - An interchange with the train provides greater access across Perth
 - The proposed higher frequency of buses was well received
- There was concern about pressure on 7th Avenue for parking/pedestrians
- Having bus movements along 7th Ave was seen as being better for 8th Av 'main street' streetscape

Bus Transfer facility

- PTA stated that any parking would be replaced as part of standard planning
 - There was a suggestion to use the area south of station to increase parking
- Those who preferred the transfer facility being to the north of train station liked:
 - The proximity it gave people to local business
 - Parking could then be provided north of the transfer station
- Those who preferred the transfer facility being to the south of train station liked:
 - No bus movements along Whatley Cr and no impact on pedestrian movement and traffic signalling
 - This option would mean there was no stop needed on the western end of 7th ave between Guildford and Whatley
- CRG asked about a plan for feeder bus routes to the west and north of the train line.
 - PTA suggested that there are no current plans to have northern feeder for bus – but this is considered long term planning

Appendix 1: CRG Attendance

Community Members

Edina	Boross
Julian	Gulifa
Kirk	Ballantyne
Carly	Pidco
Andrew	Charlett
Alan	Wedd
Kelly	Whyte
Katie	Shaw-Brown
Shannon	Leigh
Keith	Archer
Mike	De Ruyter

Presenters/Observers

Craig	Wooldridge	Main Roads
Duncan	Ellis	PTA
Raf	Gorecki	PTA
Bryce	Coelho	City of Bayswater
Doug	Pearson	City of Bayswater
Leanne	Pitcher	Main Roads
Joel	Levin	Aha! Consulting

– END –

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