MAYLANDS ROAD IMPROVEMENTS: COMMUNITY REFERENCE GROUP

MEETING SUMMARY 27/6/23

1. ATTENDEES

Main Roads
Craig Wooldridge, Project Development Manager
Leanne Pitcher, Community and Stakeholder Engagement Consultant

City of Bayswater
Bryce Coelho, Principal Engineer Major Projects
Alix Bray, Planner

CRG members
Michael De Ruyter
Minnie Giannagostino
Julian Gulifa
Alan Wedd
Shannon Leigh
Kelly Whyte
Carly Pidco

Others
Eric Denholm, Taylor Burrell Barnett, Town Planning and Urban Design

Apologies
Tim Judd, Phil Jones and Associates, Transport Planners

2. HEALTHY STREETS CONCEPTS/DISCUSSION

Eric Denholm presented a series of work-in-progress draft concepts developed in response to feedback received at the Healthy Streets workshop and input from the CRG and other stakeholders, noting that further refinement would be required to assess the impacts of each option in relation to services, drainage, car parking numbers, cost etc. Assessments of benefit vs cost will be assisted by the Healthy Streets Design Check for final options (not yet completed).

Eric advised that a 'sun study' had been undertaken to better appreciate the existing built form elements framing the town centre streets and to ensure concept designs consider shade and shelter throughout different periods of the year and time of day.

Other points to note:

- The WA Property Council has identified Maylands as a priority transit-orientated development area, which means there is an opportunity to attract private investment in the short-medium term if the project commits to visionary public realm changes.
- There could be options to consider inclusion of a town square where the current IGA car park is situated facing Eighth Ave, in the event that the IGA site is ever earmarked for redevelopment. This could provide an exemplary public space for businesses to trade

commensurate with its urban context – with the potential for buildings to frame noise from rail and buses while still capturing the northern sunlight aspect. Some kind of development incentives would be needed to realise this public-realm creation opportunity, which makes logical sense given the undeveloped opportunity on the doorstep of a well-connected, high-frequency train station.

- A 7-storey apartment development has been approved adjacent to Lyric Lane, known as the Lyric Theatre Residences, and is being developed by ADC. A small community park will be created as part of the development, which the final concept for Eighth Avenue should consider.
- A 9-storey mixed-use development (including a proposed Woolworths) has been approved on the south-west side of the Eighth Ave and Guildford Rd intersection.
- Existing Seventh Ave is characterised by steep grades (~7.5%) and a crest, which impacts sightlines. Reducing design speed will reduce the impacts of this.
- Existing Eighth Ave is a constrained road reserve of 20.1m and identified as a secondary cycle link in the Department of Transport's Long Term Cycle Network (LTCN), serving a key connection to a broader catchment in the Maylands Peninsula. Reducing speed to 30kmh would make it safer as a shared zone and attract more people cycling (studies of various revitalisation projects often conclude that people cycling spend less per visit, as compared to those arriving in vehicles, but visit the destination more frequently and end up spending more overall).
- Existing state-controlled Guildford Rd is a constrained 26m. With no further road reservations in place, there is no opportunity to allocate additional space for cycling or widen the median.
- Existing Whatley Cres lends itself to reduced vehicle lanes to decrease vehicle speeds and a wider footpath to benefit businesses trading out onto Whatley Cres, making it a more attractive entrance to the town centre.

Key points and discussion for each option are noted overleaf.

Option 1

Key features

- Likely to be the most expensive option as it generally disregards existing kerb lines and drainage pits and removes/modifies lighting and trees in existing medians.
- Trees added on sides of street (instead of medians) - far more beneficial for people walking on footpaths.
- *Eighth Avenue*
    - 6m pavement, 2.3m parallel parking, 4.7m wide footpaths (less 0.3m kerbs).
    - Results in a 1.2m increase in footpath width either side.
    - Flush kerbing creates step-free access.
    - Could be inverted crown drainage or conventional camber with water directed to rain gardens and tree pits.
    - Trees every second bay (at approx. 13m spacing) creates formal rhythm in streetscape and could create touching tree canopies over the street pavement. Placement within car bay alignments ensures trees do not conflict with awnings.
- *Whatley Crescent*
    - 7m pavement (min. for buses), 2.3m parallel parking.

- Increase in width of existing footpath along Whatley Cres from 3.6m to 5.7m.
- Same tree spacing and parallel parking arrangement as Eighth Ave, except with block mounted kerbing instead of flush.
- Alternative surface treatments used between trees at regular intervals to discourage speed and create friction as a physical design cue for people driving, to achieve the desired lower speed environment.
- Intersection of Whatley Cres and Eighth Ave is a raised plateau and achieves tighter geometry, making it easier to navigate on foot from/to the train, by removing the median and the left-turn and right-turn pockets (ie. single lanes on the approach only).
- Multiple crossing points introduced to both slow vehicles and to make it more accessible for people to access the town centre from the Principal Shared Path (PSP) and future bus interchange (location TBC).
- Intersection with Ninth Ave includes a continuous footpath treatment, which would encourage people driving to give way to those walking.
- Intersection with Seventh Ave includes an unsignalised raised plateau with crossings – exploring alternative surface treatment for corner aprons which are necessary to accommodate 19m articulated buses.

- *Seventh Avenue*
  - 7m pavement, 2.3m parallel parking on northern side, 5.5m 90 degree parking on southern side toward centre, 2.3m parallel parking approaching Guildford Rd.
  - Single mid-block crossing located adjacent to the church entry at top of crest to slow vehicles.
  - Crossing to Seventh Ave bridge added and exploring tightening of curves.
  - Stop sign for right-turn lane to Guildford Road set back 20m from signalised intersection, to allow left-turn movement into Seventh Ave without creating an overly large curve.
  - Improvements to continuous footpaths across all crossovers and lane entries.
- *Guildford Road*
  - Full-movement signalised intersections to both Eighth and Seventh avenues, with raised plateau to slow vehicles on approach to each intersection.
  - No major changes to existing geometry.

CRG comments:

- Is the mid-block crossing needed on Eighth Ave if step-free? Noted that we need to consider people with disabilities.
- Is there a need for the wombat crossing on Whatley Cres? Does it go anywhere?
- Do we need a roundabout at Whatley Cres/Caledonian Ave if we have this traffic calming on Whatley Cres? Noted that a raised plateau may suffice.
- Explore the need to retain the lights at Whatley Cres/Eighth Ave, noting however that they are used by people with disabilities and they provide safe right turn vehicle access.
- Need to consider Whatley Cres all the way to Hotham Bridge.
- Need to consider increased train passenger numbers.
- Could there be extra parking bays closer to Seventh Ave bridge? MR to check sightlines.
- Consider future possible development of the empty building on the corner of Guildford Road/Seventh Ave.
- Works with the potential to include a future town square.

- Consider if street pavement alignment is offset to the southern side to give a larger footpath on the northern side which gets better shade. Counter point was this would create inequity amongst businesses and the inclusion of trees could go part way to improving shade on both sides.
- More trees on southern side of Seventh Ave, particularly to soften all that concrete around the bridge.

Option 2

Key features

- A less expensive option respecting existing kerb lines and drainage pits where possible.
- *Eighth Avenue*
    - testing two sub-options, including north-west and south-east of the central crossing:
        - north-west – keep existing kerb lines, 2.3m parallel parking bays, 3.0m vehicle lanes, leaving a median of 3.4m wide (footpaths remain at 3.2m).
        - south-east – keep existing median 1.2m median, 3.0m lanes, 2.3m parallel parking bays, creating 4.1m wide footpaths on both sides.
    - Semi-mountable kerbing.

- New Trees provided between parking bays.

- *Whatley Crescent*
  - 3.2m vehicles lanes (min. for buses), 2.3m parallel parking, 1.2m wide median.
  - Increase in width of existing footpath along Whatley from 3.6m to 5.3m.
  - block mounted kerbing (keep existing on north west-side).
  - Intersection of Whatley Cres and Eighth Ave is a raised plateau with no changes to existing kerb geometry or medians. A right-turn pocket is allowed for from Whatley Cres to Eighth Ave, but no dedicated left-turn pockets.
  - Crossing points proposed on extension of footpaths from Ninth and Seventh avenues to connect to bus interchange or PSP.
  - No dedicated crossing point over Ninth Ave, but tightening of corner radii geometry to slow vehicles turning in and out, making it easier to cross.
  - Intersection with Seventh Ave includes an unsignalised raised plateau with crossings with median.
- *Seventh Avenue*
  - 7m pavement, 2.3m parallel parking on northern side, 5.5m 90 degree parking on southern side, contained between two crossing points.
  - Two new mid-block crossing points located near walking desire line of laneways connecting through to Eighth Ave, and downslope from the peak of the crest.
  - North-west mid-block crossing conflicts with existing crossover.
  - The approach to the Seventh Ave bridge through to Whatley Cres is raised, to encourage motorists to drive cautiously (PTA will not accept buses going up, down, up, down – so a larger raised plateau could be an option provided it does not lose its effect by being too large).
  - Crossing to Seventh Ave bridge added and exploring tightening of curves.
  - Conventional stacking lanes to signals at Guildford with a 40m space, allowing for 2 x 19m articulated buses to wait without traversing the crossing. As a result, the geometry of the left-in curve from Guildford Rd into Seventh Ave needs to be larger to accommodate the lane correct bus movement and not traverse the median. The curve is not as great as the former concept prepared by Arup that uses a 19m semi-trailer as the design vehicle.
  - Improvements to continuous footpaths across all crossovers and lane entries.
- *Guildford Road*
  - Full-movement signalised intersections to both Eighth Ave and Seventh Ave, with a continuous raised plateau covering the full length of road between the two intersections.
  - No major changes to existing geometry – with the exception of the left-turn movement into Seventh Ave described above.

CRG comments:

- Large raised plateau covering both intersections along Guildford Rd is likely to lose its effect and would send the wrong message to people walking that it is safe to cross a very busy road away from signalised crossing locations (previous design at Option 1 preferred).
- This is a backwards step/short-term approach – would not be well received by the MBA.
- If we are going to deal with construction disruption, it needs to be worth it.
- Raised plateaus without zebra crossings confuse pedestrians as they don't know who has right of way.

- As Seventh Ave is improved, people will automatically turn right here. This provides a bypass to Eighth Avenue for traffic not headed for the town centre.
- Consider more trees near Seventh Ave Bridge – currently a concrete jungle.
- The crossing from Seventh Ave bridge is good as it follows the 'desire line'.
- Linking pedestrian crossings to laneways is a good principle.
- The crossing at the crest of Seventh Ave is preferred.

Option 3

Key features

- Costs likely to be somewhere between the previous two. Keeping kerb lines and drainage pits along Whatley Cres will save some costs, Eighth Ave is a wholesale change and Seventh Ave has modest modifications.
- *Eighth Avenue*

- Design similar to Bayview Terrace in Claremont or Napolean Street in Cottesloe, but with two-way traffic, using horizontal deflections to slow traffic but create additional break-out spaces and wider footpaths in areas.
- Maximum parking shown, but if bays are removed there is more space for activity/lingering areas on wider footpaths.
- Flush kerbing with step-free access.
- Unless parking bays are taken out, there is limited room for trees.

- *Whatley Crescent*
  - Two different designs north-east and south-west of the Eighth Ave intersection:
    - North-east – testing parallel parking and a 7m pavement width
    - South-west – keeping existing kerb lines and adding trees
  - Maintains dedicated turning lanes into Whatley Cres.
  - Increase in width of existing footpath along Whatley Cres from 3.6m to 5.8m.
  - block mounted kerbing (keep existing on north west-side).
  - Intersection of Whatley Cres and Eighth Ave is a raised plateau with some tightening to kerb geometry and shifts in medians to increase footpath width.
  - Crossing points proposed on extension of footpaths from Ninth and Seventh avenues to connect to bus interchange or PSP.
  - No dedicated crossing point over Ninth Ave, but tightening of corner radii geometry to slow vehicles turning in and out, making it easier to cross.
  - Intersection with Seventh Ave designed with median islands and includes an unsignalised raised plateau with crossings.
- *Seventh Avenue*
  - Same design as Option 2.
- *Guildford Road*
  - Same design as Option 2.

CRG comments:

- This arrangement works well on Napolean St, Cottesloe, as only one-way.
- Angle parking is too 'car heavy'.
- Not the right 'vibe' for the town centre and reduces potential for trees.
- Don't support angle parking on Whatley Cres.
- The 'wiggle' concept was previously put forward a few years ago and received a lot of objection from the business community.

Overall feedback

There was general support for Option 1 with the following commentary:

- We have to be bold and have a long-term vision.
- There is general acceptance among the business community that something needs to be done. But if we are to experience disruption, an exemplary design has to be worth it.
- It works with the town square opportunity.

Actions (next steps):

- Main Roads WA is looking to get Lucy Saunders involved with the project again, with a design review session tentatively scheduled for 31 July 2023.

- The project team (including Main Roads WA, TBB, PJA and Healthy Streets Ltd working with the City of Bayswater) will develop a preferred option, considering feedback from the CRG received at this meeting.
- The plan will ultimately be made available to the general public for comment, included in a design report containing further details on key areas and outlining staging and implementation considerations.

3. HOTHAM BRIDGE

- Opening of PSP on Railway Pde is behind schedule (METRONET project). Consequently, Main Roads is unable to proceed to tender for the bridge works as a commencement date is required.
- Works likely to start in August now.
- Main Roads may need to work around Western Power availability.

4. RAILWAY PARADE BIKE LANES

- Minor works still to be completed on current lanes, incl. adding extra delineators opposite side streets and removing some at carpark entrances.
- Concepts for extension to Third Ave bridge, in line with the long-term cycle network (LTCN) have been completed and sent to PTA/LGA for comment.
- To reduce the impact on trees, the PTA needs to approve use of the rail reserve.
- No funding for construction.

Action: Bike lane extension concepts to be emailed to CRG with the meeting notes.