

# REPORT

# Aha! Consulting

When will you have your next Aha! moment?

PROJECT | Maylands Road Improvements CRG Session 5

CLIENT | Main Roads WA

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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 fifth meeting on Monday 31 October 2022.

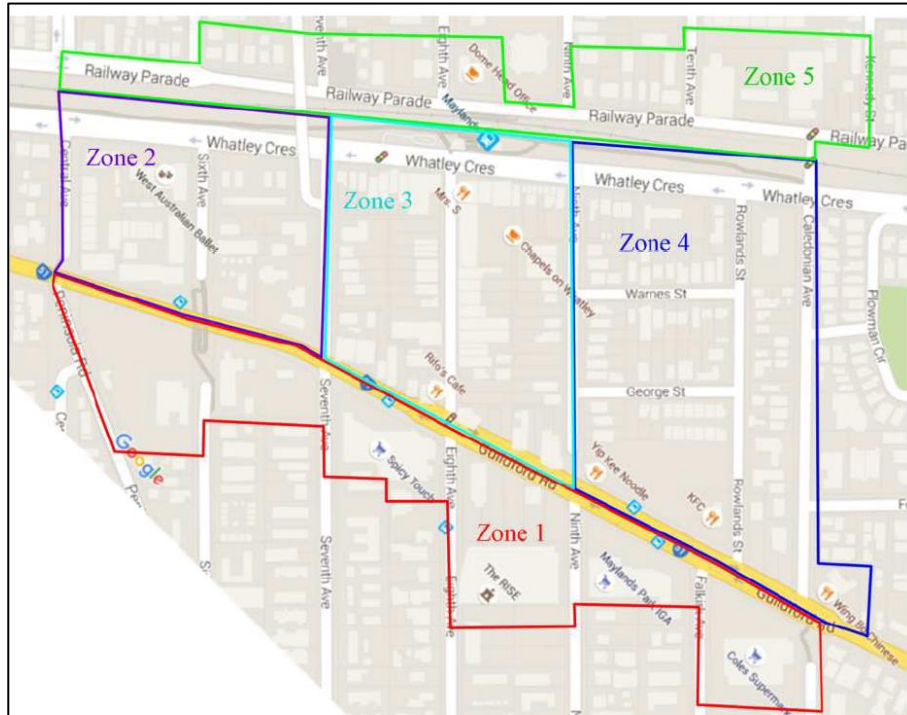
For the list of CRG members in attendance please see appendix 1.

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

6:00	<hr/> <b>Introduction</b> <ul style="list-style-type: none"><li>- Welcome</li><li>- Acknowledgment of Country</li><li>- Meeting Purpose</li></ul>
6:05	<hr/> <b>City of Bayswater – Parking Strategy</b> <ul style="list-style-type: none"><li>- Actions take to date</li><li>- Actions proposed</li><li>- Suggestions not being progressed</li></ul>
6:20	<hr/> <b>Seventh Avenue between Guildford Road and Whatley Crescent</b> <ul style="list-style-type: none"><li>- Problem Statement “How to make the section of Seventh Avenue between Guilford Rd and Whatley Cr safer for all users, and retain ease of access to local businesses”</li><li>- Actions taken with the suggestions from the last meeting</li><li>- Options (parallel Vs 45° parking)</li><li>- Other options</li></ul>
7:40	<hr/> <b>Planned Broader consultation 2022</b> <ul style="list-style-type: none"><li>- Update on what is proposed</li></ul>
7:55	<hr/> <b>Next Steps</b> <ul style="list-style-type: none"><li>- What happens with the outputs from today?</li><li>- Thank you and closing</li></ul>
8:00	<b>END</b>

## 2 Parking Strategy Update - City of Bayswater

The City of Bayswater provided an update on actions taken on the 2018 Parking Strategy. Please see PPT presentation for the detailed overview of activities across the 5 zones.



### CRG comments on the strategy and presentation

- There is a strong desire to have Main Roads, the City of Bayswater and the PTA in one room, exploring what they can each do to free up land and/or create more parking options in the town centre.
  - At the moment the feel is that there is no strategy to increase parking and the only focus is on managing what is there.
  - With the ability for developers to 'buy out' of their obligation to provide parking on their properties, the problem is growing and the impacts are being borne by the local residents and business. This is a policy that needs review.
    - In one example a business contributed \$110k to council for 11 bays, but there have been no additional bays created by the council for that money, nor had there been any clear accounting for how that money was used for parking.
    - While encouraging development is important, the City needs to ensure these funds are being used to mitigate parking issues
- The continued loss of bays along Seventh Avenue will impact businesses
  - The speed of vehicles is a barrier to people parking on Seventh Avenue
  - Lighting and personal safety is the other barrier to having parker further away from the shops.

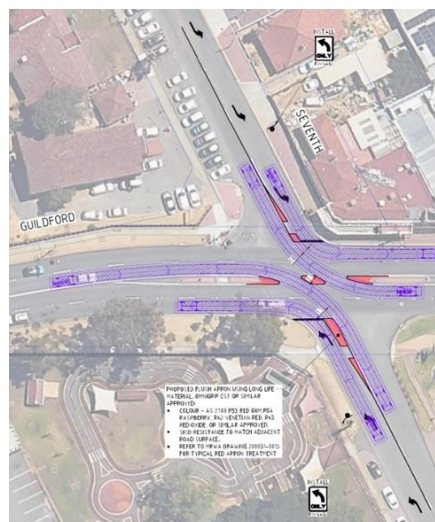
- Options to be considered:
  - On church property
    - Main Roads has spoken to the church about this. It is now with the church to consider if they want to explore this opportunity and approach the City
  - Behind The Rise
  - Access to PTA land/parking – especially in the evenings when it’s not used
    - The City has previously approached PTA about this with no success
  - Whatley Crescent near Caledonian Avenue has room for 14 bays
  - Explore the full road reserve for Whatley Crescent from Seventh Avenue bridge to Caledonian Avenue

CRG Requested Action: For the CRG to be provided with the full map of the council owned road reserve along Whatley Avenue.

### 3 Guilford Road and Seventh Avenue Intersection

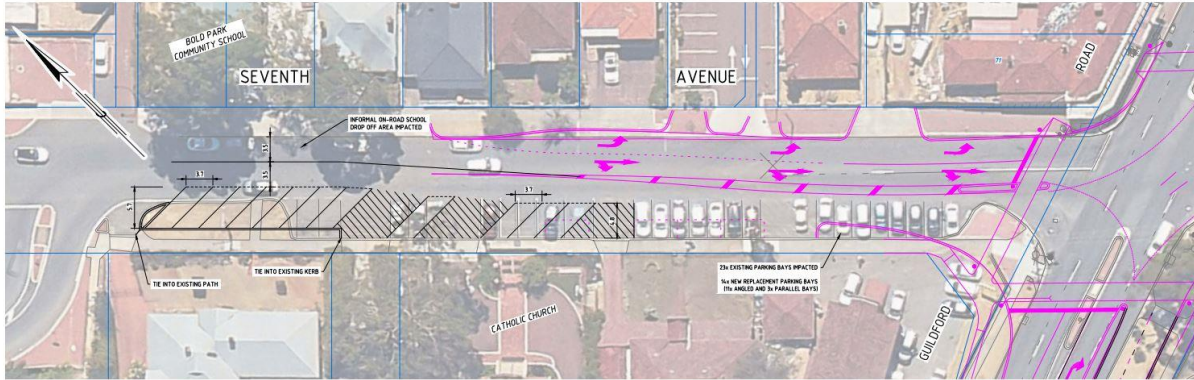
Main Roads confirmed the temporary plans for the intersection at Guildford and Seventh Ave, as well as two options for treatment of the section of Seventh Avenue between Whatley Crescent and Guildford Road that would form part of the permanent intersection/traffic signals project.

The plan is to have the temporary intersection arrangements (image below) in place by end of 2022/early 2023.



Two options for the permanent treatment of Seventh Avenue between Whatley Cres and Guildford Road were presented and discussed by the group.

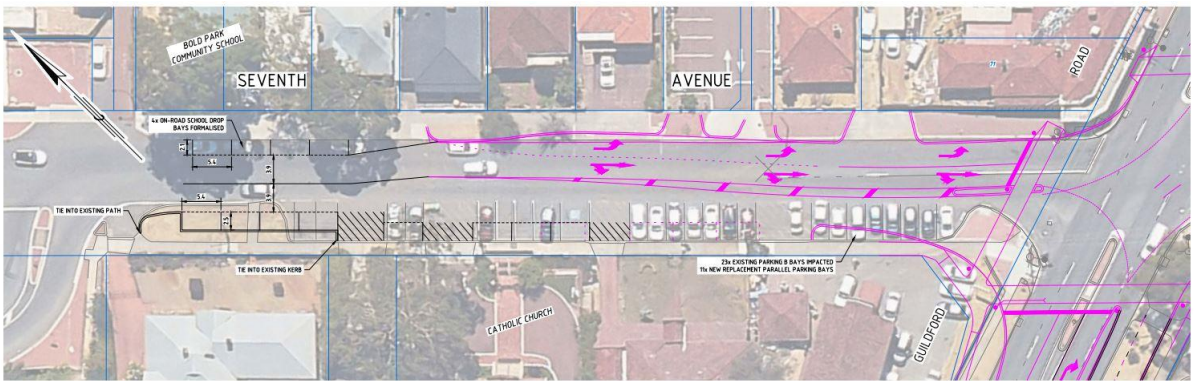
### Option 1 (45° Parking)



45° PARKING BAY DESIGN

In this option the number of bays reduces from 28 to 14 (including two ACROD bays.)

### Option 2 (Parallel Parking)



PARALLEL BAY DESIGN

In this option the number of bays reduces from 28 to 11 (including two ACROD bays.)

### CRG Comment

- It was suggested that colouring the pavement on the entry into Seventh Avenue from Guildford Road could encourage reduced speeds. A wide turn is required for trucks but changing the colour would discourage light vehicles to speed around the corner.
- Option 1: Traffic speeds need to be slower for road users to feel comfortable with angled parking, noting:
  - The slower the speed in this section of road, the more drivers will rat-run through the laneways

- Consider options to reduce rat-running through the laneways
  - Pop up bollards to operate at set times, allowing traffic at some times and only pedestrians at others
  - Consider a median island on Eighth Avenue to stop right turns out of the laneway, (some noted that this would not be favoured by some businesses)
- Possible strategies to increase the number of bays
  - Traffic calming around the crest to and also at the Seventh Avenue/Seventh Avenue bridge connection to slow traffic
  - Reduce the verge on the northern side and make this available for parking. Noting the need to maintain the footpath for pedestrians near school
  - Formalise verge parking on the northern side closer to Guildford Road.
- Overall, there was more support for option 1, however this was not unanimous. Some felt option 2 (parallel parking) provided better safety.
- Main Roads to review sight lines for the parking bays for both options to ensure that the draft plan is safe.

**CRG Requested Action: City of Bayswater to undertake traffic counts on Sargents lane**

## 4 Upcoming Engagement

Main Roads outlined the planned broader engagement early next year. This focus of the consultation would be:

- Caledonian Avenue/Whatley Crescent final treatment (raised plateau with signals or roundabout)
- Guildford Road/Seventh Avenue intersection works, including Seventh Avenue to Whatley Crescent
- Guildford Road/Eighth Avenue intersection improvements
- PTA potential bus transfer facility and bus routes
- General revitalisation works (subject to funding)

The main methods to be used are:

- “My say Transport” – online engagement hub
- Newsletter delivered to 18,000 homes and businesses in Maylands, Inglewood, Mount Lawley and Bayswater
- Map and online feedback collected via My Say Transport webpage
- Briefings to key stakeholder groups (e.g. MRRRA, Coop, MBA)
- Drop-in session for the community at The Rise
- Social media posts

## 5 Healthy Streets workshop

Main Roads has booked Healthy Streets founder Lucy Saunders to run a Healthy Street workshop on 17 November. CRG and additional reps from MBA, Coop and MRRRA are invited.

- CRG members who are unable to attend are welcome to provide comments for consideration prior to the workshop

## 6 Next Session

- Main Roads to produce a whole-of-precinct map including parking and have PTA, Bayswater, and Main Roads in attendance
- Timing of next session depends on when there are substantive updates/issues for discussion.



## 7 Post meeting notes

CRG member Shannon Leigh was unable to attend this meeting but sent through a number of enquiries for response post-meeting and requested these be recorded in the minutes. These are outlined below.

### Parking

- I would like to know if the City will consider a partial median removal on Eighth Ave to enable cars coming from Guildford Rd to access the parking behind the shops.  
*Main Roads to refer this request to the City of Bayswater.*
- I was sent an email from PTA's property managers regarding the leasing of their land for additional town centre parking. Can the City please follow up on this, acknowledging it is contingent on bus transfer and platform extension designs.  
*Main Roads to discuss with the PTA and City of Bayswater.*

### Seventh Ave

- Why is the swept path from Guildford left into Seventh so generous? It makes for a 25m length crossing if walking, and only 7 seconds is given to pedestrians at signals.  
*The kerbing layout is based on the swept path of a single unit truck, which is the minimum design vehicle. Part of the extra width is the two lane approach to the traffic signals. Main Roads will check to see if the swept path can be reduced to a smaller radius, but the angle of the intersection does not help. Main Roads will also look into painting some of the area out and adding an edge line with a tighter radius for smaller vehicles (as discussed at the CRG).*
- People currently turn with a tighter corner.  
*The original design (current layout) would have catered for a 1970s/80s 10m long single unit truck. The current single unit truck is 12.5m long and has a wider swept path.*
- What is the proposed footpath width? The desirable width is <3m according to DoT Shared Path Guidelines. Widen the footpaths along the entire western side as 2m (existing) is not suitable.  
*The entire design is based on minimums due to the tight road reserve width. In 2017, the community decided not to support a wider road reserve.*
- The path adjacent to the intersection should also be widened as part of this design on Guildford Road.  
*The paths away from the throat of the intersection have potential for widening.*
- There is no need for a school drop off, it is a high school with public transport and cycling facilities at its doorstep. This encourages traffic to the area. If children are being dropped off they can be dropped at the kiss and ride at the train station. Parents picking up kids for appts etc can use public parking, perhaps consider a few of the Seventh Ave bays for short term parking, or at least a short duration (1hr). Or the parking is provided as public parking, not for school use.  
*It is acknowledged that the parking issues require further work.*
- Are 2 ACROD bays required in this location with so few parking spaces? There is parking on church grounds which could be for ACROD use, who else would use ACROD in this location?  
*Main Roads has further work to do on this issue. While the bays within the Church grounds might be sufficient, we need to check regulatory requirements.*

- The design needs to include a review of the crossing at the bridge and Seventh Ave, not end and only 'tie into existing path'. The median needs to be widened and the lanes reduced to slow vehicle speeds OR kerbs brought in, the swept path from the bridge turning left is VERY generous and makes for almost 10m of crossing between the median and the kerb. This encourages vehicle speed.  
*Noted and will be reviewed.*
- Parallel parking is preferred, AND 3.5m lanes maximum for potential future bus use. A road diet with lanes of 3.5m will result in safer speeds.  
*The CRG discussed the need for raised plateaus to slow speeds further on Seventh Avenue.*
- Why is there a proposed additional crossover for Ellard Lane?  
*This is an error in the drawing and it will be corrected.*
- Consider time restrictions for bays to prevent commuters using the area (4 hr parking).  
*Main Roads to refer to the City of Bayswater for consideration.*
- Remember any design requires continuous footpaths.  
*Agreed, this is standard practice.*

## Appendix 1: CRG Membership

### Community Members

Julian                      Gulifa

Tracy                      Barker

Alan                      Wedd  
Kelly                      Whyte

Keith                      Archer  
Stella                      Grey  
Mike                      De Ruyter

### Others

Craig	Wooldridge	Main Roads
Pina	Ielati	Main Roads
Nola	Fox	Main Roads
Bryce	Coelho	City of Bayswater
Alix	Bray	City of Bayswater
Leanne	Pitcher	Main Roads
Joel	Levin	Aha! Consulting

– END –

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