

Aha! Consulting

When will you have your next Aha! moment?

REPORT

PROJECT | Maylands Road Improvement CRG Meeting No 4

CLIENT | Main Roads Western Australia

DATE | 28/09/2022

VERSION | 0.2

Contents

1	INTRODUCTION	3
2	MAIN ROADS UPDATES AND Q&A:	4
2.1	Traffic counts	4
2.2	Railway Parade bike lanes	5
2.3	Railway Parade/Whatley Crescent (Hotham Bridge)	6
2.4	Guildford Road / Seventh Avenue design – Short Term Options	7
2.5	Guildford Road / Seventh Avenue design – Draft Design (long term)	8
2.6	Traffic modelling	10
2.7	Revitalisation planning study	10
3	POTENTIAL BUS TRANSFER STATION	11
3.1	Bus Route Impacts/Changes	11
3.2	Transfer station locations	12
3.3	Maylands Bike Safety audit	13
4	LOW COST URBAN ROAD SAFETY PROGRAM	14
5	BROADER ENGAGEMENT AND CRG COMMUNICATION	14
	APPENDIX 1: CRG MEMBERSHIP	15



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 held its fourth meeting on Wednesday 28 September 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:

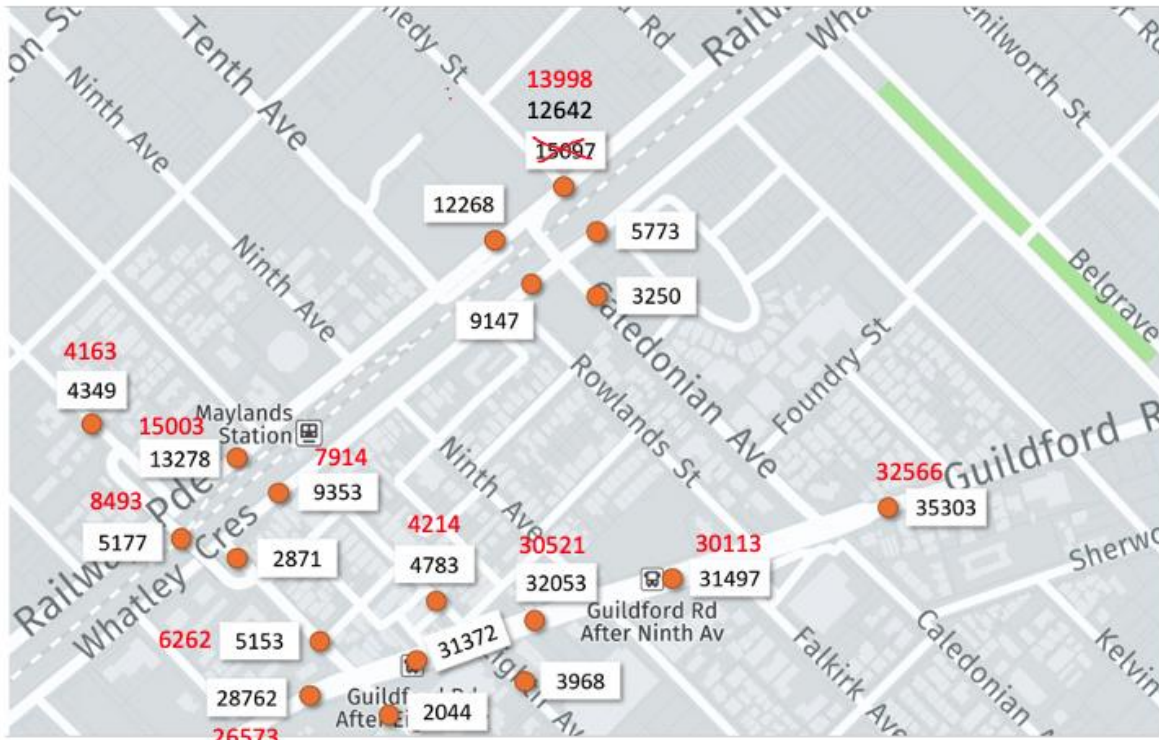
6:00pm	Introduction
6:10pm	Main Roads updates and Q&A: <ul style="list-style-type: none">• Traffic counts• Railway Parade bike lanes• Railway Parade/Whatley Crescent (Hotham Bridge)• Guildford Road/Seventh Avenue design• Traffic modelling• Revitalisation planning study
6.40pm	PTA updates and Q&A: <ul style="list-style-type: none">• Potential bus transfer station• Maylands station bike crossing
6.50pm	City of Bayswater updates and Q&A: <ul style="list-style-type: none">• Low-cost urban road safety program
7.35pm	Consultation update & discussion <ul style="list-style-type: none">• Planned community consultation*• CRG engagement*
8:00pm	Next Step

NOTE: The items marked with * were held over to the next meeting

2 Main Roads updates and Q&A:

2.1 Traffic Counts

The latest traffic count data (below) was presented, with the note that further updated figures will be provided to the CRG at the next meeting.



The following traffic volume changes since the closure of the Caledonian Avenue rail crossing were discussed (red text new figures, black text previous count)

- An additional 1500 vehicles per day are now travelling along Railway Parade (some could also be related to King William Street closure)
- About 3000 additional vehicles per day are using the Seventh Avenue bridge, equating to approx. 300 vehicles at peak hour
- Further traffic data for Caledonian Avenue is currently being collected
- Most of the changes are in line with the traffic modelling predictions.

Action: Additional area wide traffic counts to be collected to inform discussion about possible future treatments for the area.

2.2 Railway Parade Bike Lanes



New bike lanes are in place with the following work still to be completed:

- Back to back concrete kerbing to be installed.
- The current temporary bollards to be replaced with permanent Dura-post Flexi360 Route Marker's.
- To make the bike lanes clearly defined from the road, the cycle lanes asphalt will be sprayed red (except for green conflict areas)

Once the bike lane works as described above are completed, a Road Safety Audit will be conducted.

Any RSA recommendations, together with issues already identified by the community and listed below, will be considered for implementation:

- Seal part of the verge for 6 driveways where vehicles cannot come out forward. This will enable residents/visitors to reverse out onto the verge, then drive forward.
- A Raised Safety Platform to be installed at the pelican crossing at Maylands Train Station
- Intersection Raised Safety Platforms to be installed on Railway Parade at Ninth Ave, Kennedy St, Crawford Rd and Salisbury St.
- A reduction in the speed limit from 60km/h to 50km/h (subject to approvals).
- Install temporary pavement direction arrows in the vehicle lanes (by City of Bayswater)

Key comments from the CRG:

- Concern about the number of cars that are entering the bike lane
- Proposed changes are seen as positive

2.3 Railway Parade/Whatley Crescent (Hotham Bridge)



- By January 2023*, it is expected that the detailed design will be completed
- Construction expected to begin in May 2023*
 - This allows Western Power to complete the works they need to do and for some rail infrastructure upgrades to occur
 - This work is expected to be finished by the end of 2023 (hopefully within 4-5 months)
- Consultation is underway with nearby property owners about the changes
- Temporary bike lanes on Whatley Crescent to remain until Bayswater Station is complete

*Main Roads noted the challenge in finding contractors and staff at this point in time, and therefore these dates may change

2.4 Guildford Road/Seventh Avenue Design – Short Term Options

Main Roads presented two options for short term modifications to improve the safety of the Guildford Road/Seventh Avenue intersection. The estimated date for implementation of these short term modifications is late 2022-early 2023.



Option 1:

Guildford Road - Allows all through movements, left and right turns into Seventh Avenue.
Seventh Avenue – Allows left turns into Guildford Road ONLY, through and right turns are prohibited.

Option 2:

Guildford Road - Allows all through movements and left turns into Seventh Avenue.
Seventh Avenue – Allows left turns into Guildford Road ONLY, no through and right turns are possible.

The CRG preference was for Option 1 with the following comments:

- Option 1 addresses the primary issues in the short term
- There could be a safety consideration for cyclists crossing (eg. will the left turn only change traffic behaviour? The group had mixed views about this)
- Locals would need to be advised how to get to Seventh Avenue as an alternative (eg. via Eighth Avenue)
- Could Main Roads consider applying for Black Spot funding to top up the budget?
- Stop signs should be retained for safety
- Essential that this is TEMPORARY, and that the full remediation works are progressed

Action: City of Bayswater to explore the feasibility of doing traffic counts in the Maylands laneways to test whether there will be any negative impact from these short term intersection changes (eg. increased use for rat runs).

2.5.2 Parking changes resulting from the new design layout.

- Current parking arrangement along the western side of **Seventh Avenue** would change from 90 degree parking to parallel parking, resulting in a net loss of 15 bays.

Key parking changes comments from the CRG:

- Parking loss was the major focus for discussion
- While the CRG accepted the need for these changes and the loss of bays from a safety point of view, there was significant concern and frustration at what was seen to be the continued erosion of available parking in Maylands and its impact on local businesses
- There have already been 6 bays lost and the loss of a further 15 doesn't include bays that will be lost along Seventh Ave near the proposed Woolworths site.
- The concern for lost parking extended beyond this project to the way the City of Bayswater enables development applications to reduce onsite parking, putting extra pressure on street parking.
- The Catholic Church outlined a series of changes they are considering on their land, which included social housing and leasing the corner lot. Noted there could be a development opportunity for parking also.
- Bold Park Community school is asking for a Kiss and Ride facility on Seventh Avenue.

2.5.3 Possible parking options for further exploration

- The City to update and implement elements of the current Parking Strategy.
- The City to explore how it can facilitate reciprocal parking arrangements for use of the future planned Woolworths bays at night.
 - It was noted that this is normally a commercially negotiated process between businesses
 - There was scepticism at the likelihood of a reciprocal parking arrangement being established and that this shouldn't be used as a justification to further reduce public parking, rather than agencies exploring more deeply ways to replace parking that they remove.
- Main Roads and PTA to identify any possible land that might be used for public parking (not park and ride) as part of the potential future bus interchange
- The City to explore the possibility of leasing the corner lot from the Church to provide public parking

Action: City of Bayswater and Main Roads to explore options to retain and/or replace parking lost through the upgrade process.

2.6 Traffic Modelling

Traffic modelling is now underway within the study area shown in the map below. Traffic counts have been completed and base modelling is about to start.

The aim is to have the modelling completed in late November and have this data available for all project partners and stakeholders.



2.7 Revitalisation Planning Study

The City of Bayswater has confirmed that they are unable to fund/lead the study.

Resourcing for the proposed revitalisation study is currently in discussion with the Minister.

Lucy Saunders from Healthy Streets will be in Perth in November and Main Roads has booked some time with her specifically to assist with this project.

Key comments from the CRG:

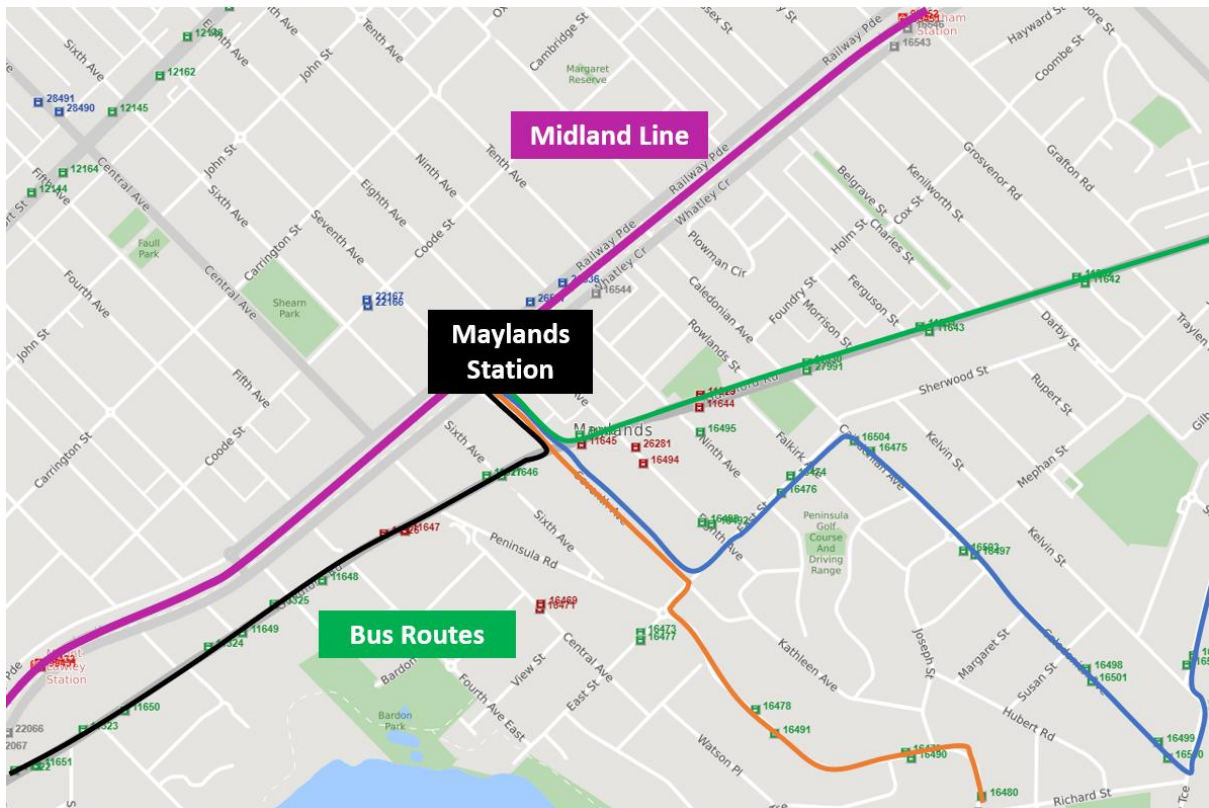
- The Streets for People group is applying for grant funding to do some demonstration projects around the business centre
- The importance of engaging with a range of business groups.
- Local people trained in the Healthy Streets program who could assist.

3 Potential Bus Transfer Station

3.1 Bus Route Impacts/Changes

The Public Transit Authority (PTA) presented options for a potential bus transfer station which would provide a commuter link to the Maylands train station and town centre.

This would result in changes to main bus routes as shown in the map below.



The final bus movements per hour using the bus transfer station on each route will depend on funding availability and demand. These are likely to be similar to the number of buses per hour currently operating on Guildford Road:

- Peak – One bus arriving and departing every 3-4 minutes.
- Interpeak – One bus arriving and departing every 5-8 minutes.

Key comments from the CRG:

Overall, the group was supportive of the idea of a transfer station being established, as it provided additional options to get to the town centre.

Key comments from the CRG:

The CRG had mixed views on the preferred option.

- **Option 1: West** was preferred by three CRG members for the following reasons
 - Closer to the shops
 - Delivers better connectivity
 - The introduction of a roundabout in option two was less desirable for cyclists
- **Option 2: East** was preferred by one CRG member for the following reasons
 - The location makes use of the opportunity to display the shops to bus patrons and creates a reason for people to go to the shops
- **No preference:** four CRG members expressed no distinct preference.
 - ALL CRG members agreed with the need to consult more widely about these location options

Other comments about the options included:

- One CRG member asked PTA to look at reciprocal parking arrangements.
- Consideration to be given to older people eg. accessibility to shops and ease of road crossing

3.3 Maylands Bike Safety Audit

One member of the CRG had previously asked the PTA to conduct a Bike Safety Audit, to better understand options to improve safety and use of the train station underpass for cyclists.

The PTA reaffirmed its policy for cyclists to dismount in the underpass at the train station.

The CRG member reiterated that when Caledonian Avenue level crossing was closed, the use of the existing underpass was presented by the PTA as a 'suitable alternative' for cyclists to cross the train line, but having to dismount and use the underpass is not 'suitable'.

4 Low Cost Urban Road Safety Program (LCURSP)

The City of Bayswater provided a brief update on the consultation currently underway to improve the safety of some local roads within the community.

The LCURSP is part of a State Government program designed to deliver treatments to local roads, on an area-wide or whole-of-street basis, to reduce crash risks for drivers and vulnerable road users.

The LCURSP is fully-funded and supported by the Minister for Transport and the Minister for Road Safety through a \$16 million commitment via the Road Trauma Trust Account.

A Community Drop-in Sessions is planned for Saturday 22 October.

More details available from the City.

5 Broader Engagement and CRG Communication

Due to the volume of content covered at this meeting, this item was substantively held over until the next meeting.

Main Roads has proposed additional meetings in October 2022 and possibly November 2022:

- Further explore parking options for Guildford Rd and Seventh Avenue
- Consider the proposed broader engagement process for:
 - Guildford Rd and Seventh Avenue Upgrade
 - Bus Transfer Station locations
 - Caledonian Avenue/Whatley Crescent treatments

Appendix 1: CRG Membership

Community Members

Julian	Gulifa
Keith	Archer
Alan	Wedd
Kelly	Whyte
Shannon	Leigh
Stella	Grey
Mike	De Ruyter

Others

Craig	Wooldridge	Main Roads
Nola	Fox	Main Roads
Bryce	Coelho	City of Bayswater
Doug	Pearson	City of Bayswater
Leanne	Pitcher	Main Roads
Joel	Levin	Aha! Consulting
Duncan	Ellis	PTA
Andrew	Cox	PTA

– END –

EMAIL | admin@ahaconsulting.net.au

WEB | ahaconsulting.net.au

PHONE | +61 8 9443 9474