### MINUTES: Bayswater Community Advisory Group

**Date**
- Monday 9 July 2018
- 6.00pm – 7.30pm

**Attendees**
- Richard Lyster (RL)
- Wayne Zilko (WZ)
- Clare Chamberlain (CC)
- Colin Ward (CW)
- Tessa Hopkins (TH)
- Linda Slater (LS)
- David Lee (DL)
- Lynn Deering (LD)
- Matt Turner (MT)
- Riaan Stassen (RS)
- Zoe Wilks
- Andrew Ainsworth (AA)
- Felicity Dowling (FD)
- Ted Nguyen (TN)
- Jonathan Shuker (JS)
- Glen Finn (GF)
- Natasha Guerinoni (NG)
- Clare Sciorilli (CS)
- Community Member
- Community Member
- Community Member
- Community Member
- Community Member
- Community Member
- Community Member
- Community Member
- Bayswater Deserves Better
- Future Bayswater
- Baysie Rollers
- Bayswater Historical Society
- City of Bayswater
- City of Bayswater
- ARUP
- Coniglio Ainsworth Architects
- AMR & Associates
- PTA
- PTA
- METRONET
- METRONET
- METRONET

**Apologies**
- Kathryn Jones (KJ)
- Elizabeth McGowan (EmG)
- Lindsay Dove (LD)
- Kathryn Jones (KJ)
- Tony Green (TG)
- Gary Warne (GW)
- Greg Smith (GS)
- Brett Gush-Wood (BGW)
- Sean Scaife (SS)
- Community Member
- Community Member
- Community Member
- Community Member
- Bayswater City Residents Association
- Bayswater Village Traders Association
- Bayswater Urban Tree Network
- METRONET
- METRONET
**Action list**

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<thead>
<tr>
<th>Date</th>
<th>Action</th>
<th>Resp</th>
<th>Status</th>
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<tbody>
<tr>
<td><strong>Jul-18</strong></td>
<td>Smaller public art working group to be formed. Please email through your interest if you would like to be involved.</td>
<td>ALL</td>
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<td><strong>Jul-18</strong></td>
<td>Briefing to be provided to Bayswater Village Traders Association and WA Police</td>
<td>NG</td>
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<td><strong>Jul-18</strong></td>
<td>Obtain from Transperth the criteria to determine CAT locations and consider a service between Morley and Bayswater.</td>
<td>NG</td>
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<td><strong>Jun-18</strong></td>
<td>Investigate town centre parking strategy</td>
<td>MT</td>
<td>In progress.</td>
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<td><strong>Jun-18</strong></td>
<td>Invite Emma Snow from City of Bayswater to next meeting for a ‘sense of place’ session</td>
<td>NG</td>
<td>On hold.</td>
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<td><strong>Jun-18</strong></td>
<td>Raise opportunity of a ‘CAT’ like service in the area with Transperth Bus Service planners</td>
<td>NG</td>
<td>In progress.</td>
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<td><strong>Jun-18</strong></td>
<td>Develop construction management plan to minimise impact on local roads, businesses and residents</td>
<td>JS</td>
<td>In progress.</td>
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<td><strong>Jun-18</strong></td>
<td>Investigate earlier start of public art process and opportunities for community involvement</td>
<td>NG/JS</td>
<td>In progress.</td>
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**Minutes**

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<tr>
<th>Item</th>
<th>Description</th>
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<tr>
<td>1</td>
<td>Previous meeting</td>
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<td>• LS had sent a change through, to be reviewed.</td>
<td>NG</td>
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<td>• Otherwise group is happy with previous minutes.</td>
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<td>Action items</td>
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<td>• MT advised that City of Bayswater is investigating town centre parking strategy.</td>
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<td>• NG advised that as tonight’s session would focus on concept designs, the ‘sense of place’ session has been put on hold until next meeting scheduled for August.</td>
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<td>• NG met with Transperth (TP) service planners to discuss a possible CAT service. TP advised that CATs only work in places with multiple destinations (ie. Perth CBD, Joondalup etc) and are also funded by third parties, so at this stage TP are not looking at Bayswater for a CAT service. Smaller buses have also been trialled before and don’t work which is why CATs now are standard size. The group asked what is the criteria used to assess the location for a CAT and is there a possibility of joining Bayswater with Morley to create more destination for the one route. NG will follow up.</td>
<td>NG</td>
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<td>• FD advised that as part of the construction management plan, the designs look at the constructability and community impact.</td>
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<td>• As part of the project we are investigating the possibility of bringing the public art process forward. NG proposed a smaller working group to help put the art briefing together. This process will start in the coming month. Any CAG members wanting to participate please email <a href="mailto:info@metronet.wa.gov.au">info@metronet.wa.gov.au</a></td>
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Design options presentation

AA presented the high-level concept design work on two fundamentally different ideas.

Option One:
- Raising the station and moving it south.
- New bridge to provide clearances for trucks.
- The station building will be under the rail.
- Traffic signals at Whatley and King William would remain as they are – these can’t be changed unless you change the road network.
- Road network would remain as is, making it difficult to find street space for a bus interchange.
- Options for bus interchange include looking at the north-west corner which would affect existing residential properties, looking at a nearby park, and looking at the north-east quadrant.

Option Two:
- Came about as a result of looking at improved bus services in the area.
- As per Option One, station would be raised and moved south with a new bridge to provide clearances for trucks.
- Whatley Cres would be repaved and split (grade separated) near Hamilton Street with a new underpass connecting to Railway Parade and Bassendean Rd.
- Railway Parade (between King William and Beechboro Rd) would be a local traffic road and bus drop off only (narrow one-way road), allowing the existing signals at King William and Railway to be removed.
- This option also allows the removal of signals on King William and Whatley.
- This option creates more opportunity for public open space, plazas etc.
- While it allows for more traffic along Whatley, it also allows for speed limits to be reduced, making the area more pedestrian friendly.
- Allows for more passing trade for the local shops.
- A major benefit of this option is the on-street drop off for buses, meaning no large interchange is required.
- The paid zone for the station can be moved to the platform level, so that high-value land is open to the public, minimising the station footprint at ground level opening up opportunities for retail and public space.
- Entries on each side of King William, allowing activation around that station as well redundancies (lifts etc.)
- Pushes the curb out to create a wider footpath making it more pedestrian friendly.
- Reduced park and ride, but allows for future multi-decked parking which is in the Town Structure Plan.
3  Group discussion

Bus flows and drop off
- TH concerned that Option Two looks like a circle route that could easily become congested with buses. ZW advised that bus routes are not intended to ‘circle’ or loop around the station but routes would stop on street and then drive past the station to continue on their journey (some going around the top, some around the bottom and some passing by the west side). No routes are currently intended to loop around the station on their journey.
- TH raised concerns about opening the area up to an increase in buses. ZW went on to explain that Option Two is not designed to be a bus interchange of the scale of Perth Underground Bus Port but an integrated set of on-street bus stops with connecting local bus routes for local residents to get to the station. It is intended that the frequency of bus services can increase as demand increases over time perhaps increasing services to five-minute headways in the future in the peak hours (but unlikely on day one).
- NG advised that relocating the station will take up a lot of passenger parking. To resolve access to the station for passengers, improving bus services will make it easier to remove passenger parking.
- TH questioned how many buses will there be in peak? ZW advised the PTA generally will increase frequency as demand warrants. Possibly in 10-20 years each of the four or five routes may come every five or so minutes in the peak hours.

Traffic flows and disconnection of Whatley Crescent
- Option Two aims to reduce traffic to local traffic with less trucks and delivery vehicles.
- Comments around local residents welcoming the disconnection of Whatley as it is currently used as a rat run. There are still lots of ways for connection. However concerns raised about how the disconnect would affect local business.
- TH asked about a plan to discourage cars from coming to the town centre. ZW advised that park and ride parking is intended to be reduced in Bayswater to accommodate the new station. With ZW advised other measures are being investigated including narrowing road reserves, traffic calming measures, speed limit reductions in the Town Centre, and recommendations for parking management to the town (to discourage PnR users from using bays intended for commercial/retail use).
- WZ asked how the Whatley Road grade will work. AA advised that there are different urban design ways to transition the grade separation and this would be looked at further in detailed design.
- AA advised that the preliminary levels design indicates there would be approximately a 4-5m vertical separation between the lowered portion of Whatley Crescent and the existing portion of Whatley (ie portion east of Hamilton Street) in the Option 2 design.
- TH asked about single lanes. AA and ZW advised that the preferred option will consider reductions to road reserves and
number of lanes were practical. This will be considered and modelled for the preferred option.

**Potential Morley-Ellenbrook Line (MEL)**
- TH had questions around the MEL connection. How much space is required? What are the dimensions and what are the projections for foot and vehicle traffic in the area as this area becomes a ‘transport hub’?
- LS asked that the platform width of the MEL be shown, and noted that it probably covered the entire bus “piazza”.
- It is projected that MEL will take some pressure off Bayswater as we believe some passengers from that corridor currently drive and park at Bayswater Station.
- Questions around the MEL connection doubling the footprint on the ground. JS advised that irrespective of MEL, there will be space maintained for another track and platform.

**Pedestrian access**
- AA outlined that Option Two is more pedestrian friendly.
- LS likes Option Two but is concerned that it might be harder for people with mobility issues to access the shops: the shopper parking has not been considered. Accessibility and integration to make it easier to access the shops is important.
- LD likes the idea of creating developments which take into account diversity and accessibility for residents.

**Local business**
- Concerns raised from group around how the disconnect of Whatley will impact local business.
- LD raised concerns around the impacts on the local park and local businesses. How does Hamilton Street connect? Better integration on the left-hand side?
- It was noted that the Bayswater Retailers Association are not in attendance and should be consulted. NG to set up a briefing with BRA. As well as Bayswater Police Station.
- LD asked when will further consultation take place with business. NG advised we need to do the engineering and costing work first and then once we know where we stand, we can put the design out for feedback.
- DL thinks that local traders will have concerns regarding parking. Concerned that local
- ZW advised that generally passer-by foot traffic drives business over passer-by vehicles, however noted that a reasonable supply of short term bays should be retained for local businesses and a town centre parking strategy is required (noting this is the responsibility of the Town not PTA). ZW will be providing recommendations around parking and a management strategy tot the Town.

**Costings**
- CC asked if there was any chance of MRWA or other agencies contributing. NG advised that all funding sources would be investigated.
LS asked if City of Bayswater would contribute. MT advised that the concept designs have been presented to Council and will be discussed once final costings are known. LS suggested that all street upgrade funding for the area be put on hold and a final contribution made to this project.

**General comments**
- Majority of group prefer Option Two.
- Linda: Integration of the station into the town centre is top priority for Future Bayswater.
- Clare: likes the opening up of the area.
- Colin: likes Option Two and sees the benefits, but has concerns about the height differences. Likes how this has been managed in Perth (near Perth Arena) with steps and shared space.
- Richard: thinks Option Two is fantastic. Has friends in the area and they would prefer this option with less traffic “flying” down the road (Slade Street?). Likes Option Two but is concerned about the disconnect affecting local business.
- David: likes the connectivity and the idea of moving services off the ground. It’s logical for traffic flow and provides more room for activation. However would like to see some cross section drawings.
- Question regarding the architecture and look of station? JS advised that this work will inform the concept design and we’re proposing an alliance so we can work very closely with the contractor on this. AA prepares conceptual design and then at the next stage a design team comes on board.

**4 Next steps and process**
- Both options need to be costed.
- Option Two will cost more due to road works, extra underpass, relocations of services etc.
- The team will progress these designs from an engineering perspective so that we can cost and compare the options (eg. Compare apples with apples).
- The next meeting will take place in mid-August.
- Aiming to have concept designs finalised in September.
- Note the options presented are conceptual and have not been confirmed. That said, it was great to get everyone’s feedback.

**5 General business**
- CC queried current works underway.
- JS advised that early ground detection (geotechnical) work is required regardless of station option. Community members may notice trucks and workers in the area for the next two weeks.
- Post meeting note: Leanne Page, community representative, has advised that she has withdrawn from the group.

Meeting closed at 7.30pm.

*Next meeting scheduled for Monday 13 August at 6pm.*