Bayswater Station Upgrade: Traffic planning

The Bayswater Station Upgrade includes a change to the current road layout which will see a new Whatley Crescent-Beechboro Road connection under the rail bridge.

This creates significant benefits for the Bayswater town centre, such as:
- creating a dedicated public space around the proposed train station entry that provides potential retail and community event opportunities;
- improving pedestrian connections with better traffic signal phasing at the King William Street-Whatley Crescent intersection and a separated pedestrian connection from ‘pub to police’;
- improving bus-train connections by integrating services with the local road network without requiring buses to turn in residential streets or operating from a large bus interchange within the town centre;
- balancing traffic movements under the railway to improve overall conditions within the town centre and decrease through traffic along the residential section of Whatley Crescent; and
- supporting long term opportunities for the retail precinct with increased visibility from improved pedestrian and traffic movements in the area.

Traffic volumes: Whatley Crescent / Beechboro Road connection

Early traffic modelling has shown that overall this concept design does not increase traffic in the area, though it does redirect traffic making it easier to move around the station on foot and get to the area by bus.

Traffic calming treatments being considered are single lanes, road surface, street scape and the City of Bayswater’s proposal to reduce speed limits through the town centre. These are expected to reduce through traffic by 20 per cent. This scale of reduction would see around 650-750 vehicles in the morning peak hour and 850-950 vehicles in the afternoon peak hour along the proposed new Whatley Crescent-Beechboro Road connection.

Industry advice on investment opportunities for businesses is that the current traffic volumes along Whatley Crescent are not enough to encourage investment in the area. However, increased traffic past these shopfronts will be an incentive for future investment. The projected volumes are considered a desirable level of passing traffic for an active town centre, much like Scarborough Beach Road in Mount Hawthorn.

More traffic modelling will be conducted in the next phase when more detailed road designs are completed to understand the impact of traffic volumes and movement, including on local roads.

Timeline

- **Late 2018** - Final concept design
- **Early 2019** - Procurement starts
- **Late 2019** - Contract awarded
- **Late 2019** - Construction starts
- **Late 2021** - Project complete

Narrative

Potential Morley-Ellenbrook Line
Other town centre examples

Here are some comparisons of other town centre ‘main streets’ as examples of how traffic calming treatments can be used to slow down traffic creating a safe environment where pedestrians will want to visit.

<table>
<thead>
<tr>
<th>Street</th>
<th>Total daily volumes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Whatley Crescent, Bayswater (2021)</strong></td>
<td>13,000*</td>
</tr>
<tr>
<td>Whatley Crescent, Maylands</td>
<td>12,725</td>
</tr>
<tr>
<td>Oxford Street, (north of Vincent Street), Leederville</td>
<td>12,991</td>
</tr>
<tr>
<td>Cambridge Street, Wembley</td>
<td>16,637</td>
</tr>
<tr>
<td>Scarborough Beach Road (west of Oxford), Mount Hawthorn</td>
<td>22,865</td>
</tr>
<tr>
<td>Albany Highway (south of Mint Street), East Victoria Park</td>
<td>13,144</td>
</tr>
<tr>
<td>Beaufort Street, (south of Walcott Street), Mount Lawley</td>
<td>22,241</td>
</tr>
<tr>
<td>Rokeby Road (north of Nicholson Road), Subiaco</td>
<td>9,288</td>
</tr>
</tbody>
</table>

* Expected daily figure based on traffic modeling. Information based on the style Main Roads traffic map which includes information on traffic counts conducted between 2013 and 2018.

Traffic volumes and redirection: Whatley Crescent-Hamilton Street

Origin and destination surveys conducted in August 2018 along the section of Whatley Crescent being lowered, indicated only a small portion of drivers will be affected. The survey suggested that a significant proportion of the drivers using this section of Whatley Crescent were not accessing the residential area.

Further traffic studies on the Olfe Street-King William Street and Slade/Anzac Street-Guildford Road intersections are underway and will continue in the next phase of design and planning.

Traffic calming design

To discourage people from driving through the area, a number of possible road design treatments will be considered in the next phase of design to prioritise people over cars. These may include:

- Single lanes
- On-street and/or embayed parking
- Landscaping
- Different entry treatments through use of coloured road asphalt or paving
- Raised ground at intersections or pedestrian crossings
- Speed reductions

This will highlight that Whatley Crescent is a local road, and not the connector road it is currently being used as, encouraging non-local vehicles to use roads such as Guildford Road, Collier Road and Tonkin Highway, which are designed for through traffic use.

Parking

Throughout our engagement, residents and passengers identified parking as a key issue for using the station and within the town centre. While the parking solution is not complete, proposals are being investigated.

The Public Transport Authority (PTA) is investigating alternative passenger parking options.

The proposed road changes will see the on-street parking bays along Whatley Crescent reduced. The team are working on a strategy to replace as many of these bays as possible nearby.

The broader town centre parking is outside the scope of this project. We are working closely with the City of Bayswater, who will complete a town centre parking strategy.

The PTA will take this concept design to industry in early 2019 and plan to award a contract in late 2019. When this contract is awarded the design will move into the next phase.

During this time the PTA will continue traffic modelling, street treatments designed to prioritise pedestrians and finalised design for on-street parking bays and traffic signal phasing developed.