Bayswater Station Upgrade

The Bayswater Station Upgrade is a complex project with many engineering, traffic and access challenges to address. It is also an exciting opportunity to help the town centre attract broader investment to grow into a vibrant precinct where people want to live, work and visit.

Since the project was announced in March 2018 and community engagement began, the team has assessed a number of options against the fixed parameters using stakeholder and community feedback to find a solution which can improve connections across the railway, allow for increased bus services to the station, improve cycling and pedestrian movements, and create a rail bridge and station that fits within and compliments the town centre.

This concept design balances these priorities and will:

- **Create new public spaces:** by allowing for potential civic or retail buildings under the rail bridge next to the station entrance. Dedicated public spaces will enhance amenity and provide for potential commercial and community event opportunities.

- **Support pedestrian-friendly streets:** by improved pedestrian phasing at the King William Street-Whatley Crescent intersection, street designs that promote slower speeds, and ‘police to pub’ connection east of the station.

- **Improve traffic conditions:** by balancing traffic movements under the railway to improve overall conditions within the town centre, and decreasing through traffic along the residential section of Whatley Crescent.

- **Allow better public transport access:** through the creation of two station entrances and integrating bus services with the local road network.

- **Integrate with the Bayswater town centre:** by reducing rail bridge structure depth to minimise rail noise, visibility of the train and visual impact within the town centre.

- **Support long-term opportunities:** by increasing visibility through improved pedestrian and traffic movements in the area and future-proofing for the potential Morley-Ellenbrook Line connection.
Whatley Crescent-Hamilton Street: Proposed public space that follows the area’s natural geography for pedestrian connections from a lowered Whatley Crescent to Hamilton Street.

Whatley Crescent-Hamilton Street local traffic only: Remodelled so the eastern end of Whatley Crescent and Hamilton Street would become directly connected and the area is only accessed by local residents.

Whatley Crescent-Beechboro Road South connection: Less constrained connection to town centre with street parking, one lane in both directions and a design that promotes slower speeds. Also provides a grade separated pedestrian connection to both sides of the town centre.

King William Street-Whatley Crescent intersection: A remodelled intersection and improved pedestrian phasing.

Two station entrances: Reduces passengers crossing the roads and provides alternative emergency exits.

On-street bus stands: Integrates bus services with the local road network without requiring buses to turn in residential streets, or operate from a large bus interchange within the town centre.

Elevated principal-shared path: Removes the pedestrian-cyclist interface.

Future-proofing: The design allows for potential options for the proposed Morley-Ellenbrook Line to connect to the Transperth network at Bayswater.

Pedestrian underpass (Leake Street): Extended pedestrian underpass between Railway Parade and Whatley Crescent.

Noise mitigation: Bridge design will help reduce noise as the trains are nestled within the bridge. Additional noise modelling will be undertaken.
What’s next?

The Public Transport Authority (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 and may see more changes.

Proposed Timeline

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<th>Late 2018</th>
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Fixed constraints

Announced in March 2018, the Bayswater Station Upgrade’s fixed constraints are:

- Relocating the platforms closer to Whatley Crescent onto the rail bridge, which will require moving passenger parking along Whatley Crescent
- Longer platforms to accommodate future six-car trains
- Building a new and higher rail bridge, which includes an elevated principal-shared path
- Additional rail infrastructure between Bayswater and Meltham stations
- Extending the pedestrian underpass at Leake Street
- Allowing space for the potential connection of the proposed Morley-Ellenbrook Line

Project scope

In developing the concept design, the project scope now includes:

- Whatley Crescent-Beechboro Road South connection under the railway
- Removing Coode Street-Railway Parade signalised intersection
- Reconfiguring the King William Street-Whatley Crescent intersection to introduce pedestrian priorities and improve vehicle movements
- Hamilton Street public space that follows the area’s natural geography for pedestrian connections from a lowered Whatley Crescent to Hamilton Street
- Whatley Crescent-Hamilton Street remodelled so that the eastern end of Whatley Crescent and Hamilton Street would become directly connected and the area is only accessed by local residents
- Reducing Whatley Crescent to two lanes (one in each direction) from Leake Street to King William Street
- Two station entrances to reduce passengers crossing roads and provide alternative emergency exits
- Integrating bus services with the local road network without requiring buses to turn in residential streets or operate from a large bus interchange within the town centre
Revisiting your priorities

Earlier this year, over two drop-in sessions, we met with more than 300 people and the community completed 972 online surveys.

Key themes from the feedback included:

**CONNECTIVITY**
- **Police Station to pub** - strong desire to keep a crossing east of the existing station.
- **Bus** - more services and better access to the station to reduce pedestrians crossing the road.
- **Cycling** - maintain cycle routes during construction and final design, with a strong desire to separate pedestrians and cyclists.
- **Parking** - evenly mixed responses to keep or remove passenger parking.

**STATION DESIGN**
- **Look and feel** - majority agree the design should reference the local history and tie into the local context. However there were mixed feelings between a modern or heritage design.
- **Safe and functional** - majority agree the station should be safe and functional.
- **Landscaping** - trees for shelter and shade suggested around the station.
- **Amenity** - shelter from the elements required at platform level.
- **Noise** - concern about increased noise from more trains, equally mirrored by concerns of large noise walls overtaking the view.

**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.

**PASSENGER PARKING**

As announced in March 2018, passenger parking along Whatley Crescent must be removed for the new rail bridge.

The PTA is still finalising the strategy for passenger parking, which may see increased bays at Bayswater Station’s northern car park and at Meltham and Ashfield stations.

To make parking at other stations more attractive, the PTA is investigating bringing forward the all-stopping pattern along the Midland Line, which was originally planned to start with Forrestfield-Airport Link operations.

**TOWN CENTRE PARKING**

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.

These new bays along the Whatley Crescent-Beechboro Road connection will be larger, compliant and easier for motorists to use.

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.

**Traffic**

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

This design removes a congestion point under the railway bridge and a traffic signal to allow for pedestrian priority phasing at the remaining traffic lights. It also allows for bus services to be rerouted to service the area, without using residential streets or a bus station.

To address concerns of traffic in the area, pedestrians will be prioritised over vehicles and the streets will be designed to calm traffic (such as single lanes, landscaping, different road treatments and speed reductions) in the next phase of the design.

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

What will the grade separation between Whatley Crescent and Hamilton Street look like?
Many options are possible to enhance the Whatley Crescent and Hamilton Street connection for pedestrians. These will be developed and progressed during the next phase of design.

Have developments in other areas, such as Morley Galleria, been considered in the traffic modelling?
Preliminary traffic modelling was completed using current traffic volumes and movements in the area to understand if the proposed road changes were feasible, which found they were. The next stage of design and planning will involve additional traffic modelling within a broader context.

Will it be difficult for pedestrians to cross Whatley Crescent with the additional vehicle traffic?
Improvements will be made to the intersection of King William Street and Whatley Crescent to give pedestrians additional priority. The pedestrian-first principles, which have proven successful in various other places such as Scarborough Beach Road in Mount Hawthorn, will be applied at the next phase of design.

Why is there only one lane of traffic proposed along Whatley Crescent?
This is one of the traffic calming measures designed to reduce the impact of through traffic in the town centre.

What will be done to cater for the additional traffic now turning right out of Olfe, Slade and Anzac streets?
Early traffic studies have been conducted in these areas and will continue in the next phase of the project. METRONET will work with the City of Bayswater to determine the most suitable solution.

How much passenger parking will there be at the upgraded Bayswater Station?
As outlined when the project was announced, passenger parking along Whatley Crescent must be removed to accommodate the relocated railway. Parking bays at the car park north-east of the station may increase. Other options include increasing parking bays at nearby stations and starting an all-stop pattern to make these stations attractive options for passengers.

Will there be extra parking in the town centre for non-passengers?
This is the responsibility of the City of Bayswater who are starting a town centre parking strategy to address this concern.
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<tr>
<th>Question</th>
<th>Answer</th>
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<tr>
<td>What will be done about passengers parking in residential streets?</td>
<td>This is outside the remit of METRONET and will likely be considered in the City of Bayswater’s town centre parking strategy.</td>
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<td>Will there be a kiss and ride?</td>
<td>A drop-off area for the station can be accommodated on Railway Parade and Whatley Crescent.</td>
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<td>What are the impacts during construction?</td>
<td>This concept design means once the passenger parking along Whatley Crescent is removed, the construction site is largely contained with minimal impact to nearby roads and people. The bridge will be built first, and once the new station is operational, the old station will be demolished. The new road connection will be the final stage of the project.</td>
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<td>Will additional buses connect to the upgraded Bayswater Station?</td>
<td>The new road layout allows for new bus services to operate through the area, without using residential streets or a large bus interchange. Buses will work in a through pattern to avoid circulating around the station where possible.</td>
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<td>What will stop people using Railway Parade as a shortcut?</td>
<td>Railway Parade will only allow buses travelling west and local traffic travelling east. The road will have various traffic calming measures that will make it an inconvenient shortcut.</td>
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<td>What sort of activations might be under the station?</td>
<td>The METRONET Office is undertaking a concept place-making plan to identify what opportunities are feasible in and around the station, without taking away from the Bayswater town centre.</td>
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<td>Will the project be building noise barriers?</td>
<td>Noise modelling and monitoring will be conducted to identify what, if any, mitigation is required.</td>
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<td>What will happen to the roses, trees and other landscaping along Whatley Crescent?</td>
<td>Where possible the roses and trees will be transplanted to another location. However, removal of some trees will be unavoidable. The project team will work with the City of Bayswater regarding the replacement of any removed trees.</td>
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<td>How does this design allow for the proposed Morley-Ellenbrook Line?</td>
<td>This concept design allows for the proposed Morley-Ellenbrook Line to connect at Bayswater. That involves making technical allowances in terms of the design and ensuring space is safeguarded for the potential connection.</td>
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**MORE INFORMATION**

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