Bayswater Station Upgrade
Community Advisory Group: meeting two

27 June 2019
Terms of reference reminder

• The Group will act as a sounding board for look and feel of new station, public spaces, and impacts during construction

• Share information with the wider community

• Bring feedback/collect community enquiries

• Respect the views of others

• Respect confidentiality of information

• Agree to have your first and last names published on our website in association with this group
Meeting agenda

1. METRONET East
2. City of Bayswater town centre parking options paper
3. Bayswater Station Upgrade
4. Meltham/Ashfield car park
5. Art strategy
Communications update

• Kurrajong tree
  – Preparation work carried out May 31
  – Watch the video on our Facebook page
  – To be relocated after a few months of monitoring

• Project update sent next week

• Car park fact sheet coming soon
3D model on show

Need some help visualising the future Bayswater Station?

You are invited to view METRONET’s 3D scale model of the Bayswater Station Upgrade concept design.

Can’t make it? Join our Facebook group to see when and where the model will be on display next.

Brew & view

Come down to Howdy Café, 11 King William Street, grab a coffee and check out the Bayswater Station 3D model:

- Thursday June 27, 9am – 11am
- Saturday June 29, 11am – 1pm

facebook.com/groups/bayswaterstationupgrade/
METRONET East

Ryan Keys
Metropolitan Redevelopment Authority, Executive Director Planning
Bayswater precinct redevelopment area
Town centre parking strategy

Tim Wright
City of Bayswater, Strategic Planning Officer
City of Bayswater

Bayswater Town Centre Parking Options Paper
Introduction

- Bayswater Train Station is well used by commuters
- The upgrade will remove approx. 180 of the 246 designated commuter bays
- MRA
- The City has developed the Bayswater Town Centre Parking Options Paper for community input
- Its purpose is to manage parking in the short-term (the next two years)
- The options are to guide a conversation. They are by no means definitive and are open to modification
- The City will work closely with the community to establish which options:
  - Have merit;
  - Which do not;
  - Refinements to options; and
  - If there are better options.
Parking Inventory and Occupancy Survey

- A survey was undertaken to establish current parking use.
- The areas with the highest parking occupancy used by commuters on weekdays are shown below.
Other Findings

• The majority of parking on weekdays is being used for less than an hour followed closely by commuters.

![Duration of Stay - Weekday](image)

• There is sufficient parking in the town centre supply on weekends.
• The majority of parking on weekends is being used for less than an hour.

![Duration of Stay - Weekend](image)
Potential Short-Term Options

12 short-term options have been developed to start a conversation and to get the community thinking:

- Negotiating the lease of 2 Hamilton Street for the use of public parking.
- Encouraging alternative modes of transport.
- Providing new time restricted parking.
- Considering requests for Resident Parking Permits.
- Providing new paid parking machines.
- Line marking 'no-stopping' and 'no parking' areas.
- Line marking parking bays on King William Street.
- Providing additional parking enforcement.
- Investigating private parking agreements with private property owners.
- Providing new wayfinding signage.
- Advocating to the State Government to replace parking bays lost as part of METRONET.
- Advocating to the State Government to improve bus services.
3.10 Wayfinding Signage

Wayfinding is a system of signs and directories that can efficiently guide people to car parking areas around a town centre.

There is currently no wayfinding signage directing vehicles to parking areas within the Bayswater Town Centre. There is also no signage that indicates where off-street parking is located, the number of bays available or the type of parking available (short or long term).

Wayfinding signage is particularly useful where large areas of public parking are situated in areas that may not be immediately obvious to visitors. Parking in the Bayswater Town Centre however is generally evenly dispersed as on-street parking along local roads.

A coherent wayfinding system can be a cost-effective means of reducing searching time for bays and unnecessary circulation of cars. Predictable, consistent and authoritative public information builds confidence in the information provided. The lack of wayfinding signage may result in congestion in certain areas while parking is available nearby.

Although the Bayswater Town Centre generally does not currently experience areas of high congestion, this may change in the future and wayfinding signage may be an effective means of directing people away from parking ‘hot spots’ to areas where parking is available. If wayfinding signage is provided where there is no parking congestion it may unnecessarily redirect people away from more convenient parking closer to shops and services and increase traffic and parking congestion on local roads.

More high-tech way-finding signage can also be provided. Sensors can also be installed in parking bays to let users know of availability. The information can then be fed to electronic way-finding signage or other devices, such as smart phones.

<table>
<thead>
<tr>
<th>Pros</th>
<th>Cons</th>
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<tbody>
<tr>
<td>• Wayfinding signage may effectively direct traffic and result in less congestion by reducing searching time and the unnecessary circulation of cars.&lt;br&gt;• Relatively inexpensive to provide, unless a high-tech method is provided.</td>
<td>• Wayfinding signage will not be able to inform people if parking is available and much parking is available, unless a high-tech method is provided.&lt;br&gt;• May encourage parking and congestion in quieter areas.&lt;br&gt;• May not be very effective in reducing traffic congestion.&lt;br&gt;• Will be expensive to provide if a high-tech option is provided.</td>
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Options Table

- Shows the estimated cost for implementation to help the community consider the merits of each option.

<table>
<thead>
<tr>
<th>No.</th>
<th>Potential Action</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Negotiate the lease of 2 Hamilton Street for the use of public parking.</td>
<td>$120,000</td>
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<tr>
<td></td>
<td>Cost is based on construction works at $120 per square metre. Rental costs would need to be negotiated with landowner in addition to the construction costs.</td>
<td></td>
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<tr>
<td>2.</td>
<td>Encourage alternative modes of transport.</td>
<td></td>
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<tr>
<td></td>
<td>As part of associated projects, such as the Bayswater Town Centre Structure Plan and the Bayswater Town Centre Streetscape Plan.</td>
<td></td>
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<tr>
<td>3.</td>
<td>Provide new time restricted parking as proposed in Figure 11.</td>
<td>$24,000</td>
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<tr>
<td></td>
<td>Based on a cost of $40 per sign plate only and $200/sign pole and plate. Cost includes supply and install and staff costs to implement this action.</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>Consider requests for Resident Parking Permits and issue where suitable.</td>
<td>$2,000 to $8,000 per annum for additional staff costs.</td>
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<td>5.</td>
<td>Provide new paid parking machines, as proposed in Figure 12.</td>
<td>$94,500</td>
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<tr>
<td></td>
<td>Based on a cost of $8,500 per machine and $40 per sign plate. Costs include supply and install and staff costs to implement this action.</td>
<td></td>
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<tr>
<td>6.</td>
<td>Line mark 'no-stopping' and 'no parking' areas with yellow lines. Remove redundant 'no-stopping' and 'no parking' signage where appropriate.</td>
<td>$8,400</td>
</tr>
<tr>
<td></td>
<td>Cost includes line marking, sign removal and traffic management.</td>
<td></td>
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<tr>
<td>7.</td>
<td>Line mark unmarked on-street parking bays on King William Street.</td>
<td>$2,500</td>
</tr>
<tr>
<td></td>
<td>Cost includes line marking and traffic management.</td>
<td></td>
</tr>
<tr>
<td>8.</td>
<td>Provide additional parking enforcement.</td>
<td>$5,000 to $15,000 per annum for additional staff costs.</td>
</tr>
<tr>
<td>9.</td>
<td>Investigate private parking agreements with private property owners.</td>
<td>$2,000 to $8,000 per annum for additional staff costs.</td>
</tr>
<tr>
<td>10.</td>
<td>Provide new wayfinding signage.</td>
<td>$6,000</td>
</tr>
<tr>
<td></td>
<td>Based on a cost of $200/sign pole and plate. Cost includes supply and install and staff costs to implement this action.</td>
<td></td>
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<tr>
<td>11.</td>
<td>Advocate to the State Government to replace some or all of the parking bays lost as part of the METRONET project.</td>
<td>Within existing staff resources.</td>
</tr>
<tr>
<td>12.</td>
<td>Advocate to the State Government to improve bus services in Bayswater.</td>
<td>Within existing staff resources.</td>
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Community Engagement

- Feedback via a survey.
- A public information session held here on Saturday 6 July 2019 from 10am to 2pm.
- Letters sent to people in the area, local newspapers adverts and posters.
- Options paper and survey on Engage Bayswater.
- Hard copies available at the Civic Centre and City's libraries.
- Inviting community groups to meet individually.
Survey

- Details – name, address etc.
- Quantitative rating of each option.
- Open feedback for each option.
- Prioritising each option.
- Other suggestions.
Survey

What do you think about the proposed option to lease and construct a carpark at 2 Hamilton Street, Bayswater? (Option 3.1 in the Bayswater Town Centre Car Parking Options Paper) *

Very Unhappy  Unhappy  Neutral  Happy  Very Happy

Do you have any suggestions for how this option could be improved?
Future Steps

- Key milestones: upgrade to Bayswater Station and MRA planning work.
- The City together with the community can then consider other medium to long-term parking management options.
Bayswater Station Upgrade project update

Jonathan Shuker
Public Transport Authority, Project Manager
Procurement

• Request for Proposal released to market: April 11
• Request for Proposal closed: June 6
• Preferred two proponents announced: August/September
• Awarded proponent announced: late-2019/early-2020
Other updates

- Development application submission
- Traffic modelling procurement
- Out-of-hours road closures
  - **Why:** to locate underground services
  - **Where:** Whatley Crescent, King William Street and Coode Street
  - **When:** Planned week beginning 8 July, 7pm – 6am (TBC)
## Project targets

<table>
<thead>
<tr>
<th>Expected timings</th>
<th>Milestone</th>
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<tbody>
<tr>
<td>Late 2018</td>
<td>Final concept design</td>
</tr>
<tr>
<td>Early 2019</td>
<td>Procurement starts</td>
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<tr>
<td>Late 2019</td>
<td>Enabling works and remote car park construction complete</td>
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<tr>
<td>Late 2019</td>
<td>Alliance contract awarded</td>
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<tr>
<td>Early 2020</td>
<td>Main construction starts</td>
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<tr>
<td>Late 2021</td>
<td>New station open for operation</td>
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<tr>
<td>Late 2021</td>
<td>Demolition of old station and railway</td>
</tr>
<tr>
<td>Late 2021</td>
<td>Project complete</td>
</tr>
<tr>
<td>2022</td>
<td>Potential Morley-Ellenbrook Line construction starts in Bayswater</td>
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</tbody>
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Meltham/Ashfield car park update

- Request for tender released: May 29
- Request for tender closes: July 3
- Work starts: September/October
- New bays open: late-2019/early-2020
Art strategy

Jonathan Shuker / Natasha Guerinoni
Other business
Next steps

• Next CAG August/September