



City of **Perth**

Report under Separate Cover

Ordinary Council Meeting
29 July 2025

Notice of Meeting

To the Lord Mayor and Councillors

The next Ordinary Council Meeting will be held on Tuesday, 29 July 2025 in the Council Chamber, Level 9, 27 St Georges Terrace, Perth commencing at 5:00 PM.

Michelle Reynolds
Chief Executive Officer
28 July 2025

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13. Infrastructure and Operations Alliance Reports

13.1 Perth Convention and Exhibition Centre Early Works

Responsible Officer	Allan Mason – General Manager Infrastructure and Operations
Voting Requirements	Simple Majority
Attachments	Nil.

Purpose

To provide Elected Members with an update on State Government proposed road and associated works (Early Works) to prepare for redevelopment of the Perth Convention and Exhibition Centre (PCEC). This report seeks Council endorsement of the City's position in relation to the proposed Early Works.

Recommendation

That Council:

1. ACKNOWLEDGES while the Perth Convention and Exhibition Centre (PCEC) redevelopment is recognised as a significant State priority, there is currently limited information available to the City to enable proper consideration of the Early Works proposal.
2. ACKNOWLEDGES that additional traffic impact and mitigation assessments are required, and that sufficient time must be provided to the City to review these assessments prior to any design approval being granted.
3. ENDORSES the following City of Perth Position on the Perth Convention and Exhibition Centre (PCEC) Redevelopment Early Works:
 - a. The City recognises the State Government intends to redevelop the Perth Convention and Exhibition Centre precinct, and that this redevelopment should deliver significant economic, cultural, and public realm benefits to the City and broader community.
 - b. The City notes the State's intention to conduct comprehensive Early Works, ahead of the main redevelopment of the PCEC precinct including:
 - i. The closure of Birdiya Drive to facilitate construction of a tunnel structure and reconfiguration of the southern road network; and
 - ii. Temporary intersection upgrades at Spring Street and William Street along Mounts Bay Road, to manage traffic flow and enable safe and effective site access during construction.
 - c. The City acknowledges the Early Works will lead to considerable disruption of traffic flow within the CBD.
 - d. Prior to providing support for the current 50% design of the Early Works, the City seeks written assurances from the State Government regarding the following:
 - i. The State Government to complete holistic road network impact modelling of proposed road closures, across the whole of the CBD
 - ii. Appropriate planning and mitigation measures regarding the road closures are to be agreed between the City and the State Government

- iii. Appropriate traffic management measures will be in place in circumstances where road standard compliance issues arise as a consequence of the Early Works
 - e. That the work detailed above will be completed ahead of the finalisation of 100% design, and in sufficient time to allow the City to consider its response.
4. SUPPORTS continued engagement with the State Government to address outstanding concerns on traffic congestion and traffic mitigation, as well as the need for communication strategies to assist community and business awareness of (and strategies to manage) the impact of this State Government led initiative.
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Background

1. The Perth Convention and Exhibition Centre (PCEC) Redevelopment Project is a State Government-led initiative to transform the existing PCEC site. The Project Team is comprised of a number of relevant State Government agencies, in conjunction with developers, Brookfield Wyllie Joint Venture.
2. In October 2024 the State Government announced a \$16.6 million commitment to progress a Project Definition Plan for the redevelopment. In May 2025 the WA Planning Commission sought public comment on a Draft Perth Convention and Exhibition Centre Precinct Improvement Scheme No.1. Consultation on the latter closes on 6 October 2025.
3. In late May 2025 the PCEC State Government led Project Team briefed City Administration on works proposed to occur ahead of the main redevelopment of the PCEC site. Those Early Works are designed to enable site access and manage traffic in the area. At this stage the City understands that whilst Early Works design is progressing at pace (and is intended to begin in October/November 2025) funding is still subject to Government approval processes.
4. The importance of the PCEC redevelopment to the City is well understood and, in principle, it is supported by the City as a project of economic and social significance.
5. The PCEC Project Team has now sought City support for its 50% design of the Early Works. However, City Administration has advised the PCEC Project Team regarding concerns in relation to design development, traffic modelling, and operational impact, with a view to ensuring Early Works align with City standards and minimise impacts to road users and road network.

Discussion

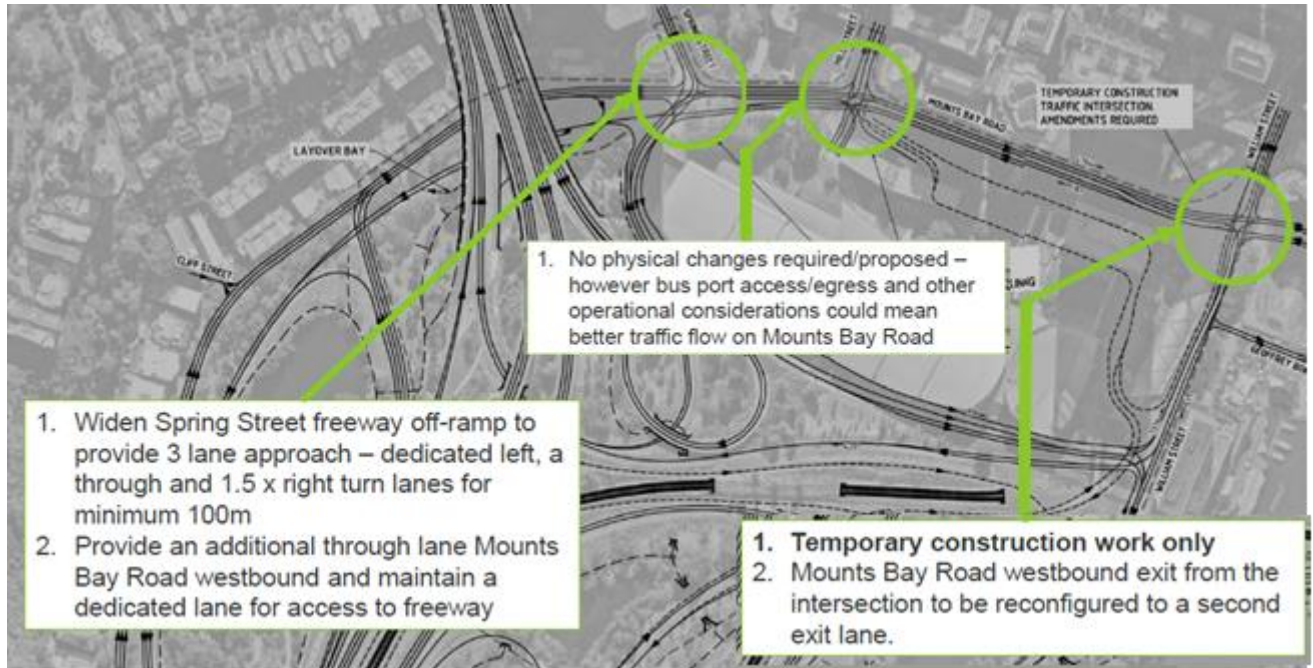
Early Works Overview

6. As part of the PCEC redevelopment, the State proposes significant changes to the road network, south of the development site. These changes will include:
 - Construction of an at-ground level tunnel structure along Birdiya Drive, to allow the convention centre to expand over the road towards the river foreshore; and
 - Reconfiguration of the southern end of the road network to integrate with the redeveloped precinct.
7. To facilitate these changes the State advises it intends to temporarily (starting Oct-Nov 2025) **modify intersections at Spring Street and William Street** along Mounts Bay Road (to increase capacity and traffic flow) and **close, for at least eight months, Birdiya Drive**. Overall impact of the temporary modifications is anticipated to extend over 12 months.

Early Works Overview

8. State Government advice to the City is that it intends to make the following temporary modifications:
 - a. *Spring Street – Mounts Bay Road:*
 - Widen intersection by creating additional lanes and modifying geometry to increase capacity and improve traffic flow from freeway off-ramp.
 - b. *Mill Street – Mounts Bay Road:*
 - c. No physical changes proposed at this stage, though busport access and egress are under review.
 - d. *William Street – Mounts Bay Road:*

- Changes to signalling and lane configurations to accommodate Birdiya Drive closure south of William Street and increase throughput on Mounts Bay Road.



Source: City of Perth summary illustration of proposed temporary works

Early Works traffic management impacts

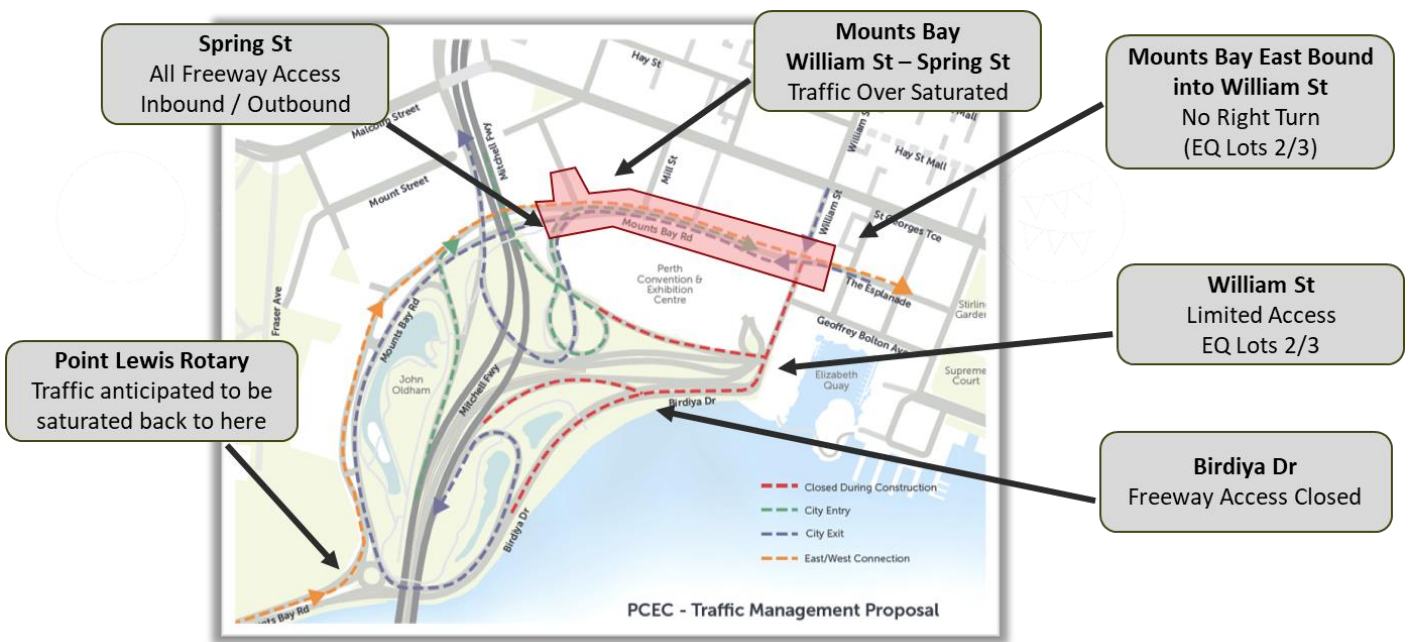
9. The closure of Birdiya Drive will have a **significant road network impact**. The table below is an extract from the LinSig traffic modelling undertaken by the PCEC traffic consultant showing the likely traffic impacts during the morning and evening peak hour.

Intersection	Criteria	Existing AM	Realistic AM (EWX)	Existing PM	Realistic PM (EWX)
Spring Street – Mounts Bay Rd	Level of Service	D	F	E	F
	Degree of Saturation	86%	108%	99%	108%
	MM Queue Length	161m	833m	212m	546m
Mill Street – Mounts Bay Rd	Level of Service	D	E	D	F
	Degree of Saturation	80%	102%	88%	107%
	MM Queue Length	95m	196m	126m	420m
William Street – Mounts Bay Rd	Level of Service	D	C	E	D
	Degree of Saturation	84%	103%	101%	89%
	MM Queue Length	165m	96m	143m	173m
Level of Service	Description	Level of Service	Description		
A	Free Flow	D	Approaching Unstable Flow		
B	Reasonable Free Flow	E	Unstable Flow/At Capacity		
C	Stable Flow	F	Forced Flow/Breakdown		

Source: Flyt TSAP Scenario Test, July 2025

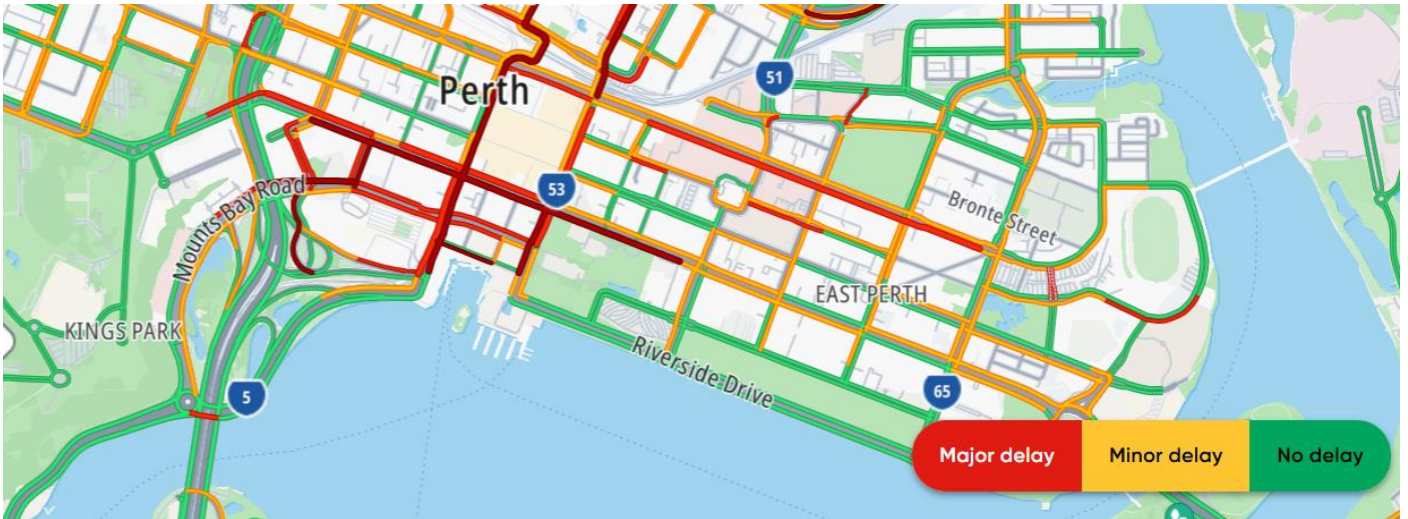
10. Assessment of the modelling (as illustrated in the below diagrams) suggests:

- Spring Street will become the primary inbound/outbound route for traffic displaced by Birdiya Drive closure, causing **severe congestion** with **queue lengths increasing fivefold (up to 833 metres in AM peak)** when compared to the current situation.
- Mill Street intersection will approach **operational failure in PM peak** without physical changes.
- William Street will see some reduction in PM peak congestion (due to closure of Birdiya Drive) but remain constrained due to traffic rerouting.
- However, the modelling assumes traffic will take alternative routes to avoid the area so **impacts may be more significant and widespread across the entire CBD road network**.



Existing morning peak hour traffic

11. Current city-wide traffic congestion is evidenced by the below snapshot in time.
12. This reinforces the City's request for the Project to undertake area wide traffic micro-simulation modelling to fully understand the impacts of the Birdiya Drive temporary road closure.



9am traffic delays 24 July 2025 (source: tomtom live traffic)

Roles and Responsibilities

13. Early Works require both Main Roads WA (MRWA) and City of Perth approval.
 - MRWA is responsible for approval of any changes to traffic signals under their care and control.
 - The City is responsible for approval of any changes to road network assets which are under its care and control (which is done under the City's Contributed Asset Policy).
 - Both Main Roads and the City are responsible for approval of traffic management plans associated with temporary road restrictions.

Key Concerns and Risks:

14. **Significant traffic congestion impacts are anticipated** across Mounts Bay Road, Spring Street, and surrounding networks, with broader implications for the freeway off-ramps and Point Lewis Rotary. These impacts are likely to be felt for at least 12 months, adding to existing strains on the City's road network.
15. The Project Team has **not undertaken broader network microsimulation modelling**, meaning that the City cannot fully understand network-wide impacts, or appropriate mitigation strategies. The City has requested the Project Team to undertake effective and wholistic traffic modelling.
16. The analysis appears **not to consider the wider network impacts of other significant State Government Projects and possible road closures** (Causeway Bridge alterations for ferry services, WaterCorp major pipeline replacement at Point Fraser and Ozone Reserve)
17. The Project Team **timeframes (ie work commencing Oct-Nov 2025) are challenging** the City's capacity to undertake thorough review within the deadlines proposed by the project, particularly given the lack of whole of network traffic modelling.
18. **Design standard compliance issues in road geometry** are apparent in the proposed temporary works, particularly at Spring Street. The City will need assurance regarding appropriate traffic management to mitigate the compliance issues.

Current status

19. Timeframes for the Early Works engagement are shown below, however the City understands progress is subject to Government funding approval processes. It is noted that the timeframes are indicative targets and subject to milestones being met.

Milestone	Date	Status
PCEC Issue Road Design (50% Design)	13 June 2025	Complete
Base Traffic Model Approval	13 June 2025	Complete by MRWA
Traffic Signal Approval - Gate 2 (50% Design)	25 July 2025	
Submit Traffic Signal Approval - Gate 3 (100% Design)	07 Aug 2025	
Traffic Signal Approval - Gate 3 (100% Design)	28 Aug 2025	
Early Works Agreement Executed	04 Sep 2025	
Works Commence on Site	01 Oct 2025	

← City Support Required

← City Approval Required

← City Approval Required

20. The City received the formalised 50% Design package for Early Works on 23 June 2025 and provided comments in response noting concerns with intersection designs, traffic impacts, and modelling limitations.
21. MRWA and the PCEC project team has asked the City to support the 50% design gate, thus allowing the project to progress to 100% design. No written assurance has been provided to the City that the Project Team will conduct the necessary wholistic traffic impact assessment and other design mitigation measures.

Consultation

22. In a project of this nature the City would ordinarily expect sufficient information to be available to enable appropriate **consultation with the community**. At this stage this is not possible. The City has raised with the PCEC Project Team the need to provide advice to the community and businesses regarding the likely impact of the proposed Early Works.
23. This view, and the concerns of the City regarding the proposal, has been provided to the relevant State Government agencies and project Joint Venture partners through project technical working groups.
24. While a report of this nature would ordinarily go through an Agenda Briefing Session before presentation to Council, this report is being presented directly to Council to support timely decision making on this important matter. However, Elected Members were consulted on the theme of this report at the Elected Member Engagement Session held on the **15 July 2025**.

Decision Implications

25. The Early Works enables progression of a major State redevelopment project. However, these Early Works will also result in significant traffic congestion and changed travel pattern. This will affect commuters, visitors, residents, and businesses across the CBD and the freeway network. The City's decision seeks to mitigate negative impacts on community amenity and the broader network.

Strategic, Legislative and Policy Implications

Strategy	
Strategic Pillar (Objective)	A Well-Governed City
Related Documents (Issue Specific Strategies and Plans):	Nil.

Legislation, Delegation of Authority and Policy	
Legislation:	Nil.
Authority of Council/CEO:	Council.
Policy:	Nil.

Financial Implications

Nil.

Further Information

Nil.