

MINUTES

WORKS AND URBAN DEVELOPMENT COMMITTEE

9 FEBRUARY 2016

APPROVED FOR RELEASE

**MARTIN MILEHAM
CHIEF EXECUTIVE OFFICER**



CITY *of* PERTH

MINUTES

WORKS AND URBAN DEVELOPMENT COMMITTEE

9 FEBRUARY 2016

THESE MINUTES ARE HEREBY CERTIFIED AS
CONFIRMED

PRESIDING MEMBER'S
SIGNATURE


DATE: 1/3/2016

WORKS AND URBAN DEVELOPMENT COMMITTEE

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Minutes of the meeting of the City of Perth **Works and Urban Development Committee** held in Committee Room 1, Ninth Floor, Council House, 27 St Georges Terrace, Perth on **Tuesday, 9 February 2016**.

MEMBERS IN ATTENDANCE

Cr Limnios - Presiding Member
The Lord Mayor
Cr McEvoy

OFFICERS

Mr Mileham - Chief Executive Officer
Ms Smith - Acting Director Planning and Development
Ms Barrenger - Manager Coordination and Design
Mr Watts - Manager Transport
Mr Ridgwell - Manager Governance
Ms Denton - Governance Coordinator
Ms Emmons - Governance Officer

WK13/16 DECLARATION OF OPENING

5.36pm The Presiding Member declared the meeting open.

WK14/16 APOLOGIES AND MEMBERS ON LEAVE OF ABSENCE

Nil

WK15/16 CONFIRMATION OF MINUTES

Moved by the Lord Mayor, seconded by Cr Limnios

That the minutes of the meeting of the Works and Urban Development Committee held on 19 January 2016 be confirmed as a true and correct record.

The motion was put and carried

The votes were recorded as follows:

For: The Lord Mayor, Crs Limnios and McEvoy

Against: Nil

WK16/16 CORRESPONDENCE

Nil

WK17/16 DISCLOSURE OF MEMBERS' INTERESTS

Nil

**WK18/16 MATTERS FOR WHICH THE MEETING MAY BE
CLOSED**

Nil

WK19/16 ROE STREET AND RAILWAY STREET SHARED PATH

BACKGROUND:

FILE REFERENCE:	P1031268
REPORTING UNIT:	Transport
RESPONSIBLE DIRECTORATE:	Planning and Development
DATE:	19 January 2016
MAP / SCHEDULE:	Schedule 1 – Charles Street Bus Bridge and Busway Project Report, Main Roads WA 19 January 2016 Schedule 2 – Cycle Plan Strategic Network Confidential Schedule 3 – Memorandum of Understanding (Distributed to Elected Members under a separate cover) Schedule 4 – Approved Concept Design

The City of Perth Cycle Plan 2029 identified Railway Street and Roe Street between Thomas/Loftus Street and Fitzgerald Street as a key east west pedestrian and cyclist link. The strategic network sourced from the Cycle Plan 2029 is attached as Schedule 2 and classifies Railway/Roe Street as a regional route (shared path, high level of service for cyclists) on the periphery, leading into a city centre route towards the core. This plan was presented to Council for endorsement as part of the Cycle Plan 2029 in October 2012.

The City of Perth and Department of Transport (DOT) have a Memorandum of Understanding (MOU) (Confidential Schedule 3) which outlines the requirements for the design and construction of the identified shared path on Railway/Roe Street between Thomas/Loftus Street to the west and Fitzgerald Street to the east. The MOU specifies the timing and budget for the shared path design and construction, with funding sourced from the Perth Parking Fund (PPF). All costs incurred by the City of Perth (the City) for the shared path design and construction are reimbursed from the PPF up to June 30 2016, when the MOU and associated funding expire.

Management of funds for the shared path was approved by Council on 19 May 2015 and the shared path concept design, including an additional shared path connection on Market Street, was approved by Council on 11 August 2015 (refer Schedule 4).

Subsequent to this, detailed design and documentation for the shared path on Railway Street (between Thomas/Loftus Street and Sutherland Street) and also on Market Street has been undertaken by the City. The design and documentation was released to contractors for quotation on 11 January 2016 through the City's Provision of Civil Construction Services Contract (Contract 071-11/12).

LEGISLATION / STRATEGIC PLAN / POLICY:

**Integrated Planning
and Reporting
Framework
Implications**

Strategic Community Plan

Council Four Year Priorities: Getting Around Perth

S3 Proactive planning for an integrated transport system, including light rail, that meets community needs and makes the sustainable choice the easy choice

S4 Enhanced accessibility in and around the City including parking

Council Four Year Priorities: Perth as a Capital City

S5 Increased place activation and use of under-utilised space

Council Four Year Priorities: Living in Perth

S9 Promote and facilitate CBD living

S12 Provide facilities to cater for the growth of the residential community

Council Four Year Priorities: Healthy and Active Perth

S16 Increase accessibility to green networks in the city

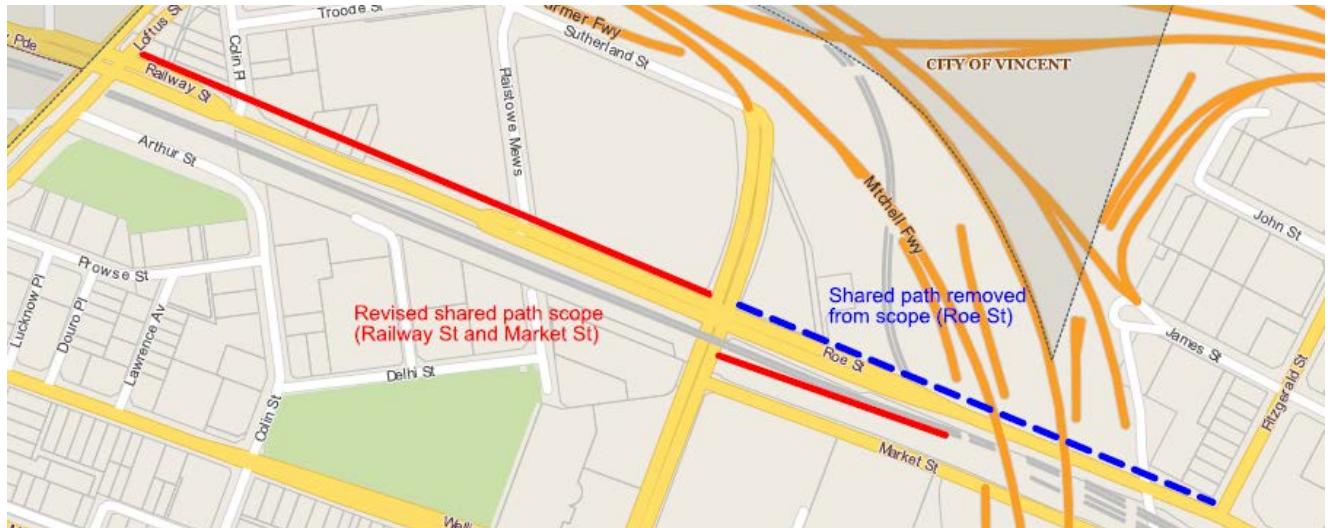
DETAILS:

The Project

The City has taken a lead role to upgrade, design and document a shared path on Roe Street and Railway Street between Fitzgerald Street and Thomas/Loftus Street, including a connection along Market Street, West Perth. This study area was defined in the project MOU.

The City of Perth received notification from DOT on 2 November 2015 (TRIM 198388/15) for a reduction in project scope to exclude Roe Street between Sutherland Street and Fitzgerald Street. This change was required due to the Charles Street bus bridge scheme. Details of this scheme are included in an attached Main Roads WA report (Schedule 1).

Both the original and revised shared paths include connection to an existing PSP via a link along Market Street, as illustrated below.



Programme and Budget

Shared path construction is planned for a maximum 14 week period from 1 March 2016 to 10 June 2016. This is subject to MRWA and PTA approvals and the completion of a detailed design road safety audit.

The end date for the completion of the City's works is governed by the MOU which specifies that unused DOT funding cannot be carried forward and the funds expire on June 30 2016. This potentially exposes the City to a cost to complete shared path construction if the program extends beyond June 30 2016. Careful management of this risk is required by the City's Project Manager in consultation with DOT. Some project delays have resulted from the change in project scope in November 2015 at the request of DOT due to the Charles Street Bus Bridge Scheme.

Following the receipt of direction from DOT regarding the reduced project scope, the City calculated that an amount of \$2.1 million would be sufficient to complete the project, including project management and construction costs. DOT subsequently provided confirmation that the budget was reduced from \$2.5 million to \$2.1 million for the 2015/16 financial year.

Consultation

Extensive Stakeholder consultation was undertaken throughout the development of the City's shared path concept design. In particular DOT are a key Stakeholder.

One-on-one consultation was undertaken by City of Perth Project Manager with MRWA, PTA, Bicycling Western Australia and Bicycle Transportation Alliance. A workshop was also undertaken with these Stakeholders in addition to representatives from the disability sector on 23 April 2015.

Landowner and business operator communication was undertaken following Council approval of the shared path concept design through a letter-drop on 19 August 2015. Comments were received for inclusion in the design development process.

Additional consultation with landowners and businesses are now required to communicate the change in project scope. A second letter-drop will be undertaken in February 2016.

Consultation and communication undertaken by Main Roads WA for the Charles Street Bus Bridge Scheme is detailed in Schedule 1.

FINANCIAL IMPLICATIONS:

ACCOUNT NO:	CW1796
BUDGET ITEM:	Roe St shared path
BUDGET PAGE NUMBER:	N/A
BUDGETED AMOUNT:	\$25,000,000
AMOUNT SPENT TO DATE:	\$ 220,422
PROPOSED COST:	\$25,000,000
BALANCE:	\$ 2,395,381
ANNUAL MAINTENANCE:	\$ 20,000
ESTIMATED WHOLE OF LIFE COST:	\$ 200,250

All figures quoted in this report are exclusive of GST.

It should be noted that the Charles Street bus bridge scheme will require the removal of possibly all of the eight on-street parking bays on the southern side of John Street to enable bus movements into a bus layover area. The total revenue for these bays is \$17,760 per annum, which will be a revenue reduction for the City of Perth when the bays are removed. There are also 15 well utilised bays on the southern side of John Street which are not affected by the current Charles Street bus scheme design.

COMMENTS:

The original intention of the MOU was for the City of Perth to oversee the design and construction of the entire shared path between Thomas/Loftus Street and Fitzgerald Street plus the Market Street connection. The division of project scope between the City and Main Roads WA at the direction of Department of Transport due to the Charles Street bus bridge scheme now includes an element of risk for the City.

Namely that additional work was required to be undertaken by the City following the scope modification resulting in the commencement of the construction program being later than originally planned. The construction is now scheduled to be complete mid-June. This is subject to external approvals which are out of the City's control. There is no program buffer to allow for external agency delays or unforeseen circumstances with potential budgetary implications for the City.

Cr McEvoy departed the meeting at 5.39pm

Moved by the Lord Mayor, seconded by Cr Limnios

That Council:

- 1. approves the reduction in scope to the Roe and Railway Street shared path project as a result of the State Government's Charles Street Bus Bridge Scheme;*
- 2. approves the change in project budget this financial year from \$2.5 million to \$2.1 million;*
- 3. notes that consultation with nearby landowners and business owners regarding the revised project scope will be undertaken;*
- 4. notes that the previously approved component of the shared path concept design on Roe Street between Fitzgerald Street and Sutherland Street is to be re-designed and constructed by Main Roads WA as part of the Charles Street Bus Bridge Scheme; and*
- 5. notes that the removal of up to eight on-street fee paying parking bays on the southern side of John Street are required due to the Charles Street Bus Bridge Scheme.*

The motion was put and carried

The votes were recorded as follows:

For: The Lord Mayor and Cr Limnios

Against: Nil

Cr McEvoy returned to the meeting at 5.42pm

WK20/16 POTENTIAL AND PLANNED PROJECTS TO ENHANCE NEGLECTED AND UNSIGHTLY AREAS OF THE CITY

BACKGROUND:

FILE REFERENCE: P1028787-2
REPORTING UNIT: Coordination and Design

RESPONSIBLE DIRECTORATE: Planning and Development
DATE: 22 January 2016
MAP / SCHEDULE: Schedule 5 – Current/Future Enhancement Projects
and Opportunities

At the Works and Urban Development Committee meeting held on 4 November 2014, it was determined that a future report be presented to the Committee regarding the potential to improve small areas of state owned land that are unkempt and impact poorly on the overall presentation of the city.

At the Works and Urban Development Committee meeting of 5 May 2015 it was requested that potential locations for landscaping enhancement within the city be identified and presented to the Committee for its consideration.

This report proposes several locations within the city as potential sites for enhancement through landscaping or other treatments. It also provides information regarding the issues associated with undertaking improvement works at particular sites that are not owned or managed by the City of Perth (the City). Additionally, information is provided on current and future City projects that will address particular sites of concern as part of their scope.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation *Local Government Act 1995*

Integrated Planning and Reporting Framework Implications	Corporate Business Plan Council Four Year Priorities: Living in Perth S9 Promote and facilitate CBD living 9.3 Enhance and maintain public space and streets to high standards to ensure the city centre is an attractive place for people.
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Policy No and Name 8.0 – Environment Policy
15.2 – Protection and Enhancement of Open Space

DETAILS:

Generally, the streets, parks and public spaces within the City's control are maintained to a high standard. However, there are some sites and small parcels of land, mainly outside the city's core, that do not meet these standards and detract from the city's image. While some of these areas are City owned, others, particularly areas of land adjacent to freeway and railway infrastructure, are owned and managed by state government agencies, namely Main Roads WA (MRWA) and Public Transport Authority (PTA).

Several City owned and non-City owned sites have been identified and their potential to be upgraded or enhanced is discussed below.

Potential Projects - City-owned Land

Mounts Bay Road Median

The expansive median just east of the Hackett Drive intersection in Crawley provides a poor entry to the city. Following recent road works by PTA in the area, the median is now just a grassed area with no interest or appeal. There is an opportunity to enhance this area significantly through a landscape scheme that creates an entrance statement at this important western gateway.

Swan River Foreshore, between Point Fraser and Victoria Avenue

This section of city foreshore could be significantly improved with additional planting to link the parklands of Point Fraser and the landscaped area to the west of Victoria Avenue. In addition to enhancing the visual appeal of the area, the experience of pedestrians and cyclists visiting or moving through the foreshore area would be greatly enhanced.

Thomas Road Median

This three kilometre road forms the western edge of the City of Perth boundary. Currently, its wide median is planted with mature native trees and areas of patchy, unirrigated grass. However, there is an opportunity to strengthen the existing tree planting and introduce areas of under-planting to create a strong and striking definition of the City's edge.

As the median is the demarcation between the City of Perth and the City of Subiaco, any treatment would require an agreement between both parties in regard to its design, construction and future maintenance.

Opportunities – State Government Owned Land

Freeway bridge abutments and areas under bridges are often dominant features in the cityscape that detract from the general presentation of the city. While there may be some potential for improving these areas to minimise their impact, it should be noted that they present a particular set of issues which limit opportunities.

Given that these areas are owned either by MRWA or the PTA and are therefore not under the City's control, any landscape or other treatments would require agreements with these agencies in terms of design, construction and maintenance responsibilities.

Additionally, the available land around these areas is minimal as well being hostile environments in which any planting often fails to thrive. In these instances alternatives treatments could be considered.

The large expanses of retaining walls which form part of the bridge infrastructure, for example, present great opportunities for engaging and unique artwork. Similarly, dark, uninviting areas under freeway bridges and flyovers offer significant potential for creative lighting projects. Such treatments would require interagency agreements to be developed.

Areas where these types of treatment could be considered include freeway abutments and overpasses at Murray Street (in the vicinity of George and Elder Street intersections), Wellington Street and Market Street, and also the West Perth railway underpass at Sutherland Street.

Note on Privately Owned Vacant Sites in the City

Where a site is left vacant following the demolition of a building, a condition of the development approval is that if its redevelopment does not commence within six months, the site is to be screened and landscaped in order to suppress dust and sand. The site is also to be maintained in a clean and tidy state to preserve the amenity of the area.

Sites which have been vacant for a number of years are more problematic and further investigation is required as to how the presentation of these sites can be improved and/or enforced.

Current and Future City Projects

There are several projects across the city, in the process of being developed and soon to be implemented, that will include the upgrade of some of the unkempt or neglected areas in the city as part of their scope. These include:

Railway Street Shared Path, between Thomas Road and Sutherland Street

The City has completed the design and documentation for a pedestrian and cyclist shared path on the south side of the street. This project includes substantial tree planting on both sides of the path as well as in a new pedestrian priority area located adjacent to the City West Railway Station. The planting of approximately 80 trees will significantly improve the presentation of this barren and hostile street. Construction of this project is due to commence in this financial year.

Roe Street Shared Path, between Sutherland and Fitzgerald Street

A continuation of the Railway Street treatment is proposed for Roe Street, east of the Sutherland Street intersection. This also includes the planting of new trees either side of the proposed new path.

This project is currently being developed by MRWA and is due to be delivered following the completion of the Railway Street project. The scope includes an artwork component to address an unsightly retaining wall in the vicinity of the freeway bridge to the west of the Fitzgerald Street intersection. Once completed, this will be a far more welcoming and attractive part of the city.

Urban Forest Plan (Draft)

Additionally, the City is in the process of preparing its Urban Forest Plan (UFP). Recognising the importance of tree canopy cover in helping to cool the city, the plan has the overarching aim of increasing the overall area of canopy cover across the city.

Through the process of developing the plan, specific streets within the city have been identified in which there is capacity to plant additional street trees – Spaces to plant over 1,200 additional street trees have been identified in approximately 60% of the city's streets, mainly to the west and east of the CBD.

An implementation plan is being developed as part of the plan including details of cost, programming and the unit/s responsible for co-ordinating and undertaking the tree planting works. The draft UFP will be presented to Council in the coming months and is due to be finalised by July 2106.

Wellington Square Masterplan

The development of a masterplan for Wellington Square has been identified as a priority project for the City, and has been programmed to commence this year. The masterplan will address the function, safety and aesthetics of the park and adjacent streets.

Other Streetscape Enhancements

Several streetscape enhancement projects across the city are identified in the City's 10 Year Capital Works program. Many of these are in the east end area of the city including Irwin, Pier, Murray and Hay Streets, and Victoria Avenue and Square. Two-way street conversions and upgrades of these streets will dramatically improve the character, aesthetics and function of this currently neglected yet rapidly changing area.

FINANCIAL IMPLICATIONS:

There are no financial implications associated with this report.

While current and future projects outlined above have allocated budgets and are adequately resourced, any potential projects identified would require budgets and resourcing for their design development, implementation and as on-going maintenance.

COMMENTS:

This report has identified under-maintained or unutilised sites across the City that have the potential for upgrading or enhancement, through landscaping or other treatments, in order to improve their appearance and the overall presentation of the city.

Direction is sought from the Committee on which, if any, of the sites identified are to be improved or upgraded, noting that as some of the particular sites identified are not within the City's control, interagency agreements would need to be progressed for improvement works and on-going maintenance.

There is currently no budget or resources allocated for these and, therefore, any improvement works are subject to adequate funding and resources being made available.

It should also be noted that there are several major projects soon to be implemented, or in the planning phase, that will result in significant improvements to somewhat neglected or forgotten areas of the city.

Moved by the Lord Mayor, seconded by Cr McEvoy

That the Works and Urban Development Committee:

- 1. receives the report on potential and planned projects to improve areas of poor presentation in the city;***
- 2. considers the options for potential projects presented in this report; and***
- 3. provides direction regarding the further development of selected options, as well as the programming and allocation of sufficient budgets and resources.***

The motion was put and carried

The votes were recorded as follows:

For: The Lord Mayor, Crs Limnios and McEvoy

Against: Nil

Meeting Note: In relation to Part 3 of the recommendation, the Works and Urban Development Committee provided the following comments:

- Continue discussion with Main Roads Western Australia on maintenance agreement for identified sites.
- In regards to privately owned vacant sites in the city, officers are to develop a policy approach, including standards for the presentation of sites where development will not be undertaken in less than five years.

**WK21/16 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN
GIVEN**

Nil

WK22/16 GENERAL BUSINESS

Responses to General Business from a Previous Meeting

- Update – Identification and Improvement of “Neglected” Public Realm Spaces (Raised 04/11/14).

This matter was addressed at this meeting in the report titled “Potential and Planned Projects to Enhance Neglected and Unsightly Areas of the City” (refer Minute Item WK20/16).

- Update – Beautification of the City – Landscaping Options (Raised 05/05/15).

This matter was addressed at this meeting in the report titled “Potential and Planned Projects to Enhance Neglected and Unsightly Areas of the City” (refer Minute Item WK20/16).

New General Business

1. Cleaning of Car Park Entrance on Hay Street

Cr McEvoy advised that a stairwell on Hay Street leading into His Majesty’s Car Park is badly in need of cleaning. The Chief Executive Officer advised that he will take this on notice.

2. Restrictions for Temporary Licenced Venues

The Lord Mayor commented on the number of “pop-up” licenced venues operating in connection with City of Perth sponsored events, raising concerns about their potential to compete with local businesses. The Chief Executive Officer suggested this be considered as part of the review of the policy on sponsorships to allow for restrictions on temporary licenced venues to be included as a condition of a sponsorship agreement.

WK23/16 ITEMS FOR CONSIDERATION AT A FUTURE MEETING

Outstanding Items:

- Northbridge Piazza Screening Wall – Detailed Costings for Enhancement
(Raised 18/08/14, update provided 10/02/15 and updated by CEO 18/08/15).

WK24/16 CLOSE OF MEETING

6.02pm There being no further business the Presiding Member declared the meeting closed.

SCHEDULES
FOR THE MINUTES OF THE
WORKS AND URBAN
DEVELOPMENT
COMMITTEE MEETING
HELD ON
9 FEBRUARY 2016



Charles Street Bus Bridge and Busway Project

Information to Support City of Perth Approval

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Document Control

Owner	Paul Diviney (PM)
Custodian	Paul Diviney (PM)
Document Number	D15#788513
Issue Date	11 th January 2016
Review Frequency	As required

Amendments

Revision Number	Revision Date	Description of Key Changes	Section / Page No.
A	11/01/16	DRAFT - Issued for Review	
B	13/01/16	Issued to City of Perth	
C	19/01/16	Issued to City of Perth	

1 PURPOSE

The intent of this document is to provide a single source of curated information on the Charles Street Bus Bridge and Busway Project (the Project) to the City of Perth (CoP). The CoP may elect to use this information in the development of their own submission to the CoP Works and Urban Development Committee and elected Council Members. Ultimately the information in this document may be used to support the CoP works approval for the Project.

2 PROJECT TEAM

The key members of the Project team for the delivery phase of the Project are shown in the table below:

Name	Project Position	Agency
Chris Raykos	Project Director	MRWA
Paul Diviney	Project Manager	MRWA
Anu Malaviya	Community and Stakeholder Manager	MRWA
Greg Murison	PTA Project Manager	PTA
Thomas Pacy	Network and System Planner	PTA

Additionally the following Project team members, who were involved in the Project's development phase, are available to provide support and background to the delivery team:

Name	Project Position	Agency
Owen Thomas	Executive Director Infrastructure Planning and Land Services	PTA
Jen Oxlade	A/Project Communications Manager	PTA

3 PROJECT BACKGROUND

This Project involves the construction of a new bus link bridge and associated bus priority measures to enable buses from Perth's northern and north-western suburbs to avoid congested roads and four sets of traffic signals in Northbridge.

3.1 Project Development

Between early 2014 and July 2015, The Public Transport Authority (PTA) and the Department of Transport (DoT) jointly developed the Project Business Case and undertook a detailed options assessment.

The outcome of the development phase was the recommendation of a preferred option to take forward into the delivery phase, pending approval of Project funding.

The final Project Business case, options assessment and accompanying Economic Appraisal Report are available upon request. This document only contains details of the preferred option.

3.2 Project Delivery

The Project was transitioned from the PTA to Main Roads Western Australia (MRWA) in August 2015.

MRWA will now deliver the Project on behalf of the PTA.

High level delivery tasks include;

- completion of any remaining project development tasks associated with the PTA / DoT preferred option,
- procurement of a Design and Construct (D&C) contractor, and,
- performance of client-side duties during the detailed design and construction phase.

3.3 Project Funding

\$32.1 million was approved by Cabinet in September 2015*. This amount *excludes* additional funding which may be required to acquire land.

The Project was announced by the Minister for Transport on 18th October 2015. A communication embargo which prevented MRWA from consulting or communicating with external stakeholders was in place until this announcement.

* Cabinet approved the recommendations of the Economic and Expenditure Reform Committee (EERC) meeting of 10 August 2015, at which the EERC approved the reallocation of savings identified within the MRWA approved Asset Investment Program totalling \$32.1 million.

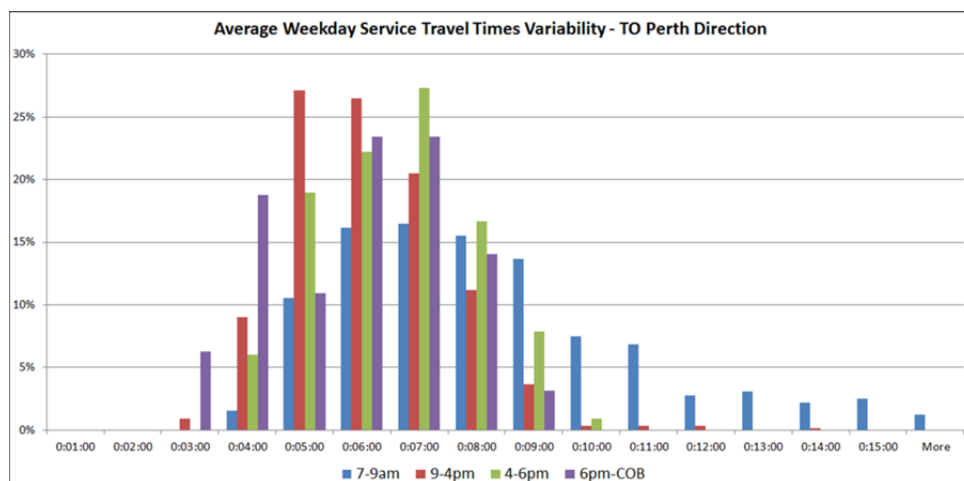
4 PROJECT NEED AND BENEFITS

4.1 Project Need

The Project is needed;

- to support the new Perth Busport and improve bus service reliability, both pre and post light rail,
- because investigations carried out as part of the MAX light rail project identified likely significant future conflicts between buses and general traffic at the south end of Fitzgerald Street, which would further deteriorate in the future with the introduction of light rail.

The graph below highlights the variability to bus travel times heading into Perth. A large proportion of this variability is driven by congestion at the south end of Fitzgerald Street.



4.2 Bus Priority and Wider Benefits

The Charles Street Bus Bridge and Busway is a smart transport project which will deliver significant benefits to both general road users and bus passengers. Key benefits of the Project include:

4.2.1 For Motorists, Cyclists and Pedestrians:

- Approximately one third of the assessed benefits are for general road users, through reduction of traffic congestion and reduced travel times along James Street (west of Fitzgerald Street) and Fitzgerald Street in Northbridge.
- Traffic modelling shows the existing intersection of James and Fitzgerald streets will experience significant capacity constraints in the next decade, with resulting congestion significantly impacting travel times for all road users. Given the constrained environment, a significant upgrade of the intersection would be difficult.
- The relocation of the Mitchell Freeway exit from James Street to Roe Street, along with the new bus bridge, will help to future-proof the road network through the area.
- Without the new Charles Street bus bridge more than 1,200 buses and 7,700 vehicles per day will continue to use James Street (west of Fitzgerald Street) and Fitzgerald Street.
- The Charles Street Bus Bridge will remove 1,000 buses and 2,800 vehicles per day from these roads, improving travel reliability and enhancing the amenity and local accessibility for businesses and local residents.
- Local access from James Street for customers of Mitre 10 and residents of Finbar's new LINQ apartment development will improve.
- The Project also includes construction of a shared path along the southern side of Roe Street. This will tie in with the City of Perth's new Railway Street shared path to the west and the existing Roe Street shared path to the east of Milligan Street, resulting in completion of a vital cycle link between Subiaco and East Perth.
- Due to the reduction in buses and general traffic on James Street and the southern section of Fitzgerald Street, and the removal of the James Street (west) central bus lane, Fitzgerald Street signal phasing may be able to be optimised, which may result in benefits to pedestrians.

4.2.2 For Buses and Bus Passengers:

- It's expected the new bus bridge will cut average travel times for buses from the northern suburbs by up to six minutes at peak and around four minutes at other times.
- When complete about 16,000 existing passengers stand to benefit from the combined sections of the existing James Street and new Charles Street bus bridges, with this investment also providing significant benefits for future patronage as Perth grows.
- Better bus services by providing on-time reliability improvements with flow-on effects on commuter confidence in the public transport system.
- Reduced bus operating costs.
- The benefit of existing investments such as Perth Busport will be maximised.
- Consistent with the approach taken to public transport in other congested areas.

4.3 What Happens If Nothing Is Done

When the new Perth Busport opens in mid-2016, more than 1,200 buses per day will resume using James Street west of Fitzgerald Street in Northbridge. As Perth continues to grow, bus movements as well as general traffic congestion along James and Fitzgerald Streets will gradually increase, with forecasts indicating significant congestion concerns by the mid to late 2020's.

The Charles Street Bus Bridge and Busway Project and associated road network changes provides a solution for the future. Over 1,000 buses and 2,800 vehicles per day will be removed

from these roads, relieving congestion, improving travel times and enhancing the amenity and local accessibility of businesses and residences.

5 PROJECT SCOPE

The concept design Project scope includes:

- A dedicated busway including an approx. 110m bus bridge over the Graham Farmer Freeway to connect Charles Street to the existing James Street bus bridge.
- A new Mitchell Freeway off-ramp onto Roe Street, to replace the existing Mitchell Freeway James Street off ramp, inclusive of a new signalised intersection on Roe Street.
- An additional east bound through lane on Roe Street at the Roe Street / Fitzgerald Street intersection.
- A new signalised roundabout / turnaround at the west end of James Street to replace the existing turnaround.
- A new 20 - 25 bay bus layover area with entrances via James Street and John Street.
- An additional right turn pocket on the Charles Street freeway exit ramp.
- Approx. 500m of bus lanes on Charles Street.
- Reconfiguration of Charles / Carr Street intersection to provide bus priority.
- A shared path on the southern side of Roe Street.
- Minor intersection improvements to the Newcastle / Cleaver Street intersection to allow bus only access to Cleaver Street.
- Replacement of pump station at Hamilton Lake # 1, inclusive of remote monitoring and control system and improved access.

5.1 Concept Design

The concept design is included as Appendix 1.

Additional details of the works within the CoP boundary are detailed below.

5.1.1 Roe Street

- Works to occur between Fitzgerald Street and Sutherland Street.
- New signalised intersection on Roe Street at the junction of the new Mitchell Freeway Roe Street off ramp (Ramp H329) and Roe Street.
- Realignment of Roe Street to tie into the new intersection.
- Minor modifications to existing Roe Street / Fitzgerald Street intersection, inclusive of an additional east bound through lane on Roe Street.
- Shared path along Roe Street (southern side).

5.1.2 James Street

- Works to occur west of Fitzgerald Street only.
- Construction of a new signalised roundabout / turnaround to replace existing.
- Removal of the James Street central bus lane, and minor modifications to the James Street / Fitzgerald Street intersection, pending Telstra service relocation cost.

5.1.3 John Street

- Works to occur west of Fitzgerald Street only.
- Proposed removal of southern side parking bays and relining of John Street to allow bus movements into the bus layover. Note, buses are proposed to use John Street in a west bound direction only, and only buses which are out of service (ie, bus movements are expected to be infrequent).

5.1.4 Hamilton Lake # 1

- Minor reduction in lake volume to enable appropriate geometric design of busway.
- Replacement of pump station, inclusive of remote monitoring and control system.
- Construction of new and improved access to pump station.

5.1.5 Landscaping

- Planting and landscaping around Hamilton Lake # 1 and Roe Street shared path.

6 IMPLICATIONS FOR CITY OF PERTH

6.1 Traffic Impacts During Construction

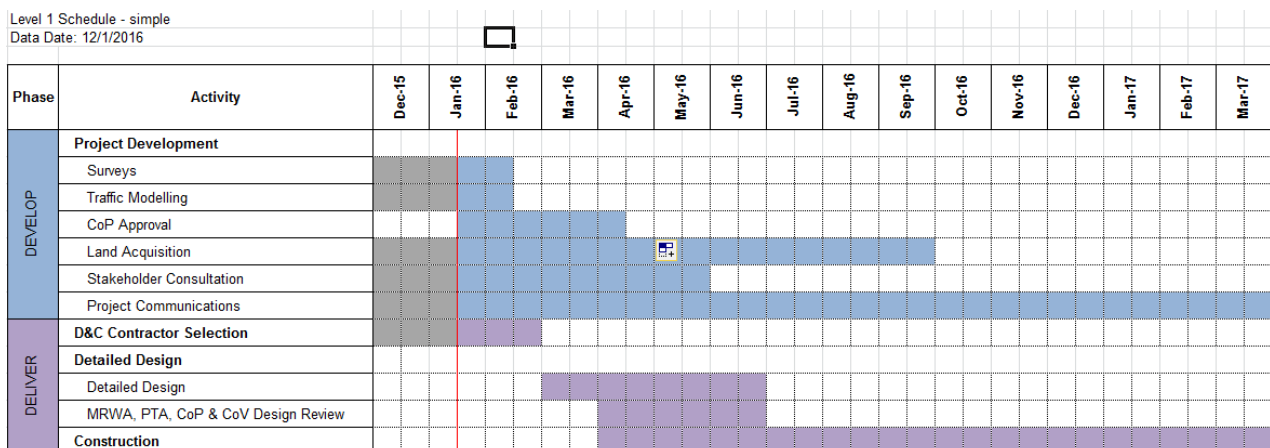
- Roe Street off-ramp (Ramp H329) from Mitchell Freeway and new Roe Street junction:
 - to be constructed before closure of the existing James Street off-ramp
 - traffic management measures will be in place
- James Street roundabout / turnaround, and reconfiguration of James Street:
 - will be challenging
 - 1,200+ bus movements / day will again use James Street via the existing James Street bus bridge during the construction period. This is because bus operations will revert from the Roe Street temporary bus station to the new Busport from mid-2016
 - traffic management measures will be in place
- Charles Street / Newcastle Street Intersection and Charles Street:
 - traffic management measures will be in place, with existing lane configurations maintained during AM and PM peak periods respectively.
- This Project will be co-ordinated with other projects in the CBD and East Perth.

6.2 Financial

- All works to Roe Street, James Street and John Street, inclusive of the Roe Street shared path, will be funded by the Project (ie, no financial impact to the CoP).
- If some (or all) parking bays on the southern side of John Street are required to be removed, there will be a loss of CoP parking revenue.

7 PROJECT SCHEDULE

A high level schedule, with data date of mid-January 2016 is shown below.



8 STAKEHOLDERS

8.1 Identified Concerns

- James Street - closure of the Mitchell Freeway James Street off-ramp and impacts on businesses on James Street.
- John Street - potential for loss of John Street parking and CoP parking revenue.
- Bus layover Area - V&H Smash Repair and MUSCA Auto leases will be terminated to accommodate for a bus layover area, resulting in the need for business relocation.
- Fitzgerald Street - Removal of bus routes from this area may cause concerns to businesses along Fitzgerald Street that rely on foot and bus traffic.
- Charles Street Bus Lanes - Businesses and residences along Charles Street and Newcastle Street will be impacted by greater volumes of bus traffic and the loss of median pedestrian refuge to cross Charles Street.
- Busway Bridge – Construction impacts on traffic on the Freeway and CBD traffic.
- Roe Street off-ramp – Improvements to Roe Street to support increased traffic resulting from new Roe Street off-ramp.
- Roe Street Shared Path - Interface with PTA and City of Perth regarding shared path construction within Rail Reserve.
- Cleaver Street/ Carr Street – Residences and City of Vincent concerned about new 'rat-run' routes on local roads and traffic calming measures on these local roads to negate this.

8.2 Consultation Undertaken to Date

- Safety and Design Workshop completed on 3 August 2015.
- Risk Workshop completed for project which included City of Perth, MRWA, PTA, DoT.
- City of Perth Consultation on-going as design proceeds.
- City of Perth Councillor briefing held on 15 December 2015.
- City of Vincent consultation and Council approval obtained – December 2015.
- Project Newsletter distributed on 2 January 2016 to all residents and businesses in the directly impacted areas of City of Vincent and City of Perth. (City of Perth provided their input into this).
- Mitre 10 – initial project briefing on 17 November and follow-up meeting was held on 8 December 2015.
- Finbar Developments – Linq Apartments – project briefing on 24 November 2015.
- MUSCA Auto and Rockface Climbing – project briefing on 17 December 2015.
- Vernon & Hanon – project briefing on 7 January 2016.
- Community Information Session for Cleaver St/ Carr Street held on 12 November 2015.

Face to face meetings with businesses is ongoing. Upcoming meetings with: Wilson's Parking, Congestion CBD Working Group, Sister's of Mercy, St. Brigid's Church and Greek Orthodox Church of Evangelimos.

Community Information Sessions are planned for March 2016 when the contract is awarded.

9 COMMUNICATION

9.1 Project Communications

- Project Communications Team includes both PTA and Main Roads staff with joint branding and communication:
 - PTA will deal with bus operations
 - MRWA will deal with project delivery

- MRWA as the delivery agency will be the frontline agency and will field all enquiries
- Face to face meetings with businesses providing an initial project overview presently underway.
- A project newsletter was delivered to businesses and residences on 02/01/2016.
- A community information drop in session is planned for March 2016 when the contractor comes on board.
- Meetings regarding access requirements will take place nearer to construction start.

9.1.1 Working with CoP Communications Team

Adam Westeroff is the project's contact point for all project information at the City of Perth. The project team contacts and advises the communications team on any media requests, formal external communication and stakeholder concerns that impact City of Perth's assets.

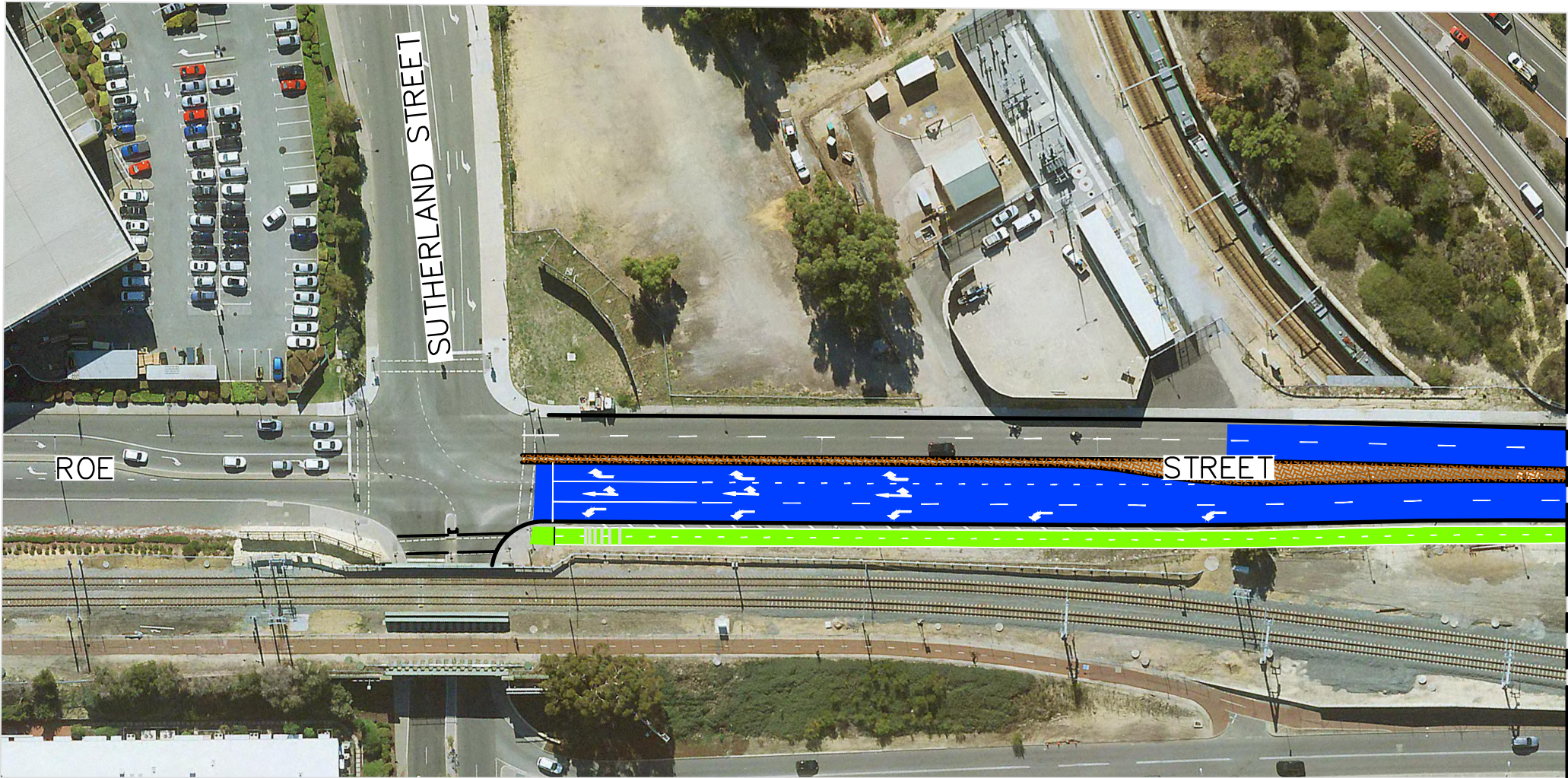
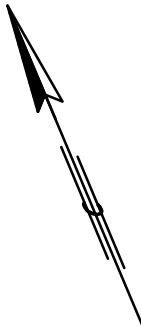
10 DEFINITIONS

Term	Definition
CoP	City of Perth
CoV	City of Vincent
CSBB	Charles Street Bus Bridge and Busway
D&C	Design and Construct
DoT	Department of Transport
EERC	Economic and Expenditure Reform Committee
MAX	Metro Area Express (light rail)
MRWA	Main Roads Western Australia
PTA	Public Transport Authority

11 APPENDICES

11.1 Appendix 1 – Concept Design

11.2 Appendix 2 – Project Newsletter



MATCH LINE JOINS DRG 1544-1375

LEGEND

ROADS



BUS LANES





SHARED PATH



No.	DESCRIPTION	APPROVED & DATE	No.	DESCRIPTION	APPROVED & DATE
AMENDMENTS			AMENDMENTS		

METADATA

GROUND SURVEY STANDARD:
DATE OF CAPTURE:
MAPPING SURVEY STANDARD:
DATE OF CAPTURE:
MAIN ROADS PROJECT ZONE:PCG94
HEIGHT DATUM: AHD



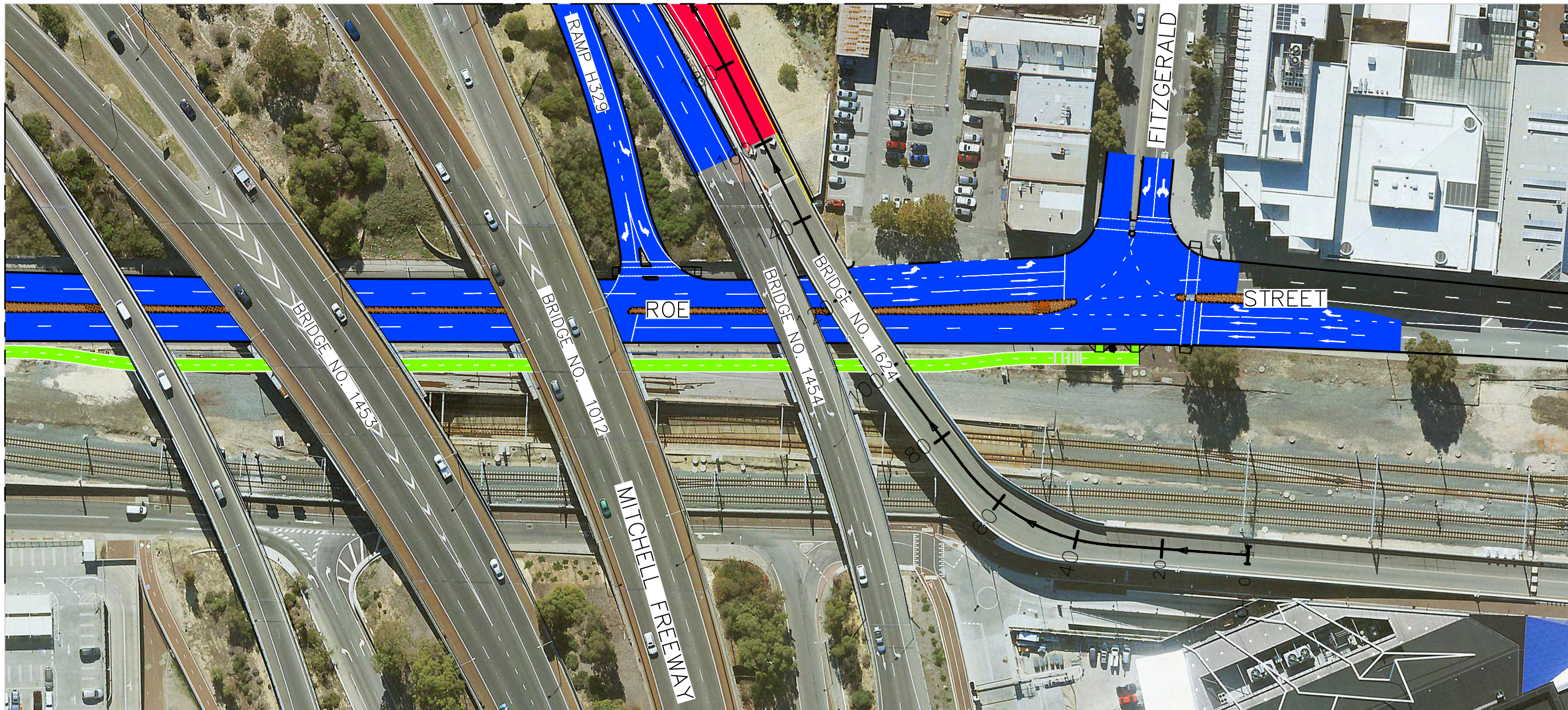
INFRASTRUCTURE DELIVERY DIRECTORATE
MAJOR PROJECTS
Waterloo Crescent East Perth 6202
Telephone (08)93234111 Fax (08)93234430

CHARLES STREET BUS BRIDGE
CONCEPT PLAN
SHEET 1 OF 7
LOCAL AUTHORITY (XXX) CITY OF PERTH

DESIGNED	VERIFIED
DRAWN	APPROVED
FILE NUMBER	
DRAWING NUMBER	
1544-1374	
AMENDMENT	

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MATCH LINE JOINS DRG 1544-1374



LEGEND


- ROADS
- BUS LANES
- SHARED PATH

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A3

No.	DESCRIPTION	APPROVED & DATE	No.	DESCRIPTION	APPROVED & DATE
AMENDMENTS			AMENDMENTS		

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DATE OF CAPTURE:
MAPPING SURVEY STANDARD:
DATE OF CAPTURE:
MAIN ROADS PROJECT ZONE:PCG94
HEIGHT DATUM: AHD



INFRASTRUCTURE DELIVERY DIRECTORATE
MAJOR PROJECTS

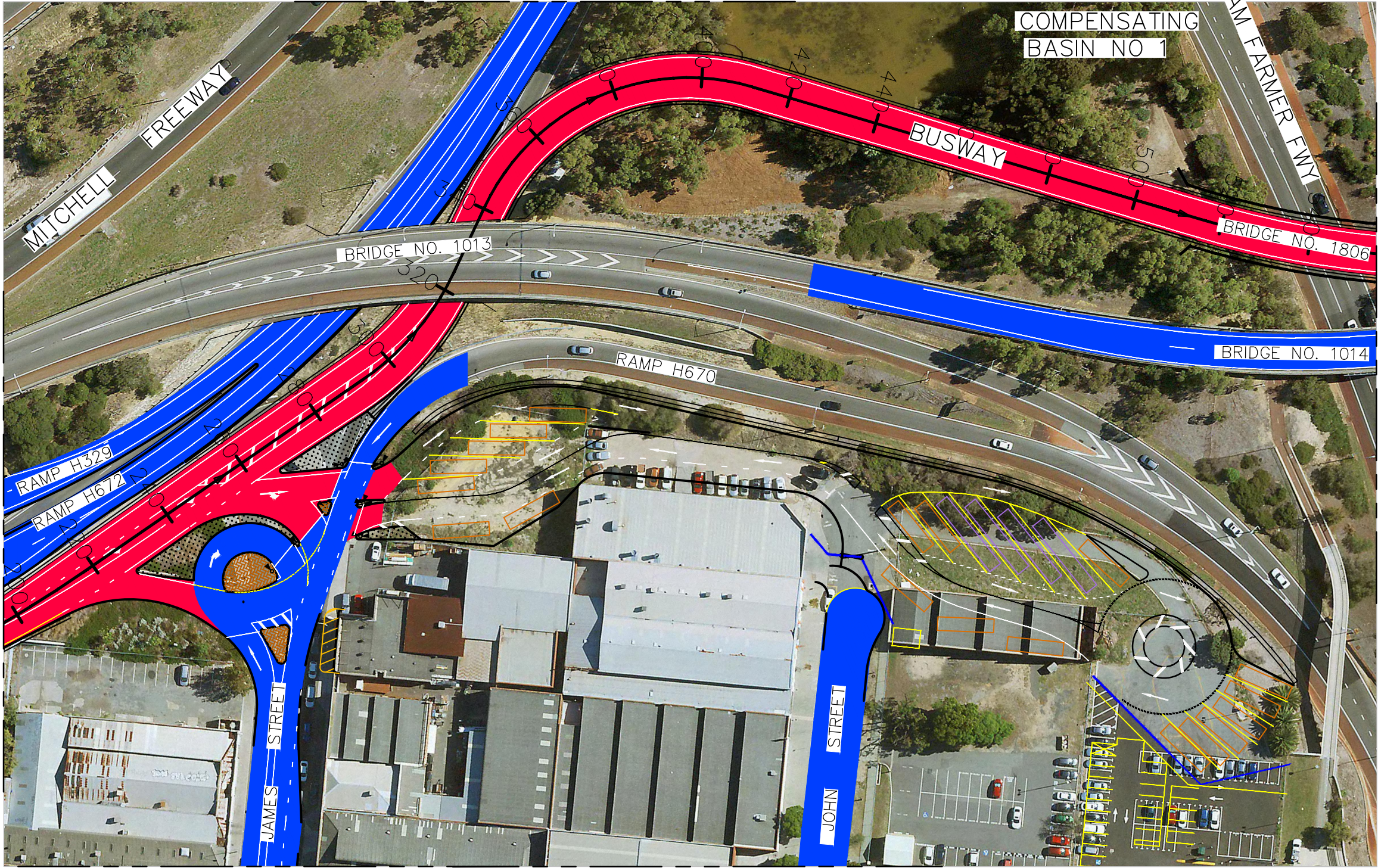
Waterloo Crescent East Perth 6202
Telephone (08)93234111 Fax (08)93234430

CHARLES STREET BUS BRIDGE
CONCEPT PLAN
SHEET 2 OF 7
LOCAL AUTHORITY (XXX) CITY OF PERTH

DESIGNED	VERIFIED
DRAWN	APPROVED
FILE NUMBER	
DRAWING NUMBER	AMENDMENT
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MATCH LINE B-B JOINS DRG 1544-1377

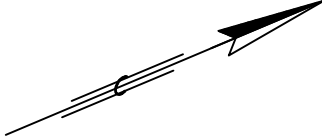
MATCH LINE JOINS DRG 1544-1375



MATCH LINE A-A JOINS DRG 1544-1377

LEGEND

- ROADS
- BUS LANES
- SHARED PATH



MATCH LINE JOINS DRG 1544-1378

No.	DESCRIPTION	APPROVED & DATE	No.	DESCRIPTION	APPROVED & DATE
AMENDMENTS			AMENDMENTS		

METADATA

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MAPPING SURVEY STANDARD:
DATE OF CAPTURE:
MAIN ROADS PROJECT ZONE:PCG94
HEIGHT DATUM: AHD



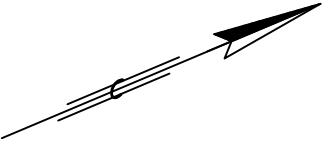
INFRASTRUCTURE DELIVERY DIRECTORATE
MAJOR PROJECTS
Waterloo Crescent East Perth 6202
Telephone (08)93234111 Fax (08)93234430

CHARLES STREET BUS BRIDGE
CONCEPT PLAN
SHEET 3 OF 7
LOCAL AUTHORITY (XXX) CITY OF PERTH

DESIGNED	VERIFIED
DRAWN	APPROVED
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FILE NUMBER	
DRAWING NUMBER	
1544-1376	
AMENDMENT	



BRIDGE NO. XXXX



MATCH LINE B-B JOINS DRG 1544-1376

MATCH LINE A-A JOINS DRG 1544-1376





LEGEND

- ROADS
- BUS LANES
- SHARED PATH
-

No.	DESCRIPTION	APPROVED & DATE	No.	DESCRIPTION	APPROVED & DATE
AMENDMENTS			AMENDMENTS		

METADATA

GROUND SURVEY STANDARD:
DATE OF CAPTURE:
MAPPING SURVEY STANDARD:
DATE OF CAPTURE:
MAIN ROADS PROJECT ZONE:PCG94
HEIGHT DATUM: AHD



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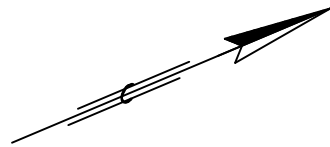
CHARLES STREET BUS BRIDGE

CONCEPT PLAN

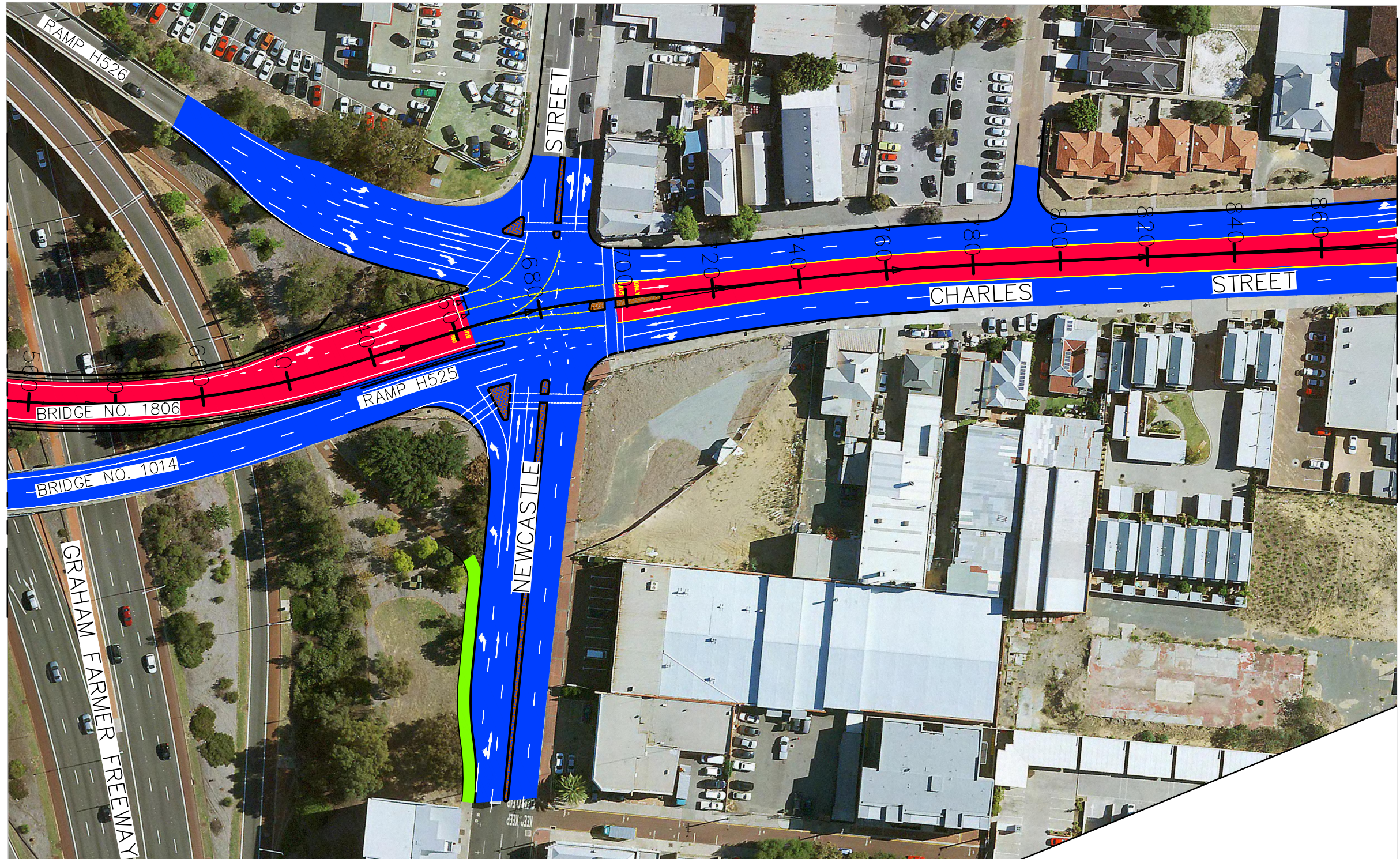
SHEET 4 OF 7

LOCAL AUTHORITY (XXX) CITY OF PERTH

DESIGNED	VERIFIED
DRAWN	APPROVED
FILE NUMBER	
DRAWING NUMBER	AMENDMENT
1544-1377	



MATCH LINE JOINS DRG 1544-1376



MATCH LINE JOINS DRG 1544-1379

LEGEND

- ROADS 
- BUS LANES 
- SHARED PATH 

No.	DESCRIPTION	APPROVED & DATE	No.	DESCRIPTION	APPROVED & DATE
AMENDMENTS			AMENDMENTS		

METADATA

GROUND SURVEY STANDARD:
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MAPPING SURVEY STANDARD:
DATE OF CAPTURE:
MAIN ROADS PROJECT ZONE:PCG94
HEIGHT DATUM: AHD



CHARLES STREET BUS BRIDGE

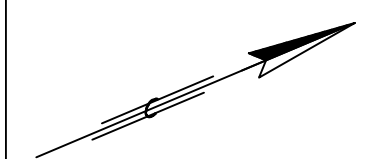
CONCEPT PLAN

SHEET 5 OF 7

LOCAL AUTHORITY (XXX) TOWN OF VINCENT

DESIGNED	VERIFIED
DRAWN	APPROVED
FILE NUMBER	
DRAWING NUMBER	AMENDMENT
1544-1378	

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MATCH LINE JOINS DRG 1544-1378



LEGEND

ROADS



BUS LANES





SHARED PATH



No.	DESCRIPTION	APPROVED & DATE	No.	DESCRIPTION	APPROVED & DATE
AMENDMENTS			AMENDMENTS		

METADATA

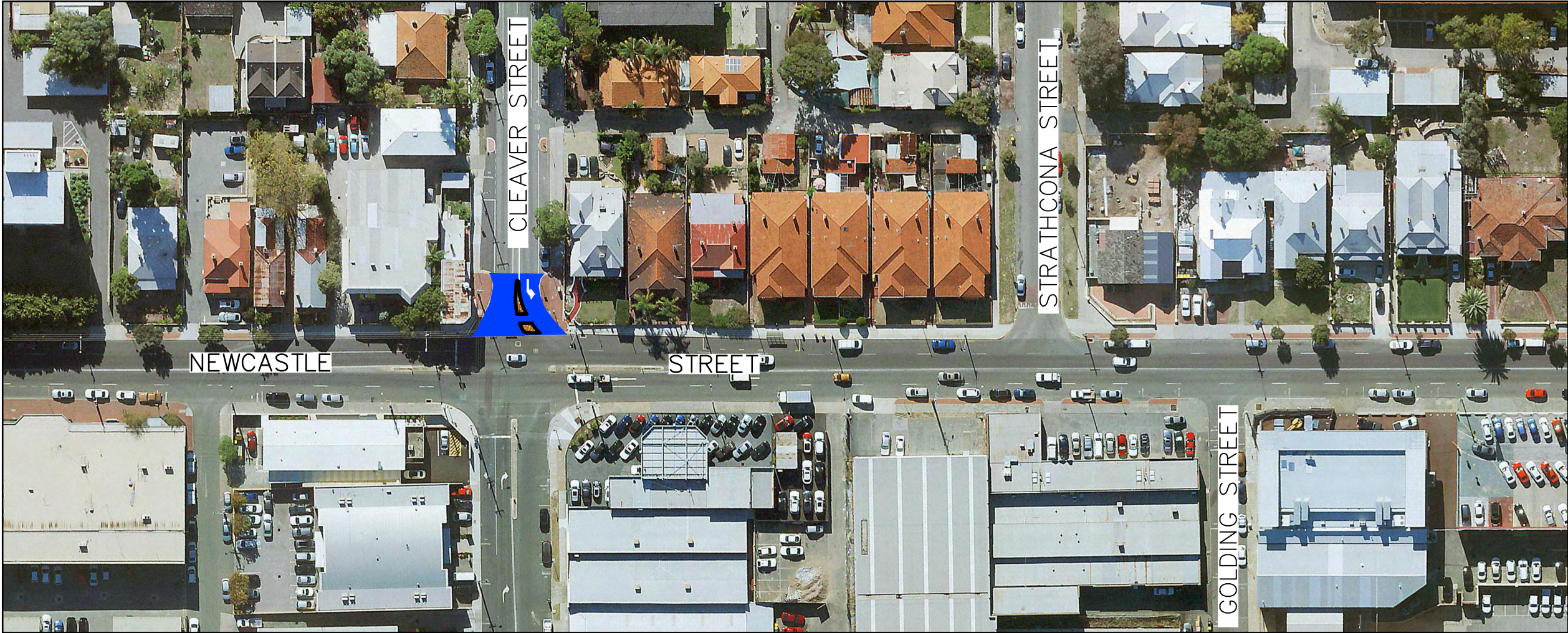
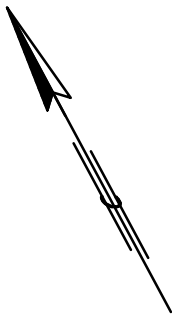
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DATE OF CAPTURE:
MAPPING SURVEY STANDARD:
DATE OF CAPTURE:
MAIN ROADS PROJECT ZONE:PCG94
HEIGHT DATUM: AHD



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CHARLES STREET BUS BRIDGE
CONCEPT PLAN
SHEET 6 OF 7
LOCAL AUTHORITY (XXX) TOWN OF VINCENT

DESIGNED	VERIFIED
DRAWN	APPROVED
FILE NUMBER	
DRAWING NUMBER	AMENDMENT
1544-1379	



LEGEND

- ROADS
- BUS LANES
- SHARED PATH
-

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No.	DESCRIPTION	APPROVED & DATE	No.	DESCRIPTION	APPROVED & DATE
AMENDMENTS			AMENDMENTS		

METADATA

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MAPPING SURVEY STANDARD:
DATE OF CAPTURE:
MAIN ROADS PROJECT ZONE:PCG94
HEIGHT DATUM: AHD



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CHARLES STREET BUS BRIDGE
CONCEPT PLAN
SHEET 7 OF 7
LOCAL AUTHORITY (XXX) TOWN OF VINCENT

DESIGNED	VERIFIED
DRAWN	APPROVED
FILE NUMBER	
DRAWING NUMBER	
1544-1380	
AMENDMENT	

Charles Street Bus Bridge and Busway Project

The \$32 million Charles Street Bus Bridge and Busway project was announced in October 2015.

Funded by the State Government, the project will be delivered by Main Roads on behalf of the Public Transport Authority, and is expected to be completed by early 2017. Once finished more than 1200 buses and almost 16000 passengers a day will use the new bridge and associated infrastructure to access the new Perth Busport.

Concept Plan

The concept plan includes:

- A dedicated busway including a bus bridge over Graham Farmer Freeway connecting Charles Street to the existing James Street bus bridge
- A new off-ramp from Mitchell Freeway onto Roe Street to replace the existing Mitchell Freeway James St off-ramp
- Approximately 500m of bus lanes on Charles Street
- An additional right turn on the Charles Street freeway exit ramp
- Reconfiguration of the Charles Street/Carr Street intersection to provide bus priority
- A bus layover area at James Street
- Improvements and signalisation of the James Street roundabout
- Improvements to the James Street/Fitzgerald Street intersection
- Intersection improvements to the Newcastle Street/Cleaver Street intersection to allow bus only access to Cleaver Street
- Improvements to existing pedestrian and cycling infrastructure
- Reconfiguration of Charles Street/Newcastle Street Intersection to allow for the new bus bridge.

Benefits of the project include:

- Improved car travel times due to fewer buses using James and Fitzgerald streets in Northbridge
- More reliable bus services and improved bus travel times due to a more direct route to the new Perth Busport

Project Timeline

Tender period: October 20 to December 15 2015
(closed)

Award of tender: March 2016 (estimated)

Construction start: May 2016 (estimated)

Construction completion: early 2017 (estimated)

What Happens If We Do Nothing

When the new Perth Busport opens in mid-2016, more than 1200 buses per day will use James Street west of Fitzgerald Street in Northbridge. As Perth continues to grow, it is expected that there will be additional bus services as well as increased traffic along James and Fitzgerald streets, with forecasts indicating significant congestion concerns by the mid to late 2020's.

This project with the associated road network changes provides a solution for the future. More than 1000 buses and 2800 vehicles per day will be removed from these local roads, improving travel reliability and enhancing the amenity and local accessibility for businesses and local residents.

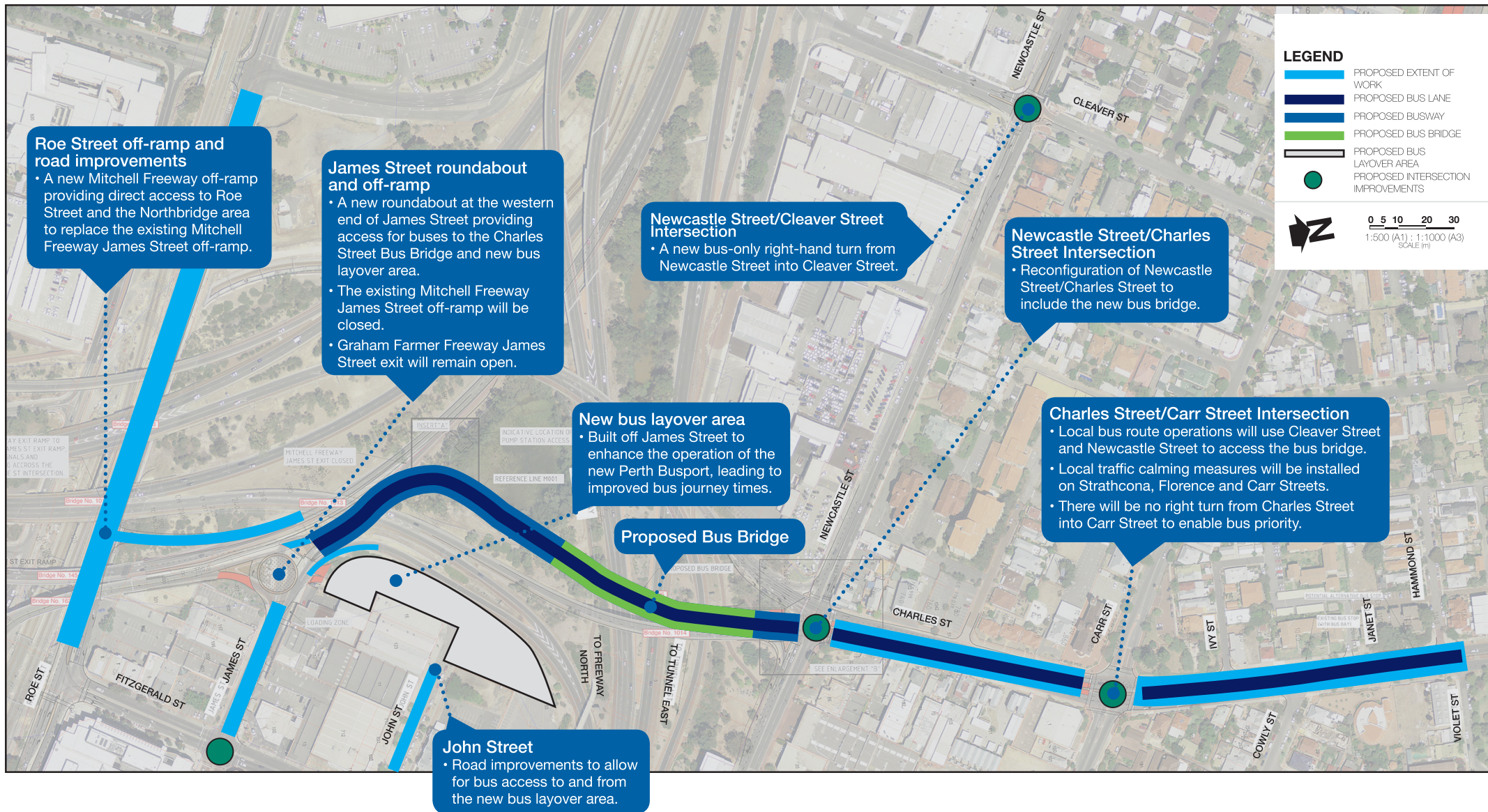
Stay Informed

In early 2016 we will be contacting businesses in the local area. We will be inviting local residents to attend information sessions from March 2016.

For additional information contact Main Roads on 138 138 and ask to speak to the project's Community and Stakeholder Engagement Manager, Anu Malaviya.

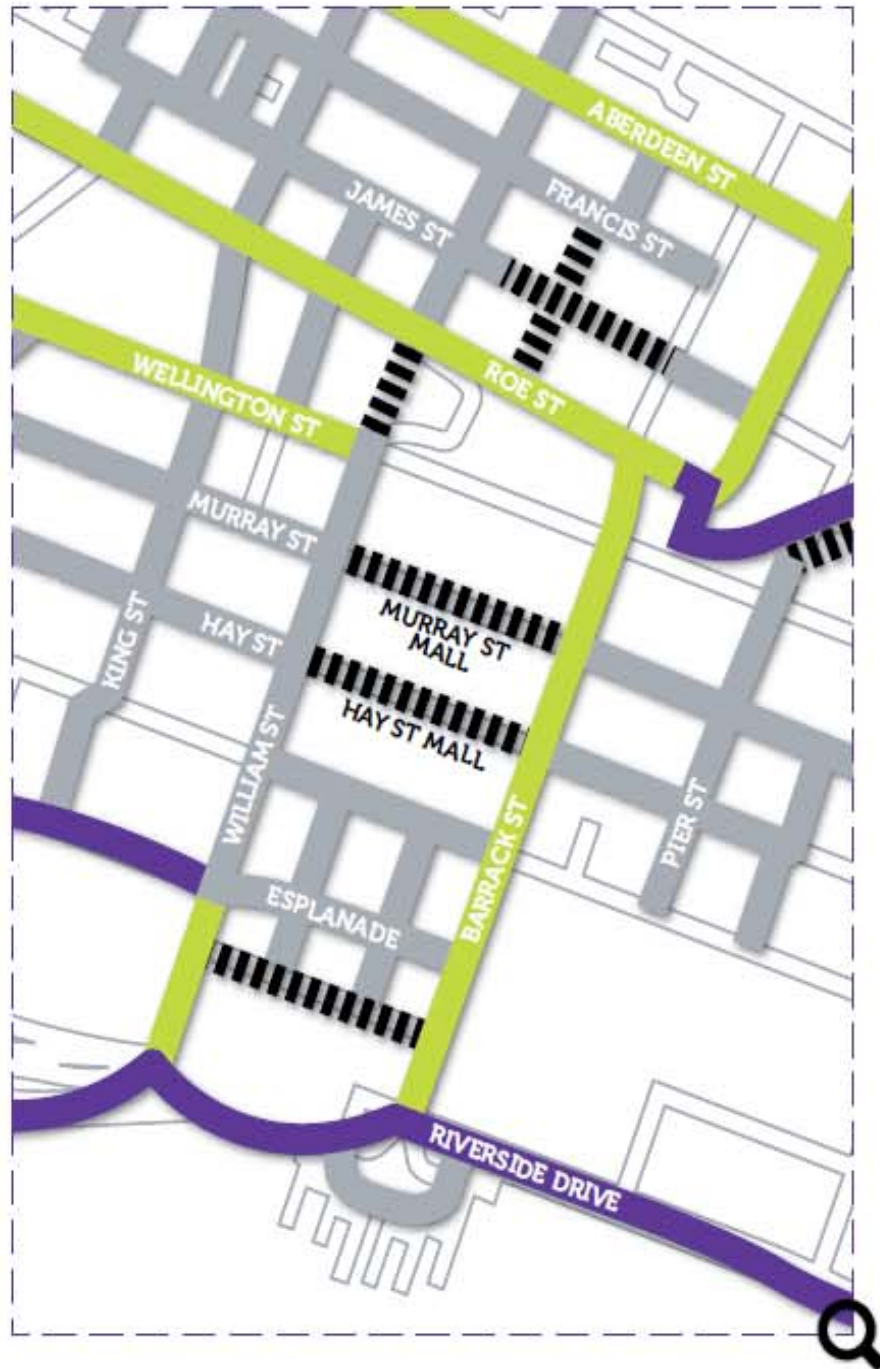
For project updates, including newsletters and notifications of upcoming works, subscribe to the project page on the Main Roads website at www.mainroads.wa.gov.au

Charles Street Bus Bridge and Busway Project



SCHEDULE 2

Figure 2 - Proposed Cycling Network

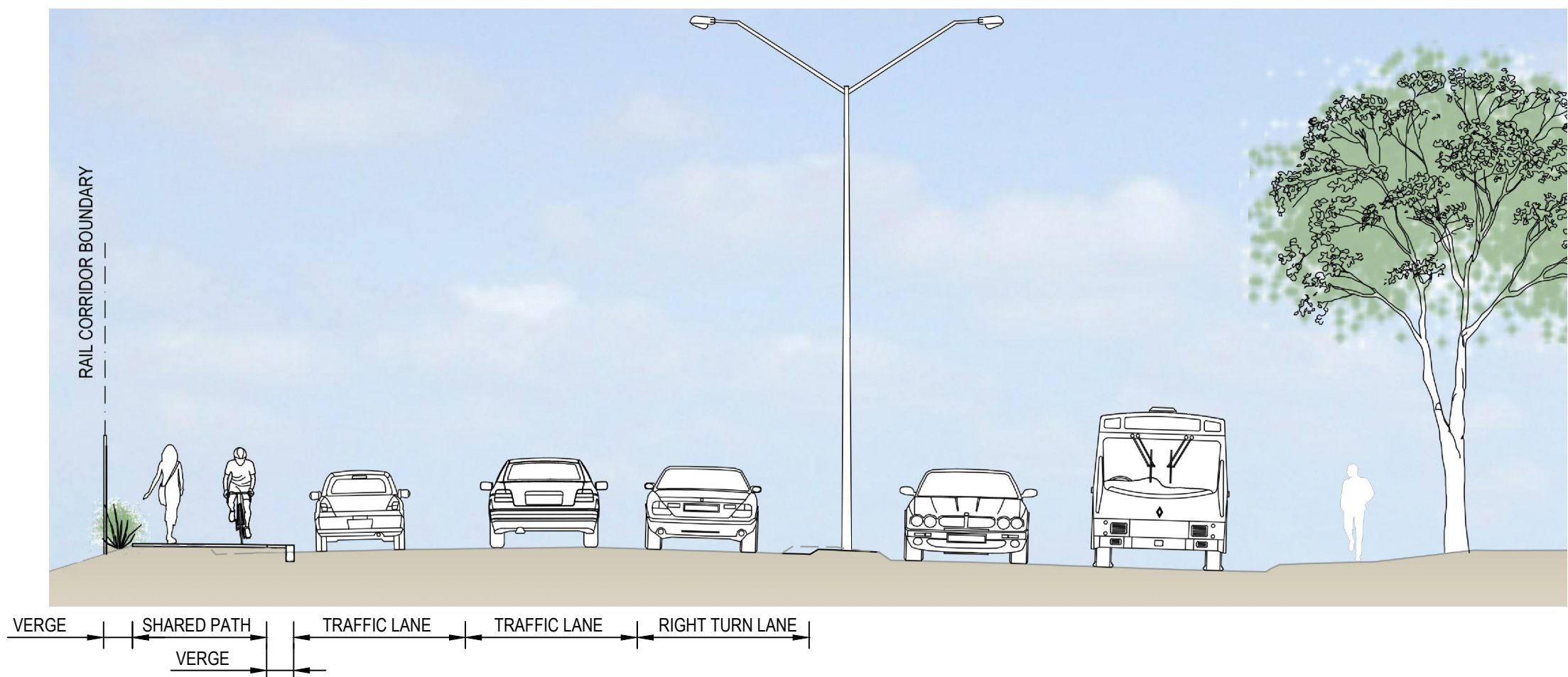
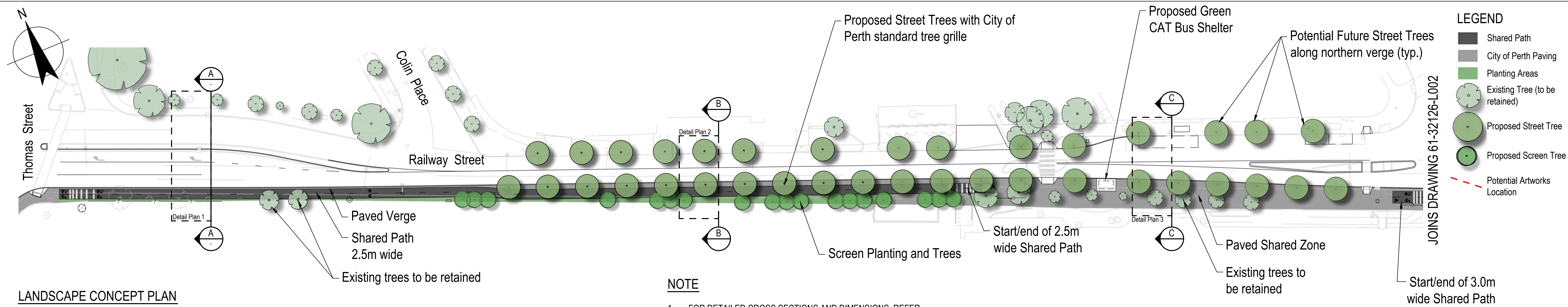


CONFIDENTIAL SCHEDULE 3
ITEM 1 – ROE STREET AND RAILWAY STREET SHARED
PATH

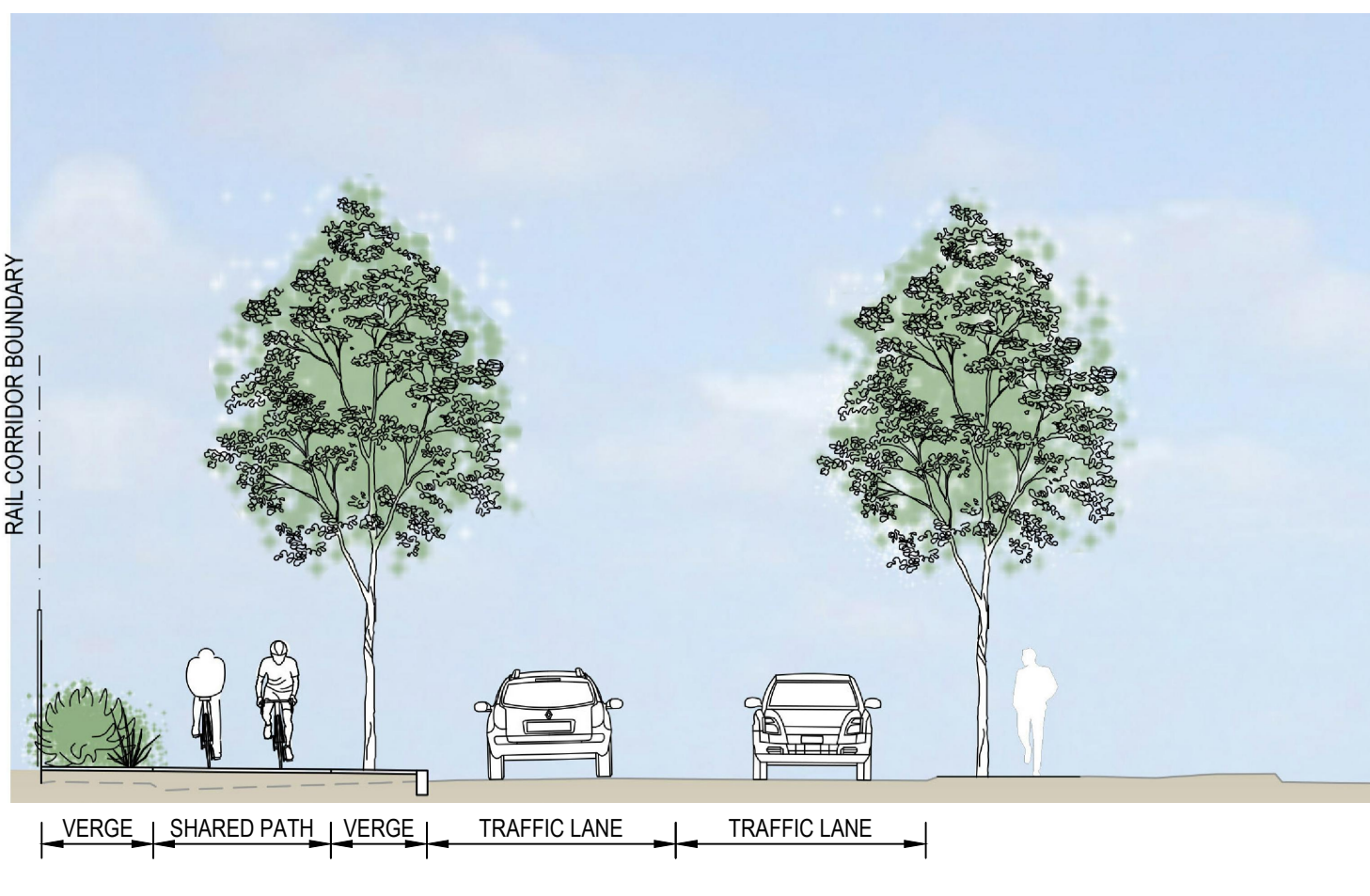
FOR THE WORKS AND URBAN DEVELOPMENT
COMMITTEE MEETING

9 FEBRUARY 2016

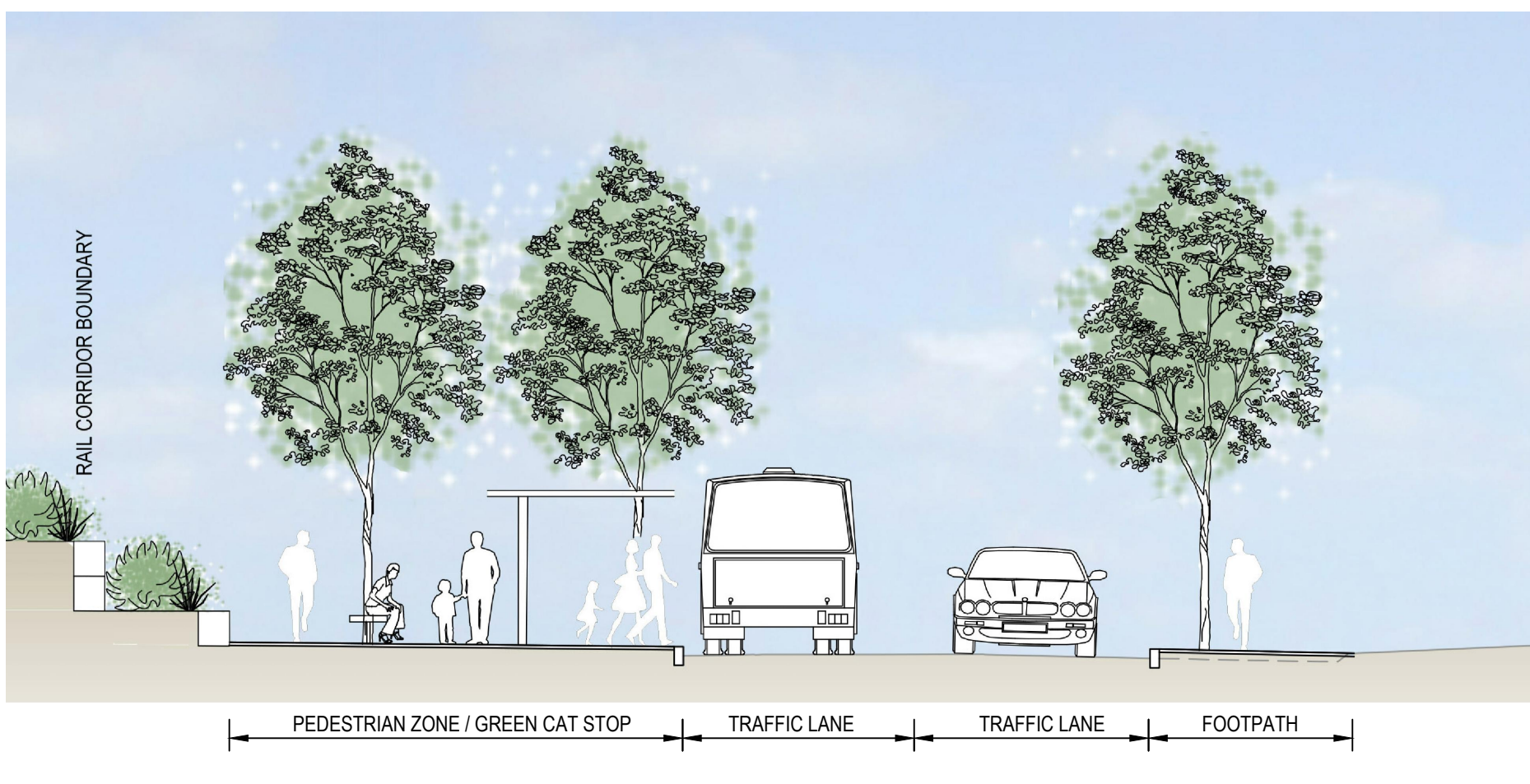
DISTRIBUTED TO ELECTED MEMBERS UNDER
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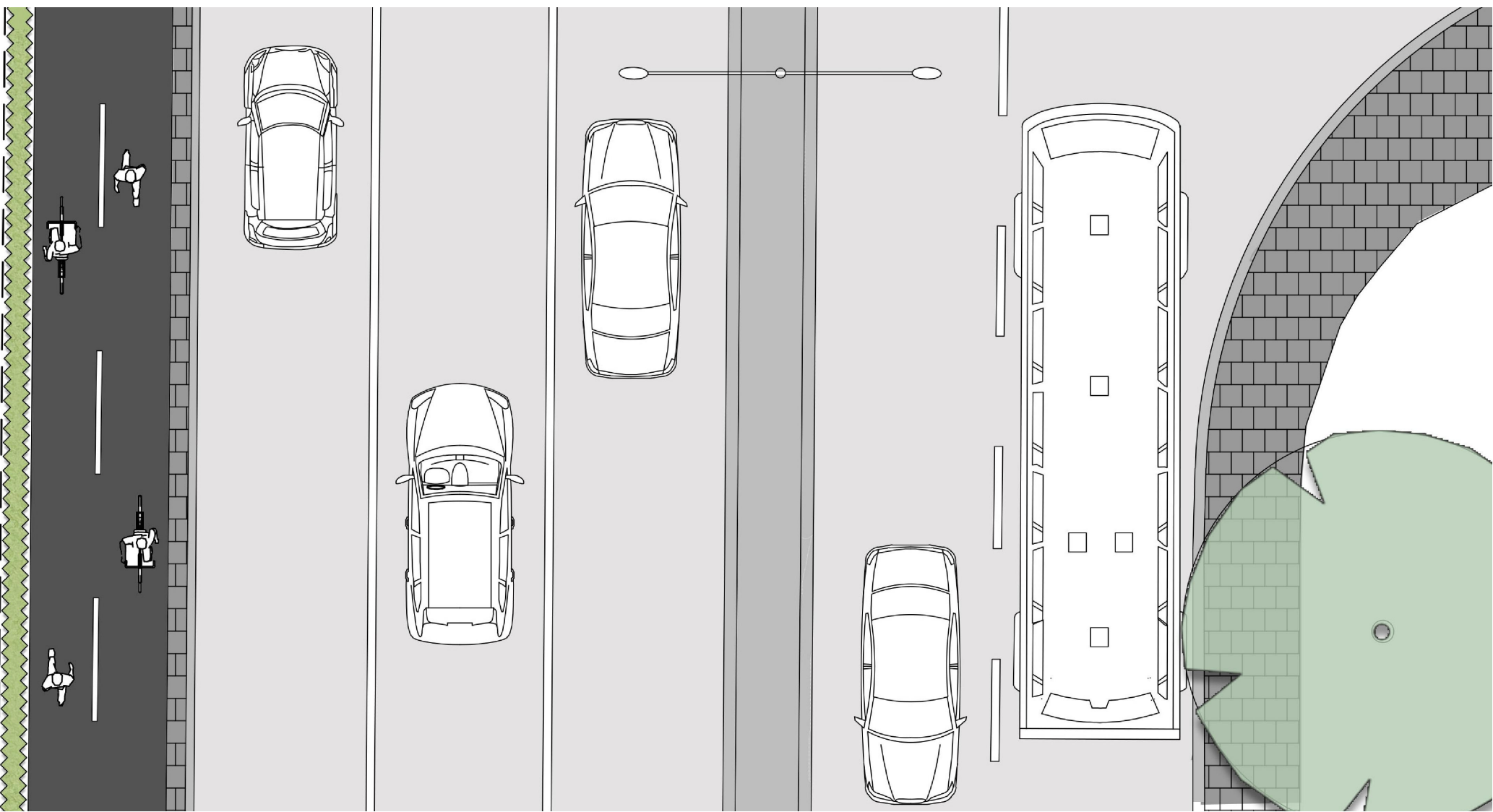
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SCALE 1:100



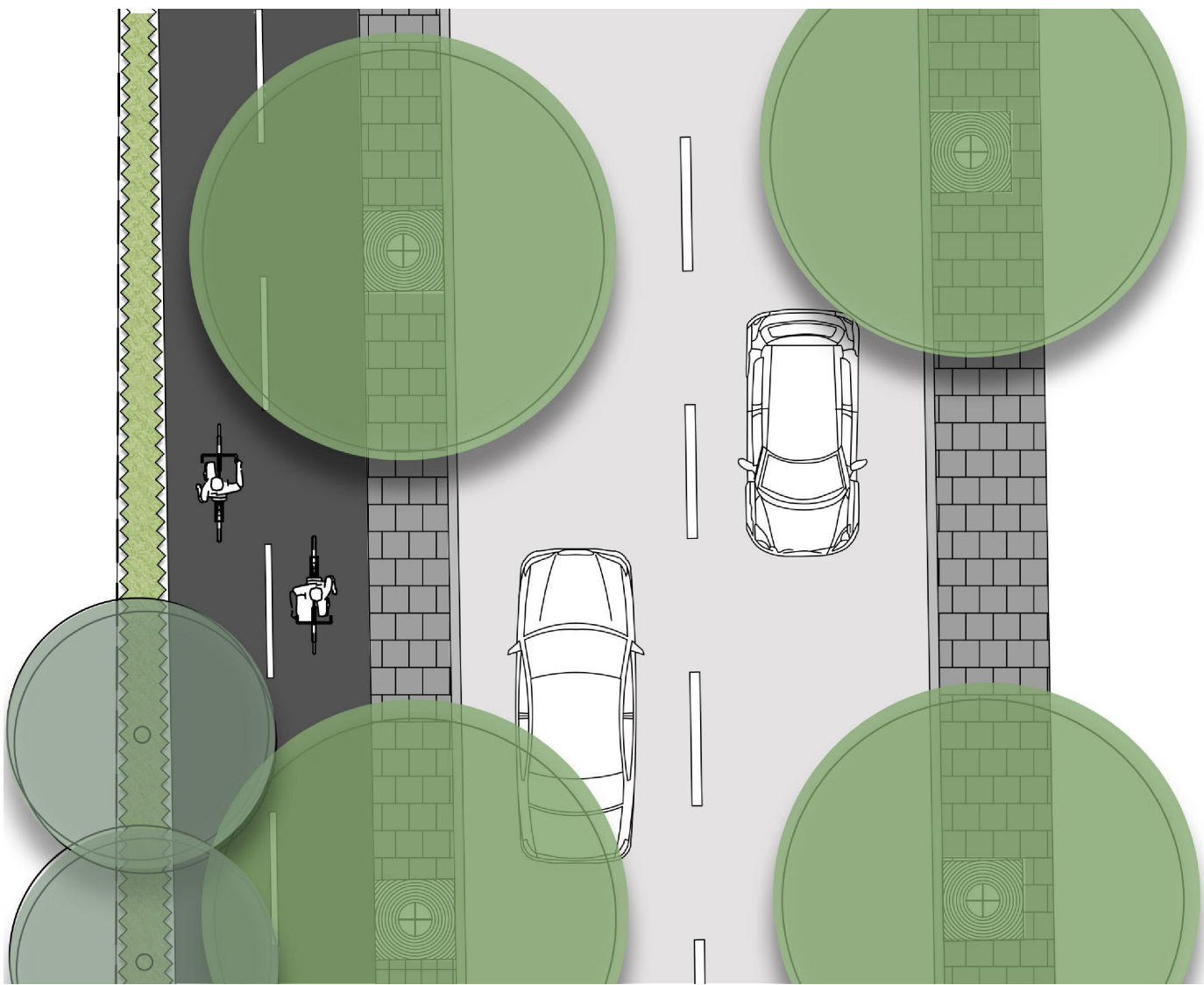
CROSS SECTION B: SHARED PATH - ROE STREET - CITY WEST
SCALE 1:100



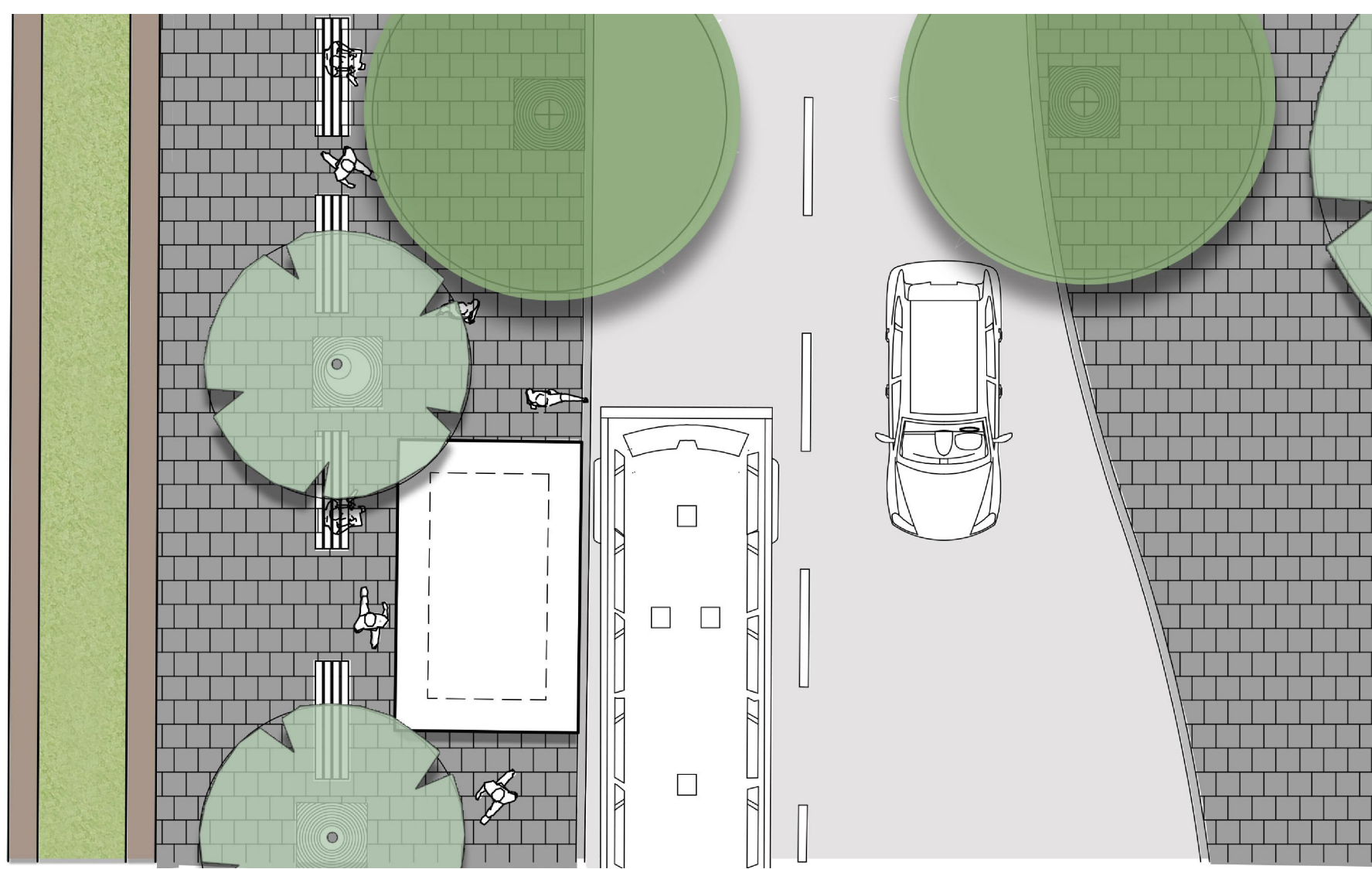
CROSS SECTION C: PEDESTRIAN ZONE / GREEN CAT BUS STOP - CITY WEST
SCALE 1:100



DETAIL PLAN 1: SHARED PATH - ROE STREET / THOMAS STREET
SCALE 1:100



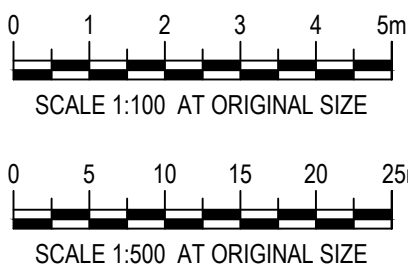
DETAIL PLAN 2: SHARED PATH - ROE STREET - CITY WEST
SCALE 1:100



DETAIL PLAN 3: PEDESTRIAN ZONE / GREEN CAT BUS STOP - CITY WEST
SCALE 1:100

PRELIMINARY

B	ISSUED FOR FINAL CONCEPT REVIEW	EM	DF	ST	29.06.15
A	ISSUED FOR CLIENT REVIEW	MD	DF	ST	15.05.15
No	Revision	Note: * indicates signatures on original issue of drawing or last revision of drawing	Drawn	Job Manager	Project Director



CITY of PERTH



GHD House, 239 Adelaide Tce Perth WA 6004
PO Box Y3106 Perth WA 6832 Australia
T 61 8 6222 8222 F 61 8 6222 8555
E permail@ghd.com.au W www.ghd.com

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Drawn M. DALTON

Designer E. MAGUIRE

Drafting

Design

Check

Check

Approved

(Project Director)

Date

Date

Scale AS SHOWN

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signed as Approved

Client

CITY OF PERTH

Project

ROE / RAILWAY STREET SHARED PATH EXTENSION

Title

LANDSCAPE CONCEPT

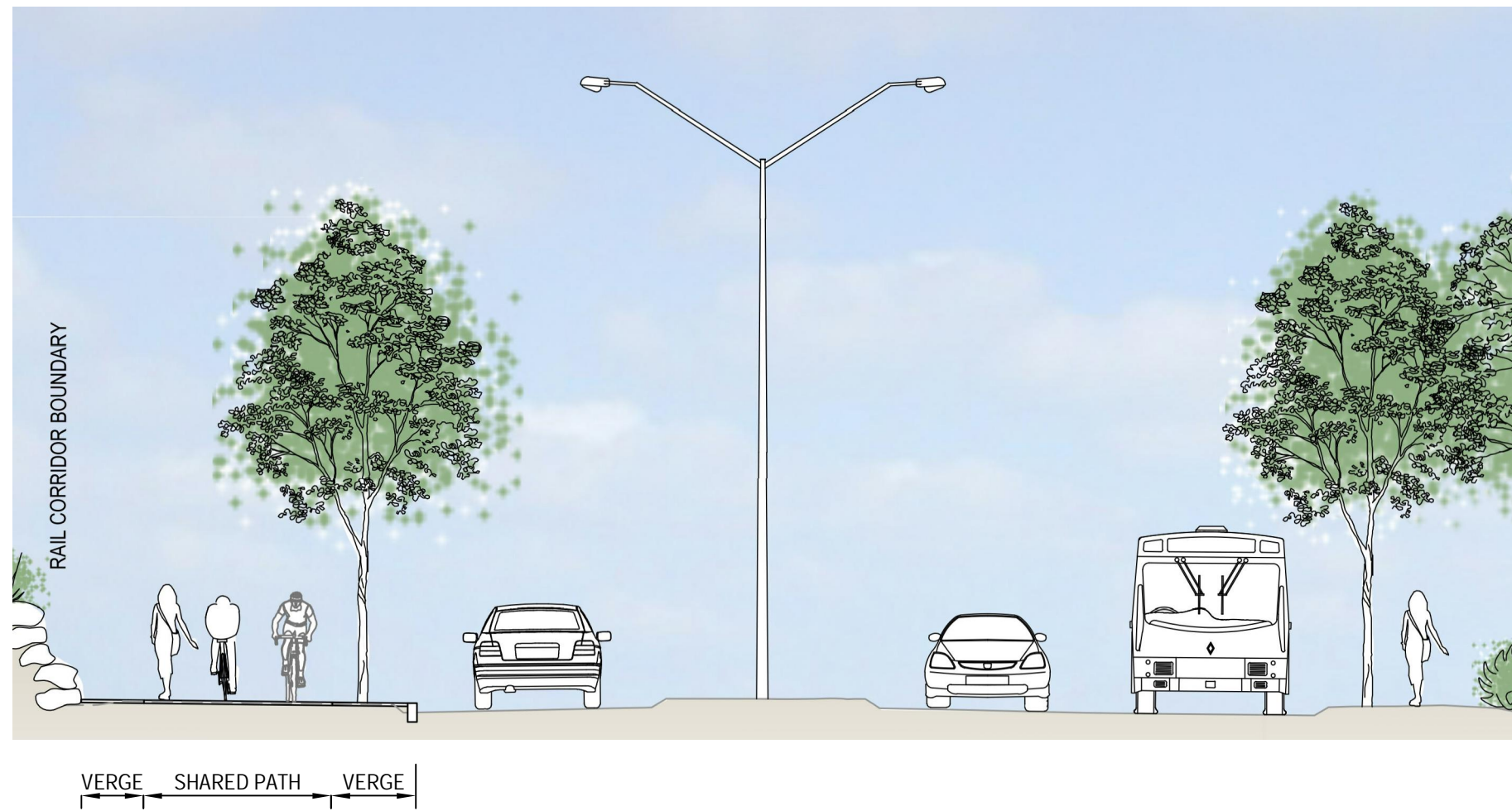
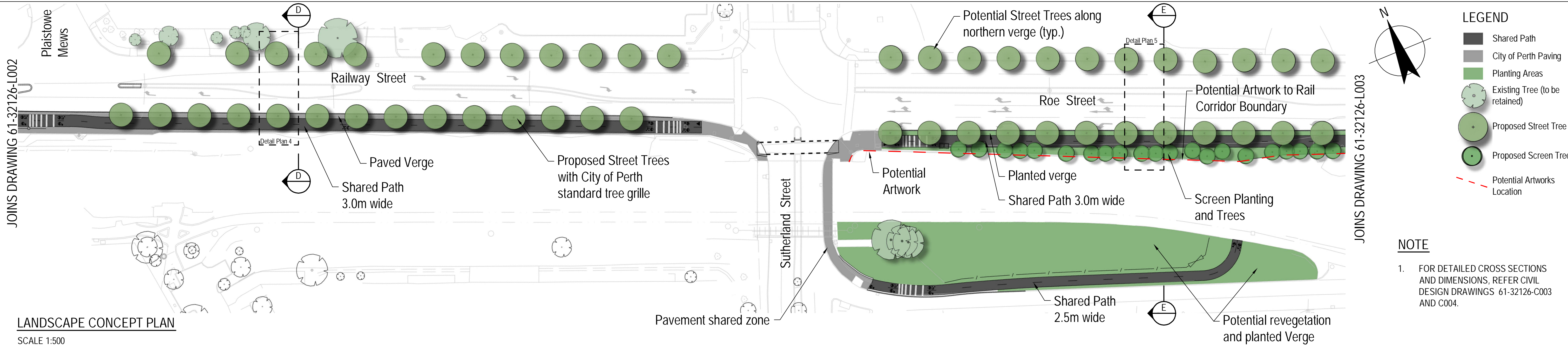
SHEET 1 OF 3

Original Size

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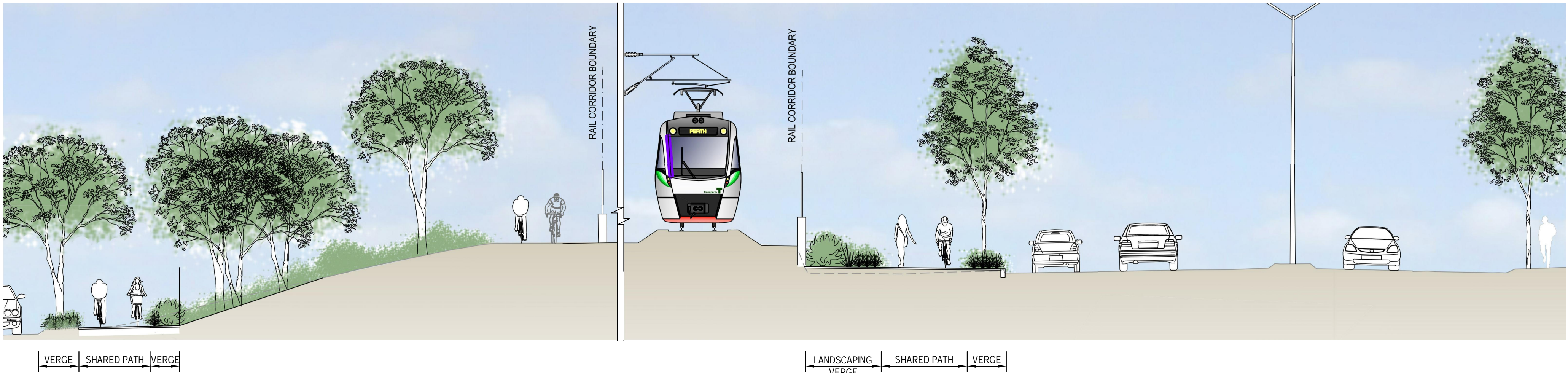
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Rev: B



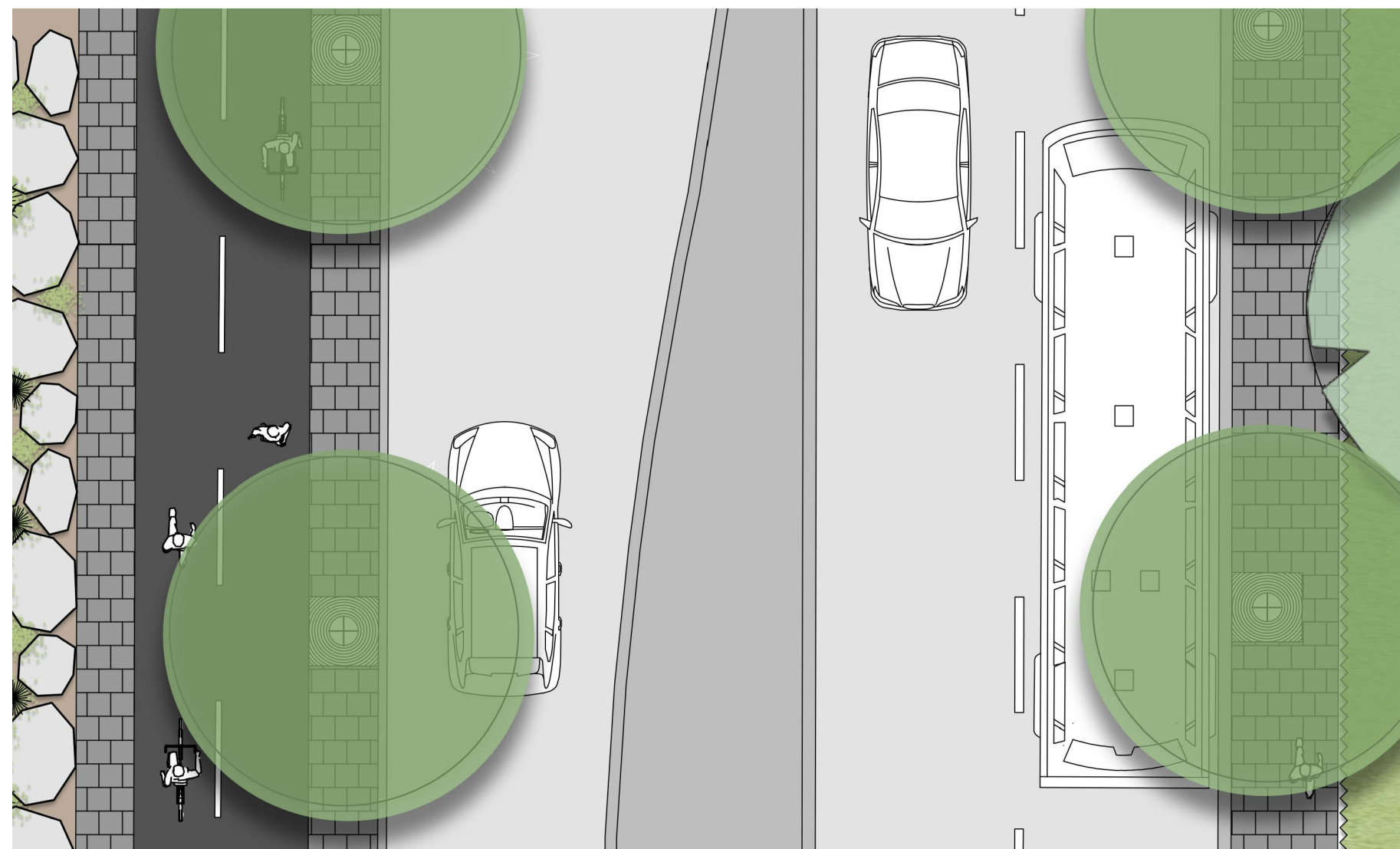
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SCALE 1:100



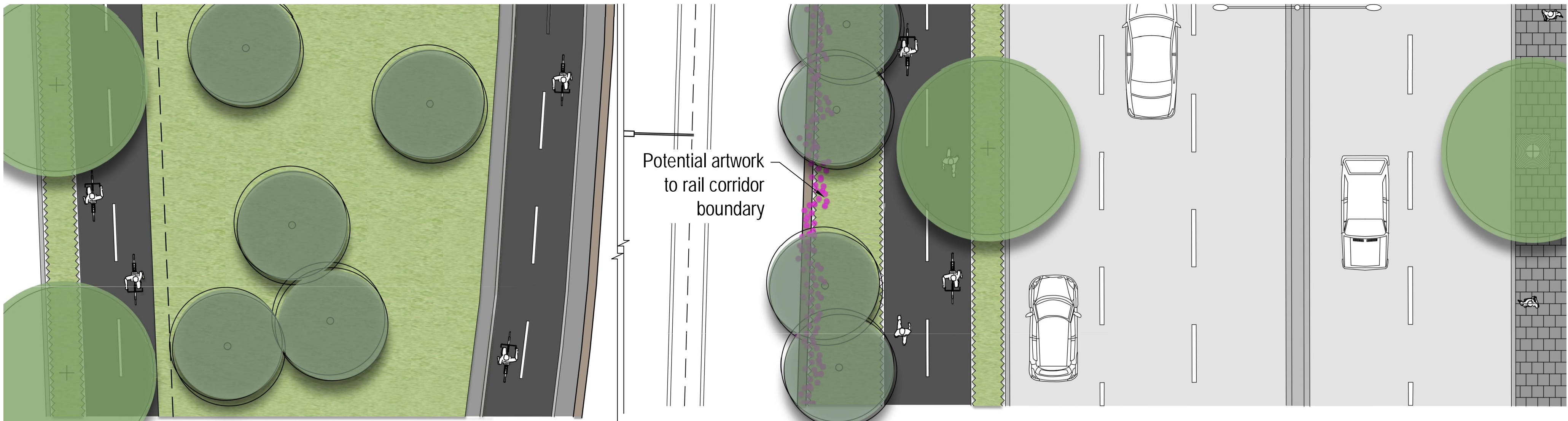
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SCALE 1:100



DETAIL PLAN 4: SHARED PATH - ROE STREET / CITY WEST

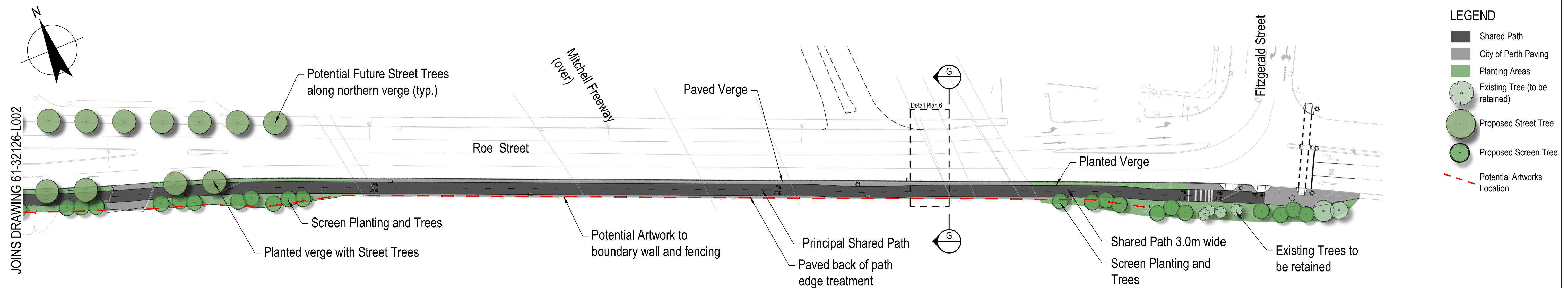
SCALE 1:100



DETAIL PLAN 5: CONNECTING SHARED PATH AT SUTHERLAND STREET & ROE STREET

SCALE 1:100

						 SCALE 1:100 AT ORIGINAL SIZE		 CITY of PERTH	 GHD House, 239 Adelaide Tce Perth WA 6004 PO Box Y3106 Perth WA 6832 Australia T 61 8 6222 8222 F 61 8 6222 8555 E permail@ghd.com.au W www.ghd.com	DO NOT SCALE	Drawn M. DALTON	Designer E. MAGUIRE	Client	CITY OF PERTH ROE / RAILWAY STREET SHARED PATH EXTENSION LANDSCAPE CONCEPT SHEET 2 OF 3		
B ISSUED FOR FINAL CONCEPT REVIEW						EM	DF			ST	29.06.15	Drafting Check	Design Check		Project	
A ISSUED FOR CLIENT REVIEW						MD	DF			ST	15.05.15	Approved (Project Director) Date			Title	
No	Revision	Note: * indicates signatures on original issue of drawing or last revision of drawing				Drawn	Job Manager			Project Director	Date	Scale AS SHOWN	This Drawing must not be used for Construction unless signed as Approved		Original Size	
														A1	Drawing No: 61-32126-L002	Rev: B

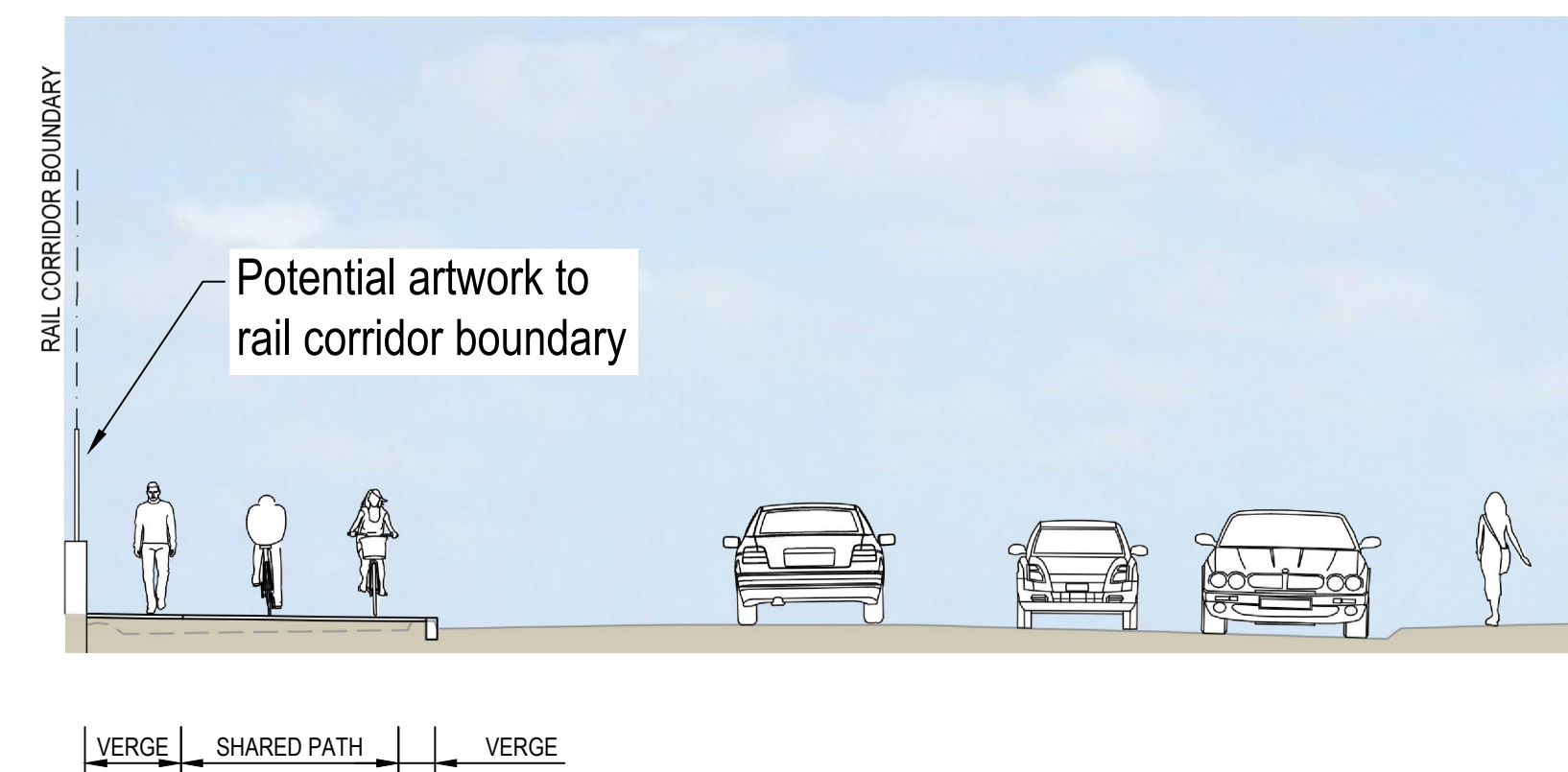


LANDSCAPE CONCEPT PLAN

SCALE 1:500

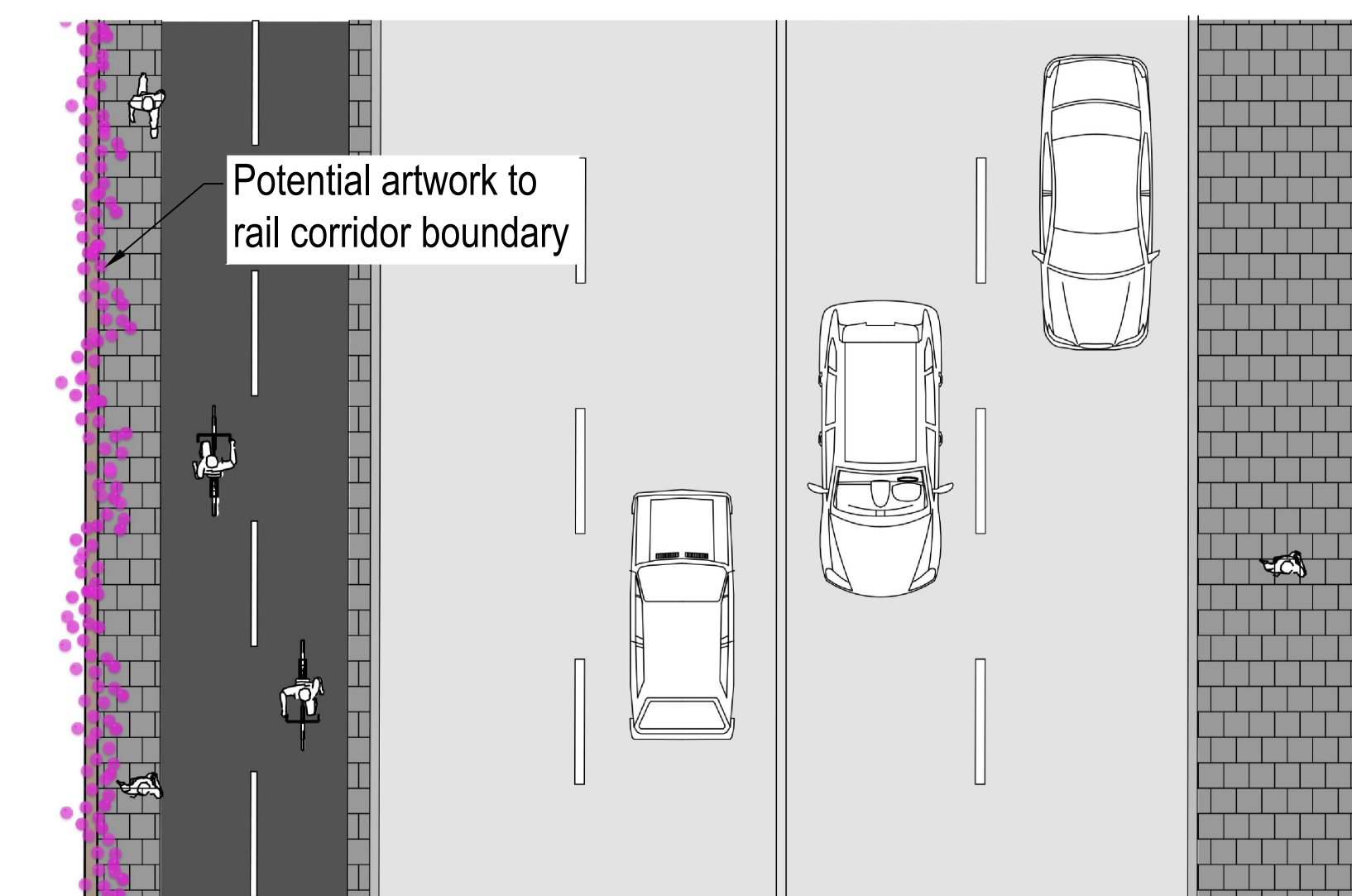
NOTE

1. FOR DETAILED CROSS SECTIONS AND DIMENSIONS, REFER CIVIL DESIGN DRAWINGS 61-32126-C003 AND C004.



CROSS SECTION G: SHARED PATH - ROE STREET UNDER MITCHELL FREEWAY OVERPASS

SCALE 1:100



DETAIL PLAN 6: SHARED PATH - ROE STREET UNDER MITCHELL FREEWAY OVERPASS

SCALE 1:100

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Plot Date: 29 June 2015 - 2:19 PM

Plotted by: Eoin Maguire

Cad File No: \\ghdnet.internat\ghd\AU\Perth\Projects\61\32126\CADD\Drawings\61-32126-L001.dwg

SCHEDULE 5

