



CITY of PERTH

Lord Mayor and Councillors,

NOTICE IS HEREBY GIVEN that the next meeting of the **Works and Urban Development Committee** will be held in Committee Room 1, Ninth Floor, Council House, 27 St Georges Terrace, Perth on **Tuesday, 12 April 2016 at 5.30pm.**

Yours faithfully

MARTIN MILEHAM
CHIEF EXECUTIVE OFFICER

7 April 2016

Committee Members:

Members:

Cr Limnios (Presiding Member)
The Lord Mayor
Cr McEvoy

1st Deputy:

Cr Harley

2nd Deputy:

Cr Chen

EMERGENCY GUIDE

Council House, 27 St Georges Terrace, Perth



CITY of PERTH

The City of Perth values the health and safety of its employees, tenants, contractors and visitors. The guide is designed for all occupants to be aware of the emergency procedures in place to help make an evacuation of the building safe and easy.

BUILDING ALARMS

Alert Alarm and Evacuation Alarm.

ALERT ALARM

beep beep beep

All Wardens to respond.

Other staff and visitors should remain where they are.

EVACUATION ALARM/PROCEDURES

whoop whoop whoop

On hearing the Evacuation Alarm or on being instructed to evacuate:

1. Move to the floor assembly area as directed by your Warden.
2. People with impaired mobility (those who cannot use the stairs unaided) should report to the Floor Warden who will arrange for their safe evacuation.
3. When instructed to evacuate leave by the emergency exits. **Do not use the lifts.**
4. Remain calm. Move quietly and calmly to the assembly area in **Stirling Gardens** as shown on the map below. Visitors must remain in the company of City of Perth staff members at all times.
5. After hours, evacuate by the nearest emergency exit. **Do not use the lifts.**



EVACUATION ASSEMBLY AREA



 Assembly Area

 Alternate Assembly Area

WORKS AND URBAN DEVELOPMENT COMMITTEE

Established: 17 May 2005 (Members appointed 22 October 2015)

Members:	1st Deputy:	2nd Deputy:
Cr Limnios (Presiding Member) The Lord Mayor Cr McEvoy	Cr Harley	Cr Chen

Quorum: Two

Expiry: October 2017

TERMS OF REFERENCE: OCM 24/11/15

To oversee and make recommendations to the Council on matters related to:

1. works required to construct, upgrade and maintain streets, footpaths, thoroughfares and other public places, including streetscape upgrades, landscaping initiatives and directional signage and graffiti;
2. design, construction and upgrading of parks, reserves, recreational and civic amenities and facilities and Council owned buildings, excluding Council House, the Perth Town Hall, City of Perth Public Lending Library and the Perth Concert Hall;
3. oversight of the implementation of the Lighting Strategy;
4. waste management.

This meeting is not open to members of the public

**WORKS AND URBAN DEVELOPMENT
COMMITTEE
12 APRIL 2016**

ORDER OF BUSINESS

- 1. Declaration of Opening**
- 2. Apologies and Members on Leave of Absence**
- 3. Confirmation of Minutes – 22 March 2016**
- 4. Correspondence**
- 5. Disclosure of Members' Interests**
- 6. Reports**
- 7. Motions of which Previous Notice has been Given**
- 8. General Business**
 - 8.1. Responses to General Business from a Previous Meeting**
Nil
 - 8.2. New General Business**
- 9. Items for Consideration at a Future Meeting**
Outstanding Reports:
Nil
- 10. Closure**

INDEX OF REPORTS

Item	Description	Page
1	PTA PROPOSED CONSTRUCTION OF FITZGERALD STREET BUS LANES (CITY OF PERTH SECTION)	1

ITEM NO: 1

PTA PROPOSED CONSTRUCTION OF FITZGERALD STREET BUS LANES (CITY OF PERTH SECTION)

RECOMMENDATION: (APPROVAL)

That Council agrees to provide final approval for the Public Transport Authority plans for peak period bus lanes along the section of Fitzgerald Street between John and Newcastle Streets.

BACKGROUND:

FILE REFERENCE: P1026295
REPORTING UNIT: Transport
RESPONSIBLE DIRECTORATE: Planning and Development
DATE: 31 March 2016
MAP / SCHEDULE: Schedule 1 – Bus Lane Fact Sheet
Schedule 2 – Bus Lane Report
Schedule 3 – Bus Lane Drawings
Schedule 4 – City of Vincent Council Minutes

At the Council Meeting held on **28 April 2015**, Item 124/15, Council resolved the following:

“That Council

1. *agrees in principle that the Public Transport Authority develop detailed plans for peak period bus lanes along the section of Fitzgerald Street within the City of Perth, on condition that a comprehensive submission and final application is made to the City of Perth, including:*
 - 1.1 *details of proposed bus lane operation, time restrictions; and proposed commencement;*
 - 1.2 *design details;*
 - 1.3 *details of projected public transport benefits;*
 - 1.4 *impacts on residents; businesses and other users;*
 - 1.5 *full results of community consultation undertaken on the proposal;*
 - 1.6 *the current level of support from the City of Vincent Council on the proposal and to ensure that consistent detailing, road marking and signage is proposed across both Local Government Authorities; and*
 - 1.7 *any other impacts or considerations.*

2. *notes that a further report will be presented to Council addressing the above matters, prior to a final approval being granted for the proposal.”*

This report provides the results of further work undertaken by the Public Transport Authority (PTA) to meet the Council resolution.

LEGISLATION / STRATEGIC PLAN / POLICY:

**Integrated Planning
and Reporting
Framework
Implications**

Strategic Community Plan

Council Four Year Priorities: Getting Around Perth
S4 Enhanced accessibility in and around the City
including parking

DETAILS:

The majority of the proposed bus lanes are contained within the City of Vincent, with a short section contained within the City of Perth north of John Street. The City of Perth road network is only impacted between Newcastle Street and John Street, a distance of approximately 200m as shown below in the location map.

Location Map



A report was prepared for Public Transport Authority (PTA) by their consultants detailing the route, changes required to signage; and consultation with stakeholders that has occurred (Schedule 2). The associated drawings for the City of Perth are provided in Schedule 3. These show that the bus lanes would operate from 6.30am to 9.00am in the southbound direction; and from 4.00pm to 6.30pm in the northbound direction; from Monday through to Friday. These are consistent with the bus lanes on Beaufort Street in the City. The bus lane would have a red surface, unlike the Beaufort Street bus lanes which are black (Council resolution 1.1 and 1.2).

A Fact Sheet is being circulated to local addresses indicating the extent and operation of the bus lanes; timing; the benefits of providing the bus lanes; and responses to perceived myths regarding bus lanes. The fact sheet outlines that approximately 8500 bus users per day use Fitzgerald Street with the bus lanes providing 5-6 minutes of improved travel time along their length. This is a major improvement to bus operations and accessibility to the CBD. The Fact Sheet is provided at Schedule 1 (Council resolution 1.3 and 1.5).

On 8 March 2016, the City of Vincent considered the bus lane scheme and advised PTA that it had no objection to the proposals. This resolution is provided at Schedule 4 (Council resolution 1.6).

FINANCIAL IMPLICATIONS:

There are no financial implications for the City of Perth related to this report.

COMMENTS:

Discussions with PTA and the documents provided are considered appropriate to satisfy all of the Council resolution of **28 April 2015**, except for 1.5, the full results of community consultation. PTA has circulated its Fact Sheet, and will review any responses that it receives. However, for the City of Perth section it is not considered that there are significant implications of the proposals which shall give rise to objections to them.

The timing of the bus lanes is the same as for Beaufort Street. This follows discussions with PTA subsequent to the City of Vincent report which shows the bus lane evening peak times finishing at 6.00pm. For consistency within the City of Perth, it was considered that all new bus lanes should have the same time periods.

Although the introduction of the bus lanes will change traffic conditions through Fitzgerald Street, the bus lane will occupy roadway that is currently a clearway for the majority of the bus lane operating times. Therefore the impact on adjacent residential and commercial activities will be minimal. Impacts on traffic should also be limited due to current bus stop locations within the clearway impairing private vehicle movement within this lane (Council resolution 1.4) during current operations.

Discussions will continue to take place with PTA regarding the construction materials for the bus lane. The City is requesting consistency with Main Roads Western Australia specifications. It is anticipated that this issue can easily be resolved and should not hinder progress with the project.

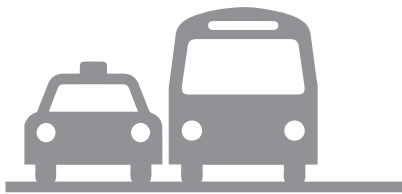
Fitzgerald Street Peak Period Bus Lanes



Public Transport Authority

FACT SHEET: MARCH 2016

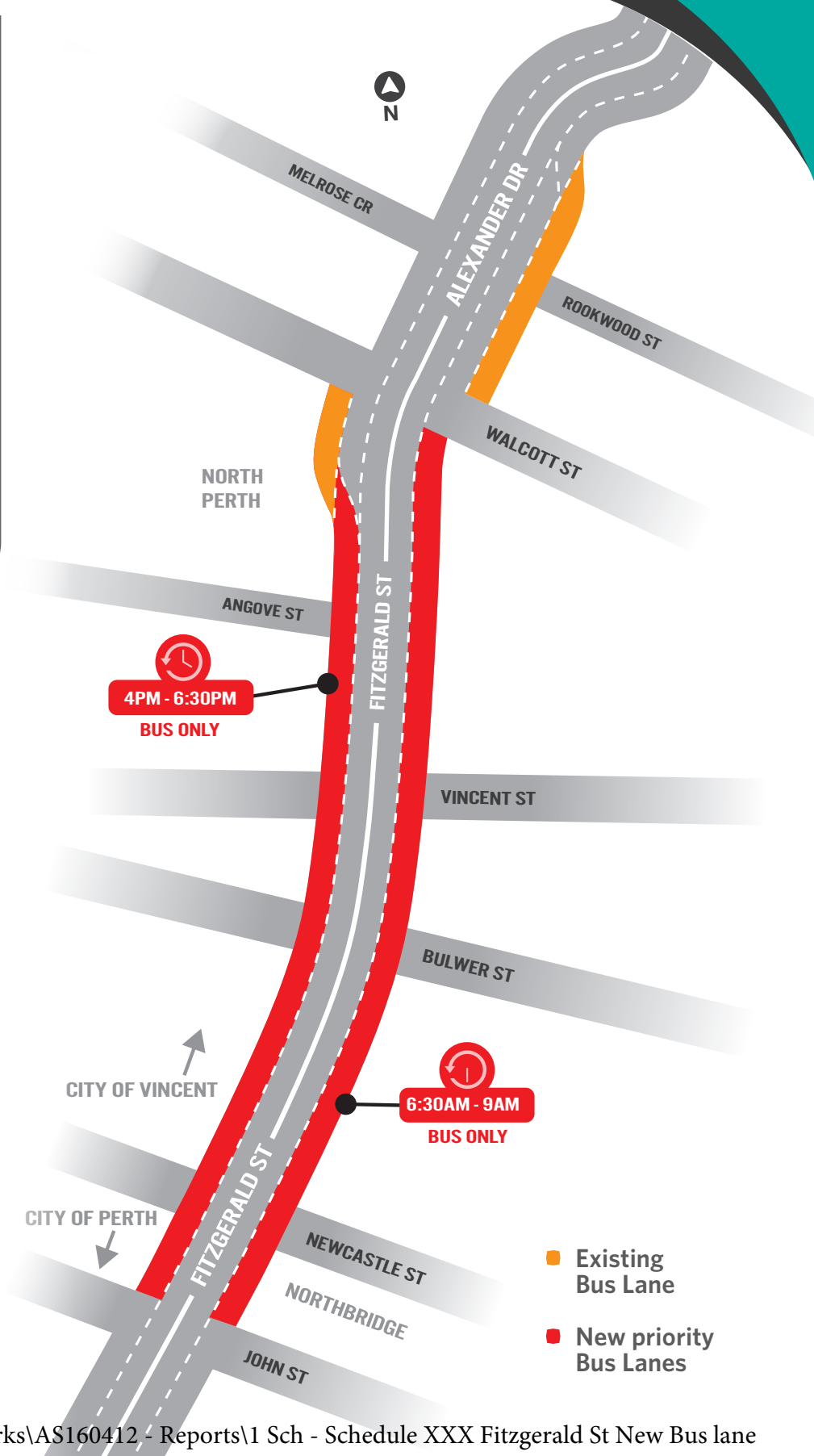
The Public Transport Authority (PTA) is creating kerbside Peak Period Bus Priority lanes in the Clearway zones along Fitzgerald Street, between Walcott and John streets, to improve public transport in the area and allow a new high-frequency bus service to begin.



The kerbside lanes will operate during Clearway times and only in the peak direction (ie towards CBD in the morning and away from the CBD in the afternoon).

This arrangement has proved successful along Beaufort Street with benefits being enjoyed by residents and local businesses alike.

The Peak Period Bus Priority lanes are an interim measure to address current congestion until formal plans for MAX Light Rail are developed after 2017.



- Existing Bus Lane
- New priority Bus Lanes



MYTH	FACT
Bus lanes will ruin the vibrant atmosphere	Buses already run along Fitzgerald Street every three minutes during peak periods.
Peak period bus lanes will mean more buses	Initially there will be the same number of buses, they will just be able to move through congested traffic with fewer delays.
There will be significant and disruptive roadworks	Only the kerbside lanes will require resurfacing which can be done within a fortnight, intersection works are also minor and therefore all works can be completed in approximately one month from commencement.
Bus lanes will cut into pedestrian areas	The bus lane will be created within the existing road width with no impact on pedestrian areas.
Buses will speed along Fitzgerald Street	Buses must follow the speed limits as determined by law.
Cars are not allowed in bus lanes	Cars can drive in the priority bus lanes during off-peak times, and during peak times for 100m before entering or exiting side streets.
Bus only lanes stop street parking	The peak period lanes will operate during Clearway times when vehicles can not park on the street. Therefore there will be no impact on street parking.
Bus lanes will create more congestion and rat runs	The average Transperth bus can carry between 60 and 100 passengers depending on its size. With buses running more efficiently in the peak period lanes there is the potential to take hundreds of cars off the road. Other drivers may decide to use alternative routes or travel at different times.
This work means there will be no MAX Light Rail or Rapid Bus Transit in the area.	No. This is an interim measure to address current congestion levels along Fitzgerald Street until strategic and integrated transport plans for the area are formalised.

PEAK PERIOD BUS PRIORITY LANE OPERATIONS

Where: Fitzgerald Street, between Walcott and John streets

When: The bus-only lanes only apply during peak hours, from 6.30am - 9am (towards the CBD) and 4pm - 6.30pm (away from the CBD).

How: The kerbside bus-only lanes will be identified with red asphalt and clear line marking.

Why: Peak period bus lanes will move more people on buses along Fitzgerald Street with an estimated five to six minute reduction in bus travel times. It also allows the PTA to easily introduce high-frequency services in the future.

PROJECT IN NUMBERS

8500	People a day carried by buses along Fitzgerald Street
7000	Vehicles replaced a day by buses along Fitzgerald Street
5-6 MINUTES	Estimated reduction in bus travel times along Fitzgerald Street
1-2 MINUTES	A bus will operate every 1-2 minutes along Fitzgerald Street during peak hours



PROJECT INFORMATION

Project information will be regularly updated at www.pta.wa.gov.au
 13 62 13 • projects@pta.wa.gov.au • www.pta.wa.gov.au
 Transperth service information www.transperth.wa.gov.au



Public Transport Authority

FITZGERALD STREET BUS PRIORITY James Street to Walcott Street Final Design Report Revision 2

FOR

Public Transport Authority

PEC553-TD-CV-REP-0001


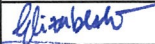
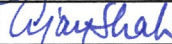
Revision	Date	Comment	Signatures		
			Originated by	Checked by	Approved by
A	05/03/2015	Design Basis Issued for Client Review	W. Bowyer	R Gutteridge	R Gutteridge
0	10/03/2015	Design Basis Issued for Use	W. Bowyer	R Gutteridge	R Gutteridge
1	29/04/2015	Final Design Report	W. Bowyer	R Gutteridge	R Gutteridge
2	29/02/2016	Final Design Report – Rev 2	W. Bowyer	E Yustira	A Shah
					

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1. GENERAL

1.1 Introduction

The Public Transport Authority (PTA) has undertaken conceptual planning for future bus priority works along Fitzgerald Street. Part of the bus priority program is to provide some relief at significant congestion points in the bus network, particularly along key public transport corridors. It is thought that Bus priority can somewhat fill the gap left due to the deferral of the MAX light rail project.

PTA have awarded KBR the detailed design for the implementation of peak period bus lanes on Fitzgerald Street between James Street and south of Walcott Street.

This Final Design Report outlines design criteria and assumptions specifically relating to the project. This report is not intended for use for any other purpose or project.

The drawings will be revised to 'For Construction' status on approval from PTA.

1.2 Scope of work

- Detailed design plan for a kerbside bus only peak period lane on Fitzgerald St, from just south of Walcott St to just north of James St, in both directions.
- The bus lanes are a temporary measure and as such only require basic line marking and signing only, with addition of BUS ONLY patches along the route at relevant locations (i.e. where new traffic to the road will need to identify that the lane is BUS ONLY).

1.3 Scope of services

- Detailed design of the peak period bus lane, showing any required infrastructure changes.
- Identify any constraints on using the kerbside lane for bus priority lanes.
- Report on the design, including any constraints identified that would create difficulty when constructing the bus lanes.
- Assess the existing road infrastructure and identify any potential issues e.g. the existing road humps.
- Identify at what point the bus lanes can feasibly commence on Fitzgerald Street south of its intersection with Walcott Street.
- Identify potential location where a proposed bus/bike shelter could be reasonably placed along the corridor. Ensuring its visibility (for security) and ensuring it does not impact on the visibility of existing ADSHEL bus shelters.
- Any infrastructure proposed for the bus lanes should not preclude the introduction of a light rail system.

1.4 Specifications and Standards

- 1) Australian Standard 1742.12 Bus, Transit, Tram and Truck Lanes
- 2) Main Roads Web Guideline Document No. 67-08-5; "Traffic Control Devices for General Use"
- 3) Main Roads standard drawings
- 4) Main Roads Specification 601 Signs and Specification 603 Pavement Markings

1.5 Reports and Supplied Information

- 1) PTA consultancy request No. 20152879
- 2) Aecom Report No. 60328087 – Fitzgerald St bus lane concept study
- 3) Survey file XR_FITZGERALD SURVEY.dwg

2. DESIGN PHILOSOPHY

2.1 Pavement marking and signing design

The pavement marking are generally as existing with the peak period bus lanes delineated with yellow marking with the addition of AM (or PM) BUS LANE road markings at the start of the lane and at each side road, similar to the Beaufort St installation.

Signing is generally as existing, since all the current parking restrictions will remain during off-peak periods, with the exception of the Clearway signing as noted below, and the addition of bus lane start/end signing as appropriate. In addition, northbound parking signs have been adjusted to suit the new bus period operating times and clearway times.

2.1.1 Bus lane signs

Bus lane signs are provided at the start of the lane and at each side road in accordance with Main Roads sign MR-RE-12 as per drawing 201431-0030. Note that this shows bus, taxi and cycles permitted as per the Beaufort St installation. End bus lane (Aust Standard sign R-7-1-1 + R-7-4) is provided immediately prior to the termination of the lanes at each end.

Refer attachment 1 for typical signs and installation details.

Times of operation are as per the Beaufort St bus lanes, ie:

John Street to Walcott Street

AM (southbound)

6:30 – 9 AM MON-FRI

PM (northbound)

4 – 6:30 PM MON-FRI

2.1.2 Clearway signs

Unless signs are identified on site to be faded or damaged, the existing Clearway and parking signs are retained and plated with revised times to match the times of operation of the bus lanes as above.

Existing "tow away" and other signing is retained.

2.1.3 Extent of bus lanes

On 5 March 2015 a site meeting was held, attended by:

- Roger Gutteridge (KBR)
- Will Bowyer (KBR)
- Keith Dodds (PTA)
- Graham Newson (City of Perth)
- Craig Wilson (City of Vincent)
- Gani Pablo (Main Roads WA)

A Design Basis report was circulated to attendees for comment and the preferred scope of work is as follows:

Northbound

Start - at the existing bus stop approx. just north of John St intersection. 'BUS LANE AHEAD' signs and markings to be installed prior to the start as per attachment 3 Figure 1.

End – ends as the existing Walcott St queue jump lane starts.

Southbound

Start – the existing southbound exit from the Walcott St intersection is on a tight bend with a short merge from 3 lanes to 2.

Two options were investigated in the Design Basis Report. To improve safety, the preferred option starts the bus lane at the existing bus stop approx. 180m past the Walcott St intersection. This location gives visibility past the curve to the start of the bus lane. It does not give the buses any disadvantage compared with the non-preferred option which was to start immediately past the intersection.

End – at the stop line on James St. It was noted that there is a disused bus stop between John St and James St. No change is proposed for this.

2.1.4 Cycle shelters

A suitable location for a cycle shelter was identified adjacent to Woodville Reserve, on the west side of Fitzgerald St between Farmer St and Namur St. There is an existing bus shelter and pedestrian crossing point at this location.

The existing chain-link fence is required to be set back into the park to enable location of the shelter. Refer Attachment 2 for the draft shelter design.

2.1.5 Pavement Resurfacing

The existing black asphalt for the outer lane will be cold planed to 50mm and replaced with a 40mm dense graded laterite red asphalt wearing course. This will further demarcate the peak period bus lane, similar to the existing bus lane on Beaufort Street.

3. DESIGN DRAWINGS

PEC553-DW-CV-GEN-0001	INDEX AND LOCALITY PLAN
PEC553-DW-CV-GEN-0002	SIGNS AND PAVEMENT MARKINGS SHEET 1
PEC553-DW-CV-GEN-0003	SIGNS AND PAVEMENT MARKINGS SHEET 2
PEC553-DW-CV-GEN-0004	SIGNS AND PAVEMENT MARKINGS SHEET 3
PEC553-DW-CV-GEN-0005	SIGNS AND PAVEMENT MARKINGS SHEET 4
PEC553-DW-CV-GEN-0006	SIGNS AND PAVEMENT MARKINGS SHEET 5
PEC553-DW-CV-GEN-0007	SIGNS AND PAVEMENT MARKINGS SHEET 6
PEC553-DW-CV-GEN-0008	SIGNS AND PAVEMENT MARKINGS SHEET 7
PEC553-DW-CV-GEN-0009	SIGNS AND PAVEMENT MARKINGS SHEET 8
PEC553-DW-CV-GEN-0010	SIGNS AND PAVEMENT MARKINGS SHEET 9
PEC553-DW-CV-PAV-0001	TYPICAL PAVEMENT DETAILS

4. OTHER CONSIDERATIONS

- 1) No infrastructure changes have been identified as needing amendment. All existing constraints such as poles, kerbs, trees and awnings are existing and will not be affected by the bus lane.
- 2) Similarly the speed control cushions between Alma Road and Angove Street are currently traversed satisfactorily by buses and will still be needed for off peak times, so these are retained.
- 3) The design is based on survey carried out for the Perth Max project and supplied by PTA. It is assumed that no changes have been made subsequent to survey which would affect the design.
- 4) The future implementation of Perth Max light rail is not affected by the proposed bus lane works.

5. ATTACHMENTS

Attachment 1
Main Roads & Australian Standard drawings

Attachment 2
Draft cycle shelter design



NOTES:

1. DIMENSIONS: MEASUREMENTS IN mm. CORNER RADIUS = 50. BORDER = 20.
EDGE STRIP = 10. MAIN SIGN PANEL AREA = 0.27 SQM.
2. COLOURS: BLACK LEGEND ON WHITE RETROREFLECTIVE BACKGROUND.
3. RETROREFLECTIVE CLASS OF MATERIAL: CLASS 1.
4. GRAFFITI PROTECTION: TO BE SPECIFIED BY THE DESIGNER IN ACCORDANCE WITH MAIN ROADS GUIDELINES.
5. MATERIALS: ALL SIGN MATERIALS AND MANUFACTURE TO BE IN ACCORDANCE WITH MAIN ROADS SPECIFICATION 601.

AMENDMENTS		
No.	DESCRIPTION	APPROVER & DATE
NOTES		

PLANNING AND TECHNICAL SERVICES
ROAD AND TRAFFIC ENGINEERING

WATERLOO CRESCENT EAST PERTH 6004
Telephone (08) 9323 4111 Fax (08) 9323 4449

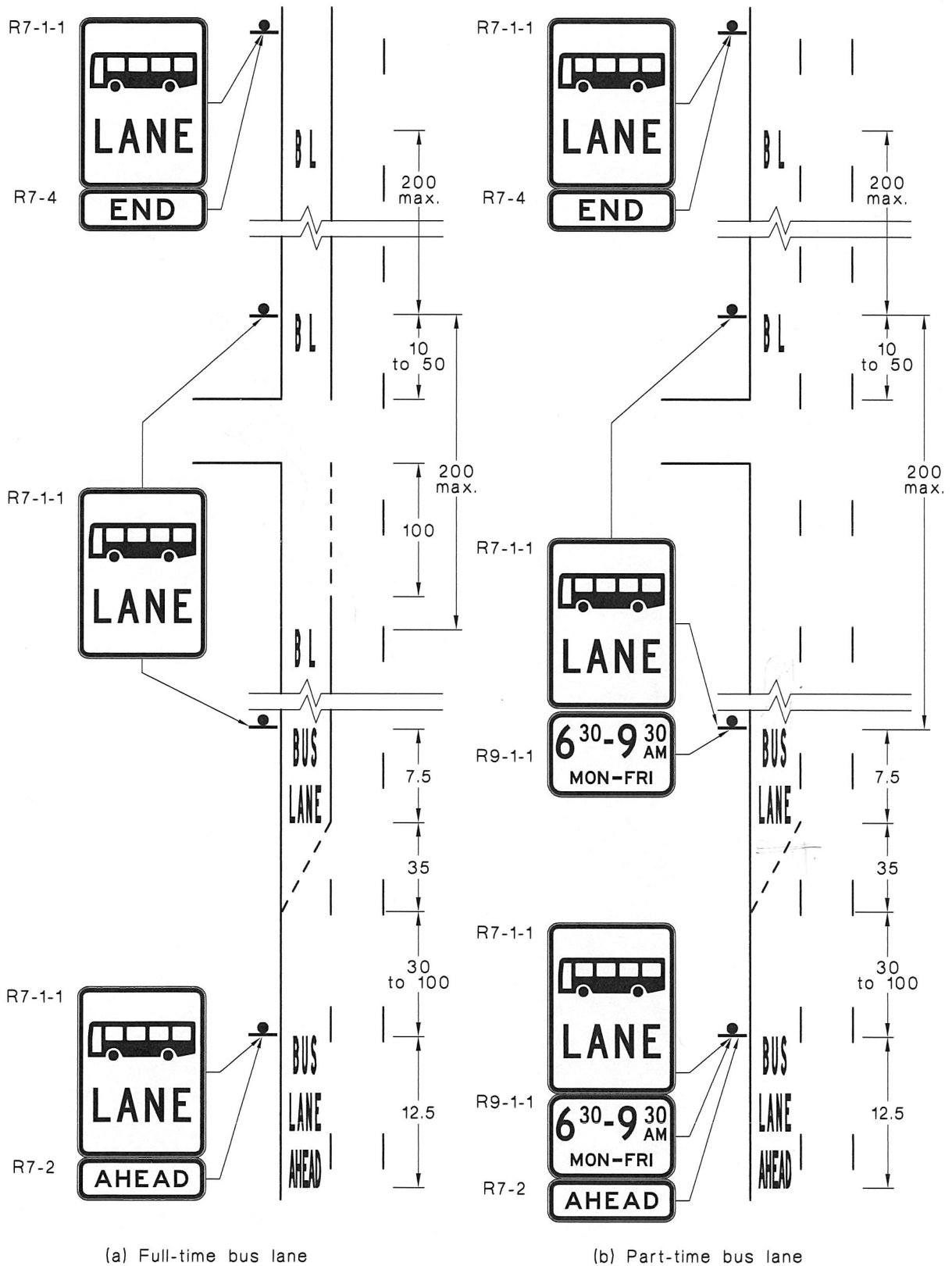
FILE NUMBER	67-08-4F
DESIGNED / DRAWN	C.WARD/J.VOKE 3/9/14
VERIFIED	<i>Overheadwork</i> 4.09.14
APPROVED	<i>Boone</i> 5/9/14

REGULATORY SIGN
BUS / TAXI / CYCLE LANE

MR-RE-12

LOCAL AUTHORITY	AMENDMENT
DRAWING NUMBER	
201431-0030	

SCALE 1:5
 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145 150



NOTE: 'BL' pavement marking, if used, and BUS LANE sign may be repeated after each side street or at 200 m spacing maximum. The signs and markings need not be in step with one another.

DIMENSIONS IN METRES

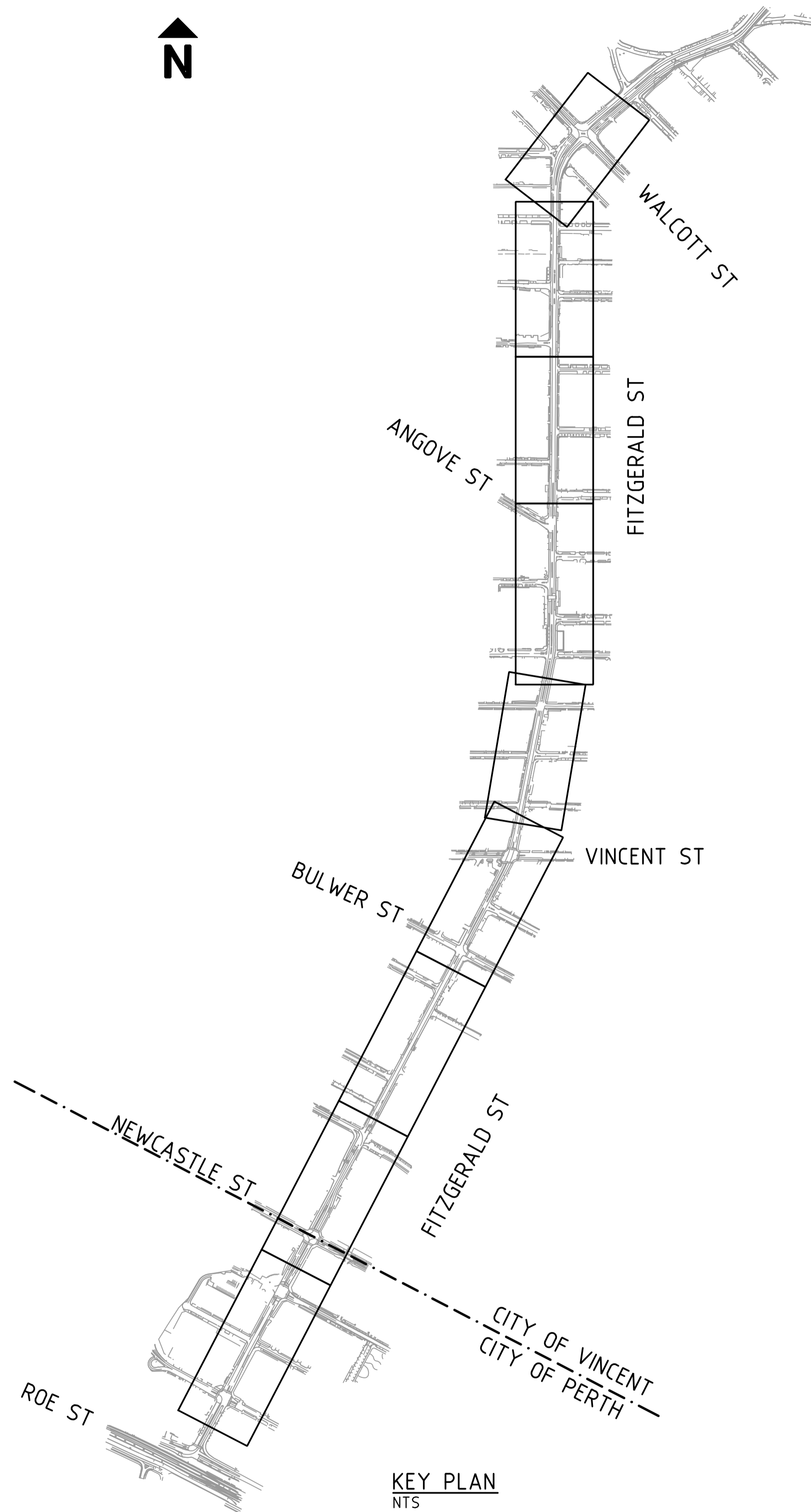
FIGURE 5 TYPICAL START, END AND MID-BLOCK TREATMENT FOR A BUS LANE

FITZGERALD STREET BUS PRIORITY UPGRADE

JOHN STREET TO WALCOTT STREET

DRAWING INDEX

KBR DRAWING NUMBER	DRAWING TITLE
PEC553-DW-CV-GEN-0000	COVER PAGE
PEC553-DW-CV-GEN-0001	INDEX AND LOCALITY PLAN
PEC553-DW-CV-GEN-0002	SIGNS AND PAVEMENT MARKINGS SHEET 1
PEC553-DW-CV-GEN-0003	SIGNS AND PAVEMENT MARKINGS SHEET 2
PEC553-DW-CV-GEN-0004	SIGNS AND PAVEMENT MARKINGS SHEET 3
PEC553-DW-CV-GEN-0005	SIGNS AND PAVEMENT MARKINGS SHEET 4
PEC553-DW-CV-GEN-0006	SIGNS AND PAVEMENT MARKINGS SHEET 5
PEC553-DW-CV-GEN-0007	SIGNS AND PAVEMENT MARKINGS SHEET 6
PEC553-DW-CV-GEN-0008	SIGNS AND PAVEMENT MARKINGS SHEET 7
PEC553-DW-CV-GEN-0009	SIGNS AND PAVEMENT MARKINGS SHEET 8
PEC553-DW-CV-GEN-0010	SIGNS AND PAVEMENT MARKINGS SHEET 9
PEC553-DW-CV-PAV-0001	TYPICAL PAVEMENT DETAILS



SCHEDULE 3

FOR CONSTRUCTION

ISSUE LIST	CIRCUIT BOOK	SHEET
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REV	DATE	ISSUED FOR CONSTRUCTION	AMENDMENT	WB	EY	AS
ORIG SIZE				DRN	CHKD	APP
0	29.02.16	ISSUED FOR CONSTRUCTION				
A1			PEC553-DW-CV-GEN-0001			

Kellogg Brown & Root Pty Ltd



ABN 91 007 660 317
300 Murray Street, Perth
Western Australia 6000

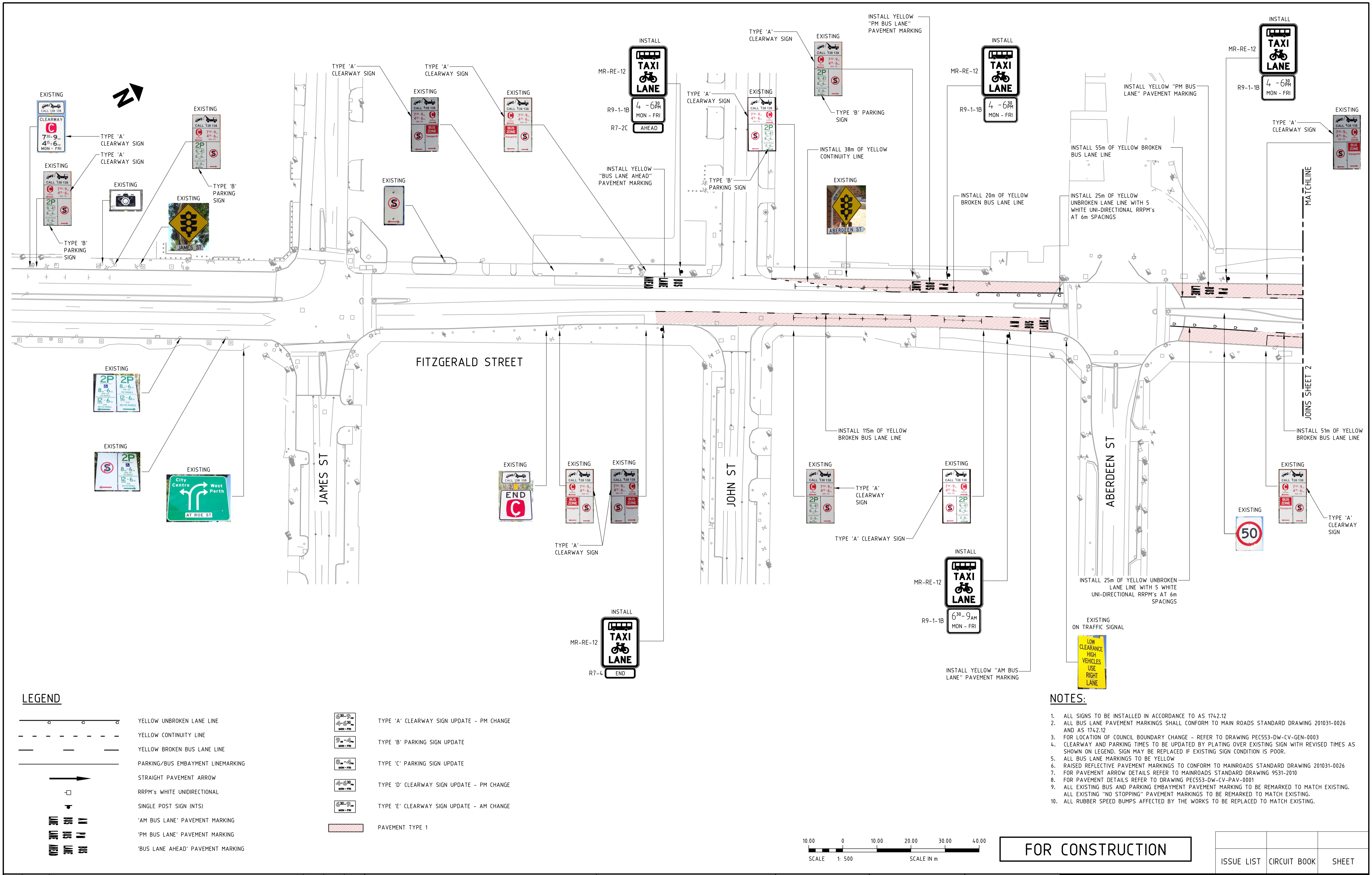
SCALE :	DRAWN W. BOWYER
NTS (@ A1)	DESIGNED W. BOWYER
DATUM :	CHECKED E. YUSTIRA
HORIZONTAL: PCG94	APPROVED A. SHAH
VERTICAL: AHD71	

PTA DIVISION
APPROVED FOR ISSUE
PTA BRANCH MANAGER'S TITLE
Date

Government of Western Australia
Public Transport Authority

**FITZGERALD STREET
BUS PRIORITY UPGRADE
INDEX AND LOCALITY PLAN**

PTA Drawing No:	
MRWA Drawing No:	REV : 0



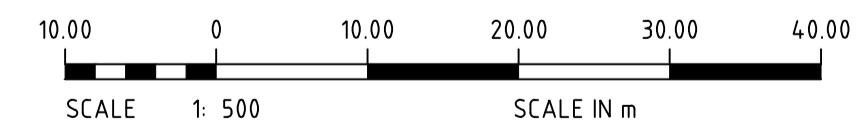
LEGEND

- YELLOW UNBROKEN LANE LINE
- YELLOW CONTINUITY LINE
- YELLOW BROKEN BUS LANE LINE
- PARKING/BUS EMBAYMENT LINEMARKING
- STRAIGHT PAVEMENT ARROW
- RRPM'S WHITE UNIDIRECTIONAL
- SINGLE POST SIGN (NTS)
- 'AM BUS LANE' PAVEMENT MARKING
- 'PM BUS LANE' PAVEMENT MARKING
- 'BUS LANE AHEAD' PAVEMENT MARKING

- TYPE 'A' CLEARWAY SIGN UPDATE - PM CHANGE
- TYPE 'B' PARKING SIGN UPDATE
- TYPE 'C' PARKING SIGN UPDATE
- TYPE 'D' CLEARWAY SIGN UPDATE - PM CHANGE
- TYPE 'E' CLEARWAY SIGN UPDATE - AM CHANGE
- PAVEMENT TYPE 1

NOTES:

1. ALL SIGNS TO BE INSTALLED IN ACCORDANCE TO AS 1742.12
2. ALL BUS LANE PAVEMENT MARKINGS SHALL CONFORM TO MAIN ROADS STANDARD DRAWING 201031-0026 AND AS 1742.12
3. FOR LOCATION OF COUNCIL BOUNDARY CHANGE - REFER TO DRAWING PEC553-DW-CV-GEN-0003
4. CLEARWAY AND PARKING TIMES TO BE UPDATED BY PLATING OVER EXISTING SIGN WITH REVISED TIMES AS SHOWN ON LEGEND. SIGN MAY BE REPLACED IF EXISTING SIGN CONDITION IS POOR.
5. ALL BUS LANE MARKINGS TO BE YELLOW
6. RAISED REFLECTIVE PAVEMENT MARKINGS TO CONFORM TO MAINROADS STANDARD DRAWING 201031-0026
7. FOR PAVEMENT ARROW DETAILS REFER TO MAINROADS STANDARD DRAWING 9531-2010
8. FOR PAVEMENT DETAILS REFER TO DRAWING PEC553-DW-PAV-0001
9. ALL EXISTING BUS AND PARKING EMBAYMENT PAVEMENT MARKING TO BE REMARKED TO MATCH EXISTING. ALL EXISTING "NO STOPPING" PAVEMENT MARKINGS TO BE REMARKED TO MATCH EXISTING.
10. ALL RUBBER SPEED BUMPS AFFECTED BY THE WORKS TO BE REPLACED TO MATCH EXISTING.



FOR CONSTRUCTION

ISSUE LIST	CIRCUIT BOOK	SHEET
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0	29.02.16	ISSUED FOR CONSTRUCTION	WB	EY	AS
REV	DATE	AMENDMENT	DRN	CHKD	APP
A1		PEC553-DW-CV-GEN-0002			

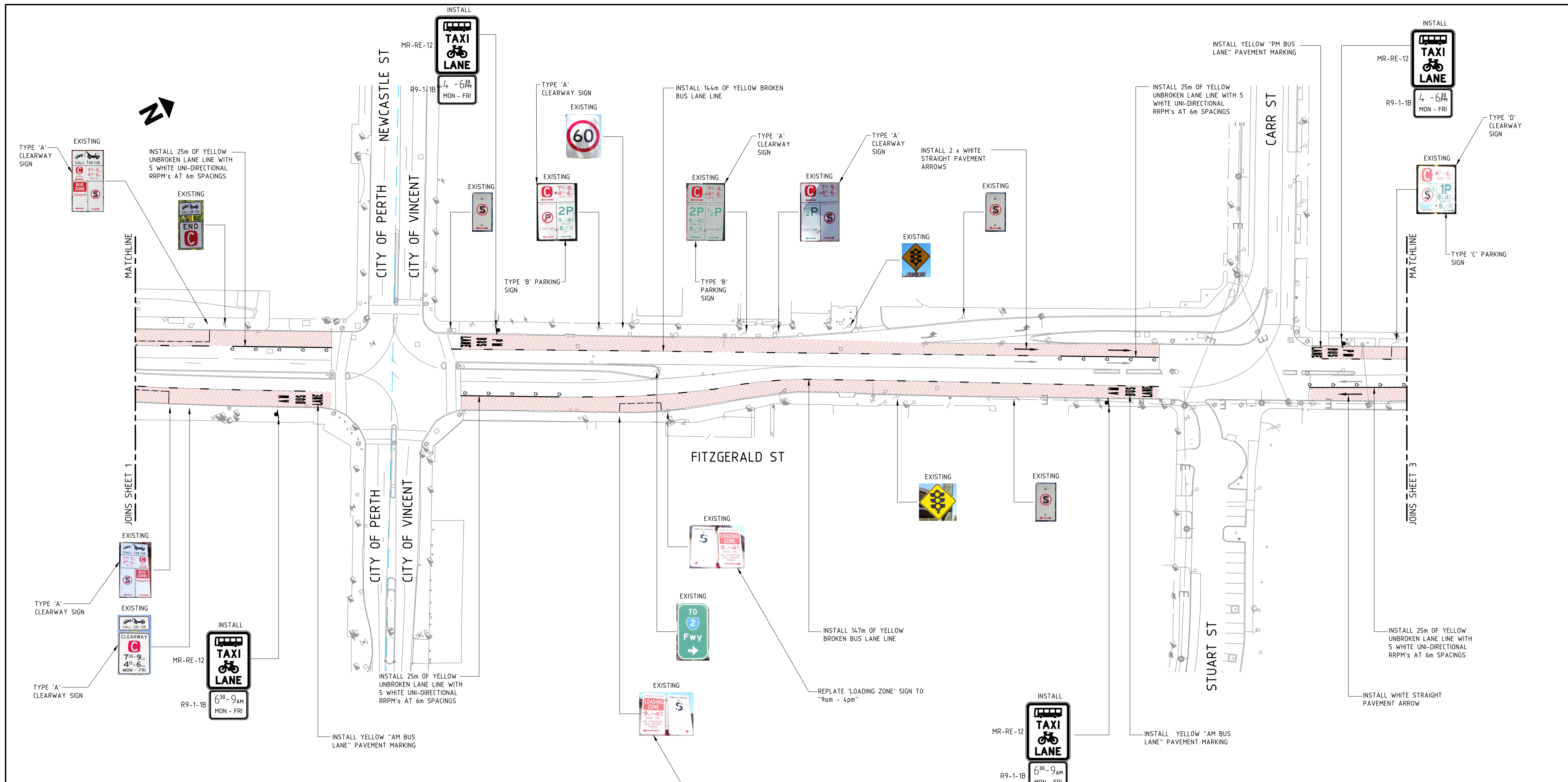
Kellogg Brown & Root Pty Ltd
KBR
 ABN 91 007 660 317
 300 Murray Street, Perth
 Western Australia 6000

SCALE :	NTS (@ A1)
DATUM :	HORIZONTAL: PCG94
	VERTICAL: AHD71

DRAWN	W. BOWYER
DESIGNED	W. BOWYER
CHECKED	E. YUSTIRA
APPROVED	A. SHAH

PTA DIVISION
 APPROVED FOR ISSUE
 PTA BRANCH MANAGER'S TITLE
 Date

Government of Western Australia
 Public Transport Authority
 FITZGERALD STREET
 BUS PRIORITY UPGRADE
 SIGNS AND PAVEMENT MARKING SHEET 1
 MRWA Drawing No: PTA Drawing No:
 REV : 0

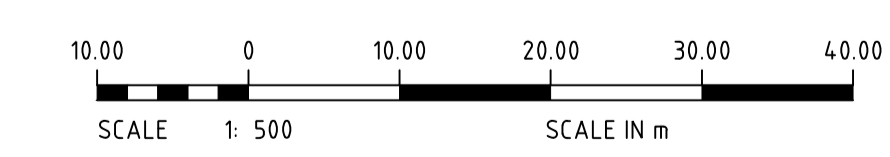


LEGEND

	YELLOW UNBROKEN LANE LINE
	YELLOW CONTINUITY LINE
	YELLOW BROKEN BUS LANE LINE
	PARKING/BUS EMBAYMENT LINEMARKING
	STRAIGHT PAVEMENT ARROW
	RRPM'S WHITE UNIDIRECTIONAL
	SINGLE POST SIGN (NTS)
	'AM BUS LANE' PAVEMENT MARKING
	'PM BUS LANE' PAVEMENT MARKING
	'BUS LANE AHEAD' PAVEMENT MARKING

	TYPE 'A' CLEARWAY SIGN UPDATE - PM CHANGE
	TYPE 'B' PARKING SIGN UPDATE
	TYPE 'C' PARKING SIGN UPDATE
	TYPE 'D' CLEARWAY SIGN UPDATE - PM CHANGE
	TYPE 'E' CLEARWAY SIGN UPDATE - AM CHANGE
	PAVEMENT TYPE 1

- NOTES:**
- ALL SIGNS TO BE INSTALLED IN ACCORDANCE TO AS 1742.12
 - ALL BUS LANE PAVEMENT MARKINGS SHALL CONFORM TO MAIN ROADS STANDARD DRAWING 201031-0026 AND AS 1742.12
 - FOR LOCATION OF COUNCIL BOUNDARY CHANGE - REFER TO DRAWING PEC553-DW-CV-GEN-0003
 - CLEARWAY AND PARKING TIMES TO BE UPDATED BY PLATING OVER EXISTING SIGN WITH REVISED TIMES AS SHOWN ON LEGEND. SIGN MAY BE REPLACED IF EXISTING SIGN CONDITION IS POOR.
 - ALL BUS LANE MARKINGS TO BE YELLOW
 - RAISED REFLECTIVE PAVEMENT MARKINGS TO CONFORM TO MAINROADS STANDARD DRAWING 201031-0026
 - FOR PAVEMENT ARROW DETAILS REFER TO MAINROADS STANDARD DRAWING 9531-2010
 - FOR PAVEMENT DETAILS REFER TO DRAWING PEC553-DW-PAV-0001
 - ALL EXISTING BUS AND PARKING EMBAYMENT PAVEMENT MARKING TO BE REMARKED TO MATCH EXISTING. ALL EXISTING "NO STOPPING" PAVEMENT MARKINGS TO BE REMARKED TO MATCH EXISTING.
 - ALL RUBBER SPEED BUMPS AFFECTED BY THE WORKS TO BE REPLACED TO MATCH EXISTING.



FOR CONSTRUCTION

ISSUE LIST	CIRCUIT BOOK	SHEET
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0	29.02.16	ISSUED FOR CONSTRUCTION	WB	EY	AS
REV	DATE	AMENDMENT	DRN	CHKD	APP
A1		PEC553-DW-CV-GEN-0003			

Kellogg Brown & Root Pty Ltd
KBR
 ABN 91 007 660 317
 300 Murray Street, Perth
 Western Australia 6000

SCALE :	NTS (@ A1)	DRAWN	W. BOWYER	PTA DIVISION
DATUM :	HORIZONTAL: PCG94	DESIGNED	W. BOWYER	APPROVED FOR ISSUE
VERTICAL: AHD71		CHECKED	E. YUSTIRA	PTA BRANCH MANAGER'S TITLE
		APPROVED	A. SHAH	Date

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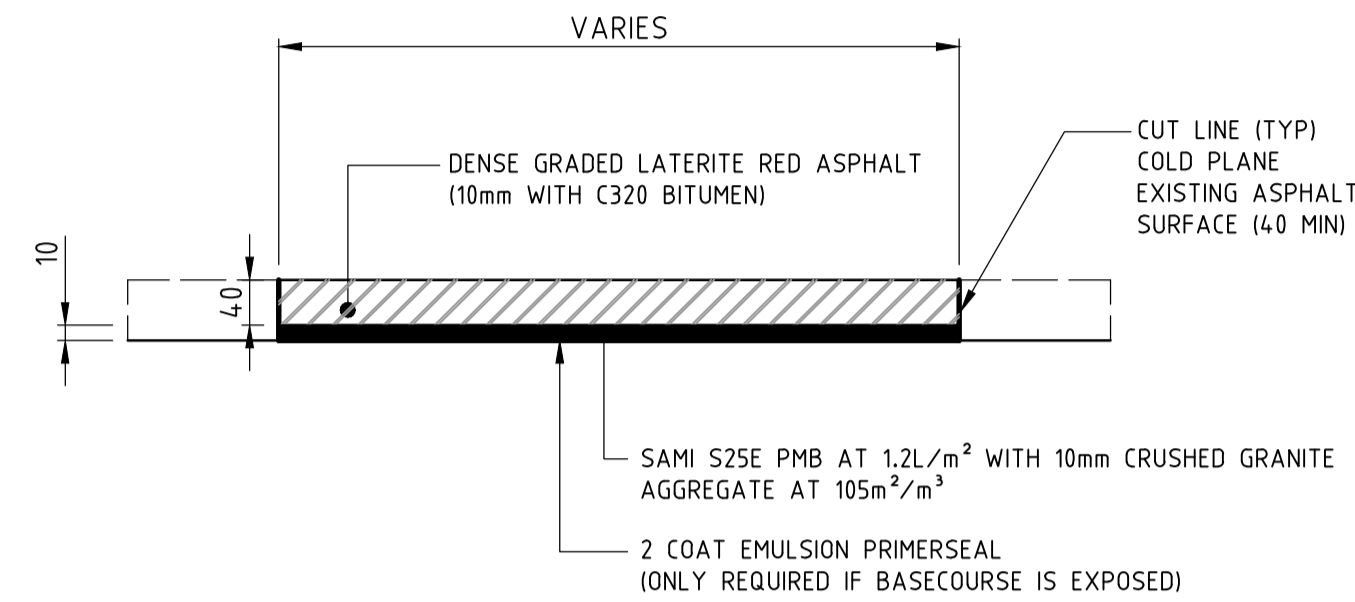
Government of Western Australia
 Public Transport Authority

**FITZGERALD STREET
 BUS PRIORITY UPGRADE
 SIGNS AND PAVEMENT MARKING SHEET 2**

MRWA Drawing No: _____

PTA Drawing No: _____

REV : 0



PAVEMENT TYPE 1 (RED ASPHALT RESURFACING)
NTS

NOTES

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
2. FOR PAVEMENT EXTENTS REFER TO DRAWINGS PEC553-DW-CV-GEN-0002 TO 0010.
3. PAVEMENT DETAILS NOMINATED BY MAINROADS WA.

FOR CONSTRUCTION

ISSUE LIST	CIRCUIT BOOK	SHEET
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REV	DATE	ISSUED FOR CONSTRUCTION	WB	EY	AS
ORIG SIZE		AMENDMENT	DRN	CHKD	APP
0	29.02.16	ISSUED FOR CONSTRUCTION			
A1		PEC553-DW-CV-PAV-0001			

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ABN 91 007 660 317
300 Murray Street, Perth
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SCALE :	DRAWN	W. BOWYER
NTS (@ A1)	DESIGNED	W. BOWYER
DATUM :	CHECKED	E. YUSTIRA
HORIZONTAL: PCG94	APPROVED	A. SHAH
VERTICAL: AHD71		

PTA DIVISION

APPROVED FOR ISSUE

PTA BRANCH MANAGER'S TITLE

Date

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PTA Drawing No:

FITZGERALD STREET
BUS PRIORITY UPGRADE
TYPICAL PAVEMENT DETAILS

MRWA Drawing No:

REV : 0

SCHEDULE 4

9.2.1 Proposed Fitzgerald Street Peak Period Bus Lanes

Ward:	Both	Date:	19 February 2016
Precinct:	Precinct 6 - Smith's Lake, Precinct 8 - North Perth, Precinct 9 - North Perth Centre, Precinct 10 - Norfolk, Precinct 12 - Hyde Park, Precinct 13 - Beaufort	File Ref:	SC976, SC228
Attachments:	<u>1</u> – PTA – Fitzgerald Street Bus Priority <u>2</u> – Town Centre Design Concept		
Tabled Items:	Nil		
Reporting Officers:	R Lotznicker, Director Technical Services		
Responsible Officer:	R Lotznicker, Director Technical Services		

OFFICER RECOMMENDATION:

That Council **REAFFIRMS** its previous position that peak period bus lanes along Fitzgerald Street are a useful interim public transport solution but are not a substitute for light rail and **ADVISES** the Public Transport Authority (PTA) that it has no objection to the installation of AM and PM peak period 'red asphalt' bus lanes along Fitzgerald Street between Walcott and Newcastle Streets subject to the PTA:

1. Fully funding and arranging the implementation of the bus lanes and all associated works including, but not limited to, all changes to parking control signage/line marking and replacing the 12 existing speed cushions between Angove Street and Raglan Road, as shown in Attachment 1;
2. Changing the existing Clearways to match the proposed peak period bus lanes as follows;

Morning City bound	6.30am to 9.00am Monday to Friday
Afternoon outward bound	4.00pm to 6.00pm Monday to Friday

3. Supplying and installing a bicycle parking station, at a location to be determined by the City's Chief Executive Officer and to the satisfaction of that Officer; and
4. Notifying all property owners, residents and businesses along Fitzgerald Street and side streets in the City of Vincent of the project purpose, scope and timing.

COUNCIL DECISION ITEM 9.2.1

Moved Cr Topelberg, Seconded Cr Harley

That the recommendation be adopted.

Debate ensued.

MOTION PUT AND CARRIED UNANIMOUSLY (7-0)

(Cr McDonald and Cr Loden were on approved leave of absence for the Meeting.)