

**MINUTES**

**WORKS AND URBAN DEVELOPMENT  
COMMITTEE**

**12 APRIL 2016**

**APPROVED FOR RELEASE**



-----  
**MARTIN MILEHAM  
CHIEF EXECUTIVE OFFICER**



CITY of PERTH

**MINUTES**

**WORKS AND URBAN DEVELOPMENT  
COMMITTEE**

**12 APRIL 2016**

**THESE MINUTES ARE HEREBY CERTIFIED AS  
CONFIRMED**

**PRESIDING MEMBER'S  
SIGNATURE**

**DATE:** 24 May 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, 12 April 2016**.

## **MEMBERS IN ATTENDANCE**

Cr Limnios - Presiding Member  
The Lord Mayor  
Cr McEvoy

## **OFFICERS**

Mr Mileham - Chief Executive officer  
Mr Farley - Acting Director Planning and Development  
Mr Thom - Senior Transport Modeller  
Mr Ridgwell - Manager Governance  
Mr Watts - Manager Transport  
Ms Best - Governance and Risk Officer

## **GUESTS AND DEPUTATIONS**

Nil

### **WK50/16 DECLARATION OF OPENING**

**5.30pm** The Presiding Member declared the meeting open.

### **WK51/16 APOLOGIES AND MEMBERS ON LEAVE OF ABSENCE**

Nil

### **WK52/16 QUESTION TIME FOR THE PUBLIC**

Nil

### **WK53/16 CONFIRMATION OF MINUTES**

*Moved by The Lord Mayor, seconded by Cr McEvoy*

*That the minutes of the meeting of the Works and Urban Development Committee held on 22 March 2016 be confirmed as a true and correct record.*

*The motion was put and carried*

The votes were recorded as follows:

**For:** Cr Limnios, The Lord Mayor and Cr McEvoy

**Against:** Nil

**WK54/16 CORRESPONDENCE**

Nil

**WK55/16 DISCLOSURE OF MEMBERS' INTERESTS**

Nil

**WK56/16 MATTERS FOR WHICH THE MEETING MAY BE  
CLOSED**

Nil

**WK57/16 PTA PROPOSED CONSTRUCTION OF FITZGERALD  
STREET BUS LANES (CITY OF PERTH SECTION)**

**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.

**OFFICER RECOMMENDATION**

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.



The Works and Urban Development Committee agreed to defer the item as follows:

*Moved by The Lord Mayor, seconded by Cr McEvoy*

*That the Works and Urban Development Committee defer consideration of Item titled "PTA Proposed construction of Fitzgerald Street Bus Lanes (City of Perth Section)" to allow for further information to be provided to Elected Members in relation to the community consultation undertaken and the impact on residents and business owners of the proposed amenity in accordance with the previously endorsed recommendation.*

*The motion was put and carried*

The votes were recorded as follows:

For: Cr Limnios, The Lord Mayor and Cr McEvoy

Against: Nil

**WK58/16 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**

Nil

**WK59/16 GENERAL BUSINESS**

**Responses to General Business from a Previous Meeting**

Nil

**New General Business**

**1. Elizabeth Quay**

The Acting Director Planning and Development and Manager Transport provided an update to the Works and Urban Development Committee on the opening of the roads at Elizabeth Quay.

**2. William Street**

The Acting Director Planning and Development and Manager Transport provided a presentation and update to the Works and Urban Development Committee on the William Street Public Transit Zone Stage 2 – Transport Modelling and Implementation project.

**WK60/16 ITEMS FOR CONSIDERATION AT A FUTURE MEETING**

**Outstanding Items:**

Nil

**WK61/16 CLOSE OF MEETING**

**6.05pm** 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  
12 APRIL 2016**



# Fitzgerald Street Peak Period Bus Lanes

FACT SHEET: MARCH 2016

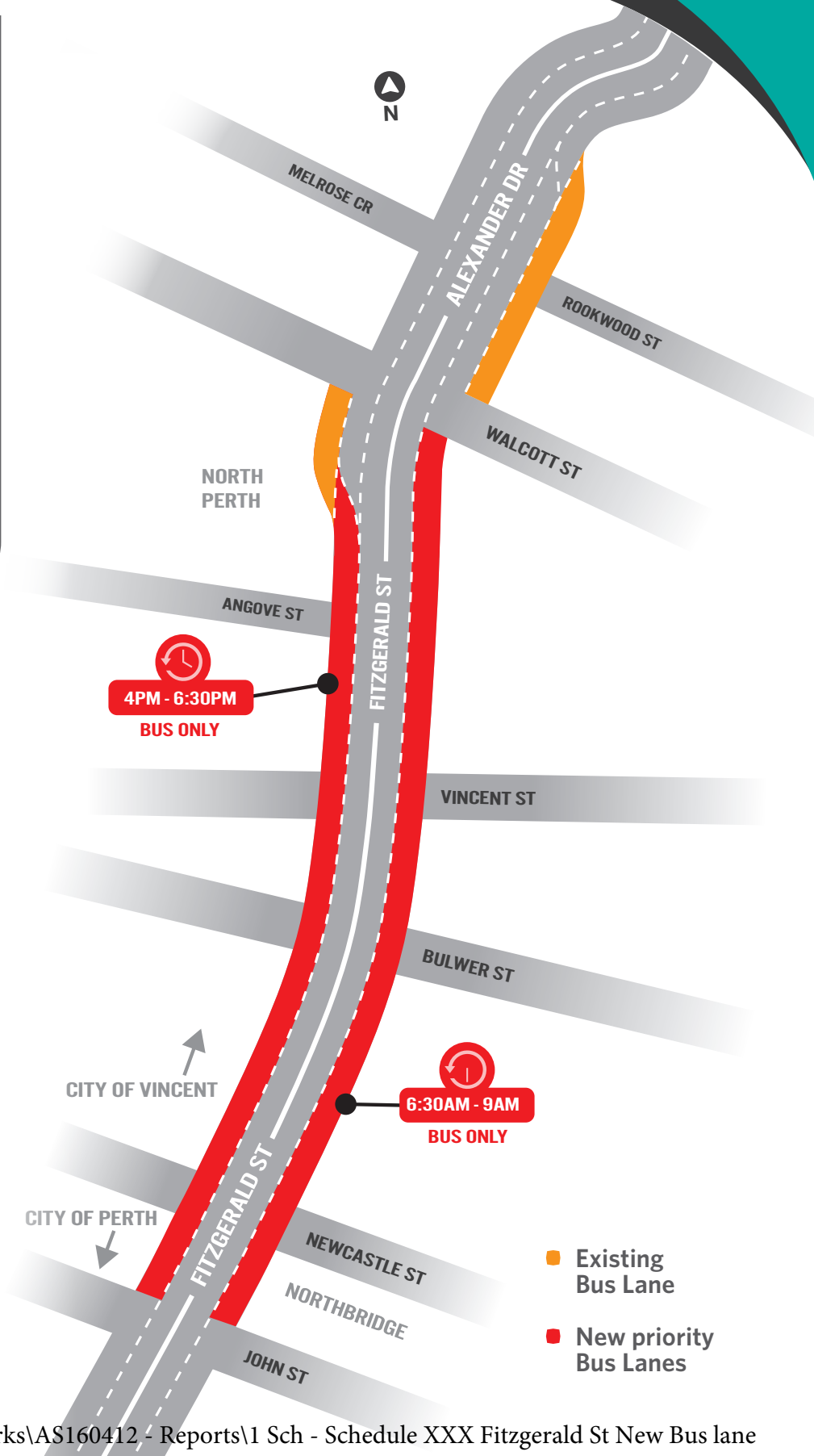
The Public Transport Authority (PTA) is creating kerbside Peak Period Bus Priority lanes in the Clearway zones along Fitzgerald Street, between Walcott and John streets, to improve public transport in the area and allow a new high-frequency bus service to begin.



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

<b>8500</b>	People a day carried by buses along Fitzgerald Street
<b>7000</b>	Vehicles replaced a day by buses along Fitzgerald Street
<b>5-6 MINUTES</b>	Estimated reduction in bus travel times along Fitzgerald Street
<b>1-2 MINUTES</b>	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](http://www.pta.wa.gov.au)  
 13 62 13 • [projects@pta.wa.gov.au](mailto:projects@pta.wa.gov.au) • [www.pta.wa.gov.au](http://www.pta.wa.gov.au)  
 Transperth service information [www.transperth.wa.gov.au](http://www.transperth.wa.gov.au)



Public Transport Authority

# FITZGERALD STREET BUS PRIORITY

## James Street to Walcott Street


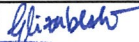
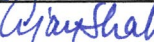
### Final Design Report

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
					

29-February-2016

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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

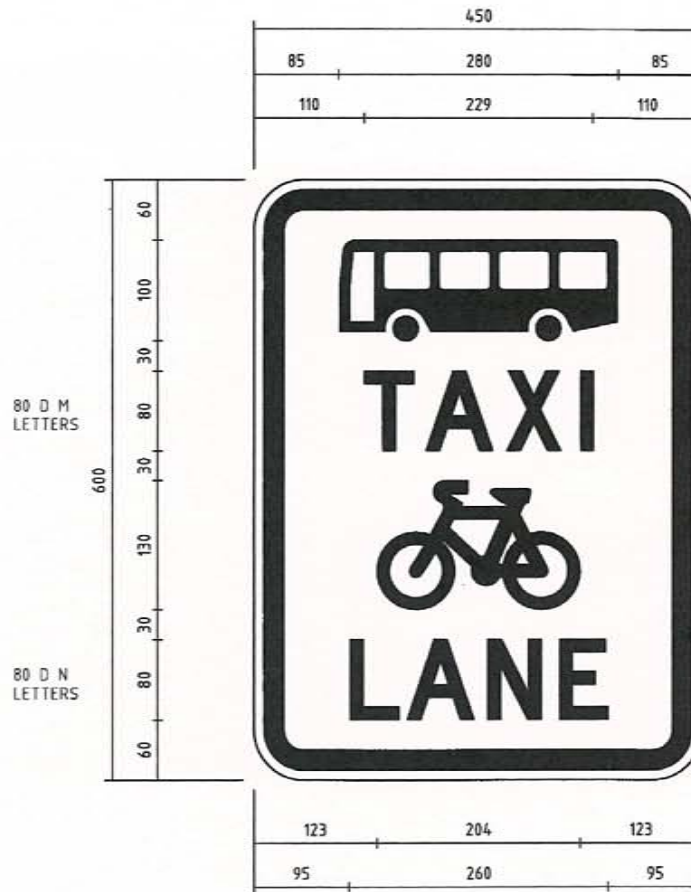
## 4. OTHER CONSIDERATIONS

- 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		

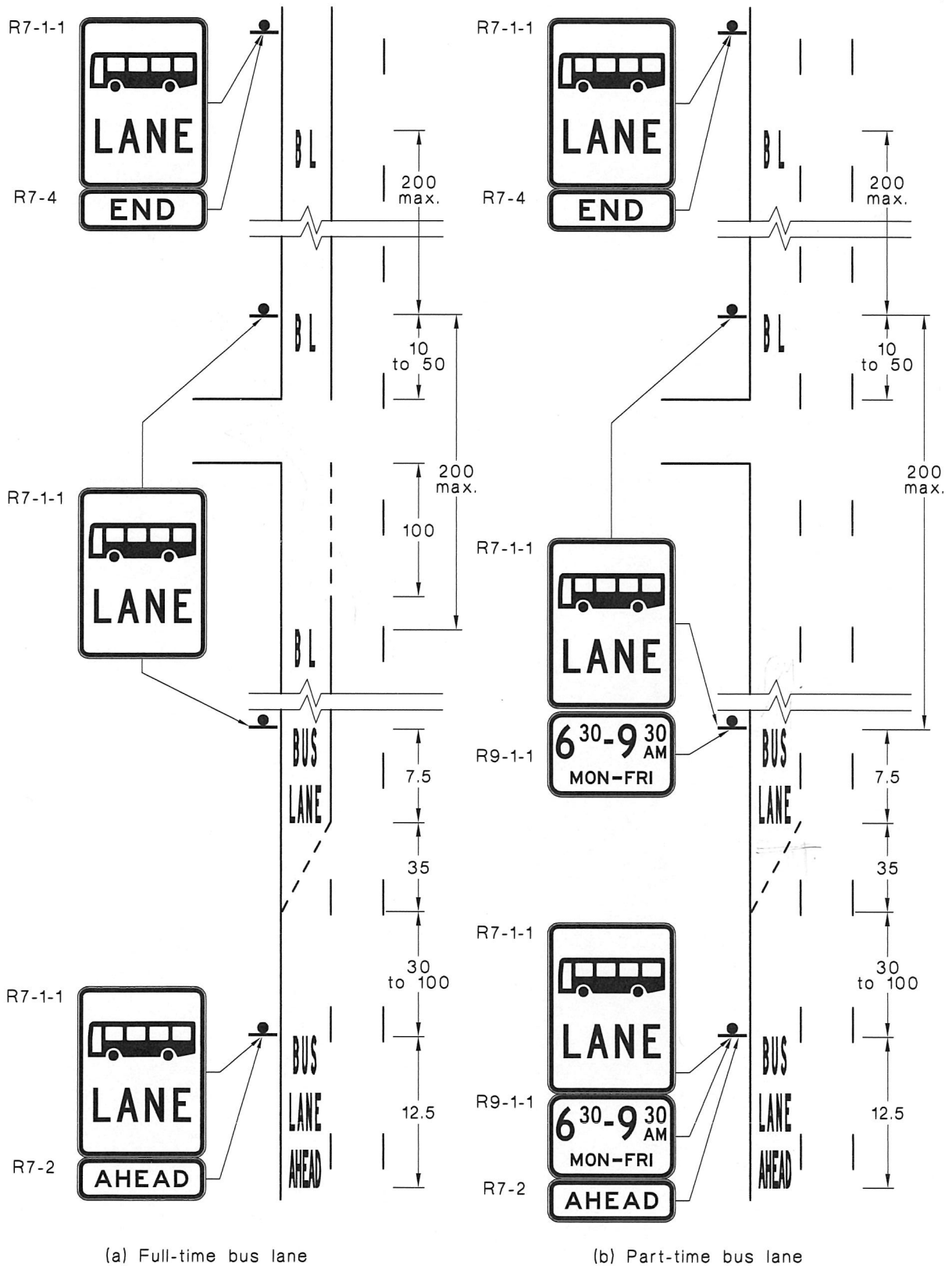
PLANNING AND TECHNICAL SERVICES  
ROAD AND TRAFFIC ENGINEERING  
WATERLOO CRESCENT EAST PERTH 6004  
Telephone (08) 9323 4111 Fax (08) 9323 4449

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



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

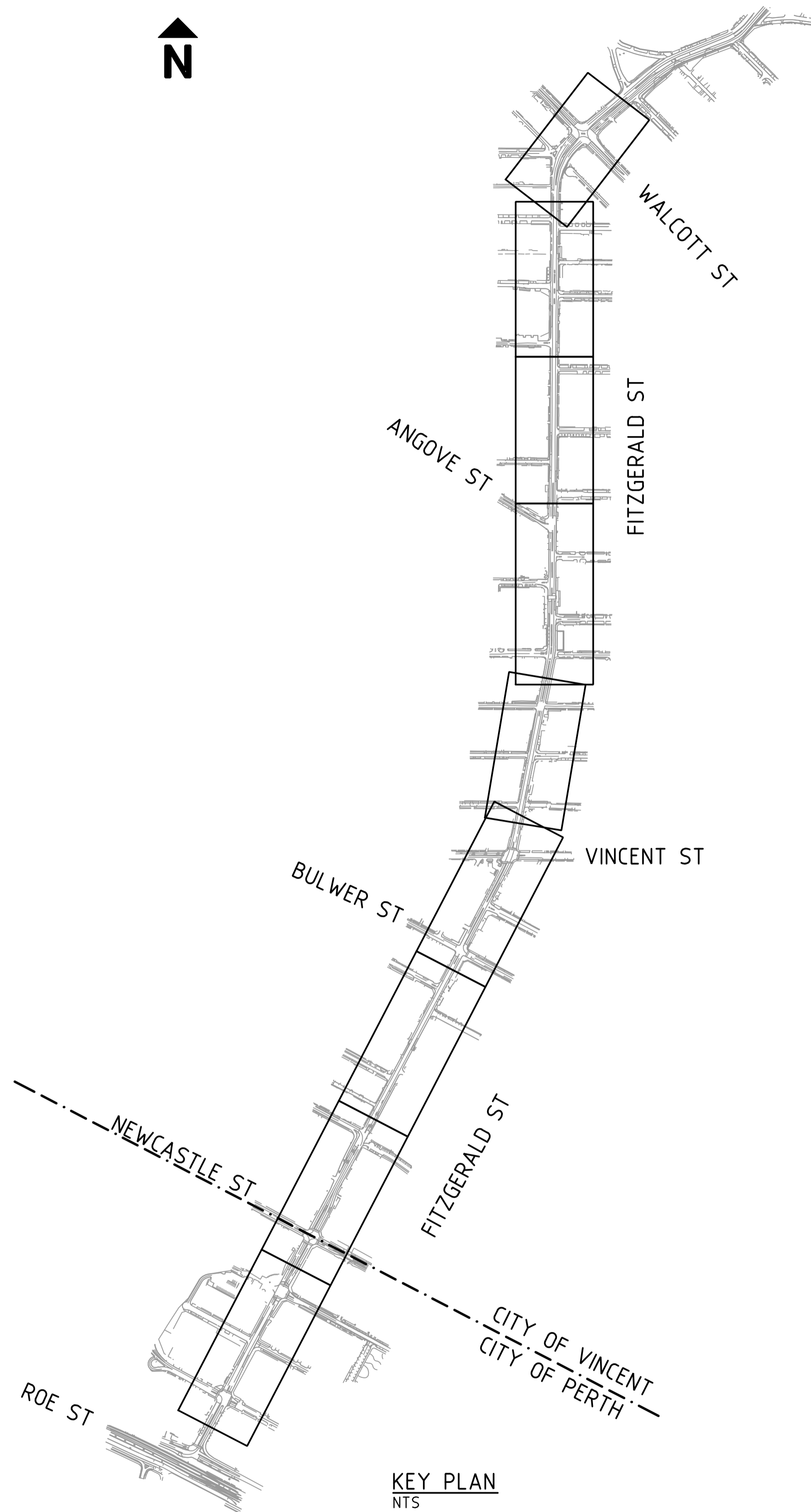


# FITZGERALD STREET BUS PRIORITY UPGRADE

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



**FOR CONSTRUCTION**

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

**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	

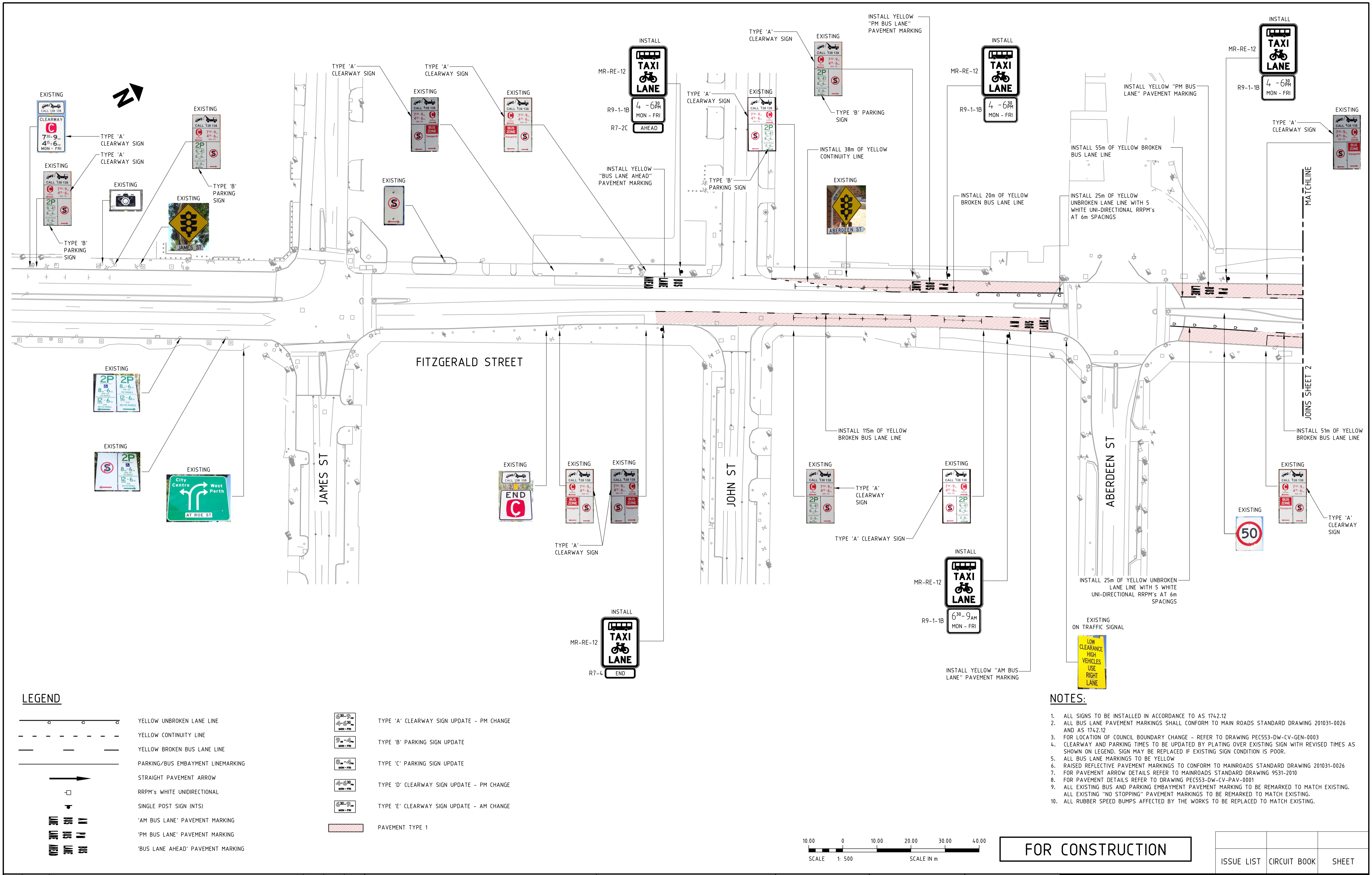
PTA DIVISION
APPROVED FOR ISSUE
PTA BRANCH MANAGER'S TITLE
Date

Government of Western Australia  
Public Transport Authority

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

PTA Drawing No:	
MRWA Drawing No:	REV : 0





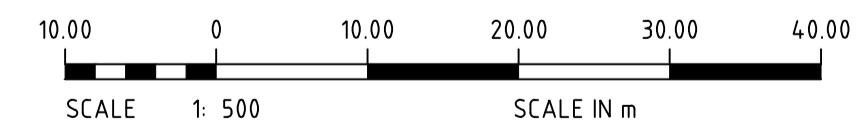
**LEGEND**

- 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

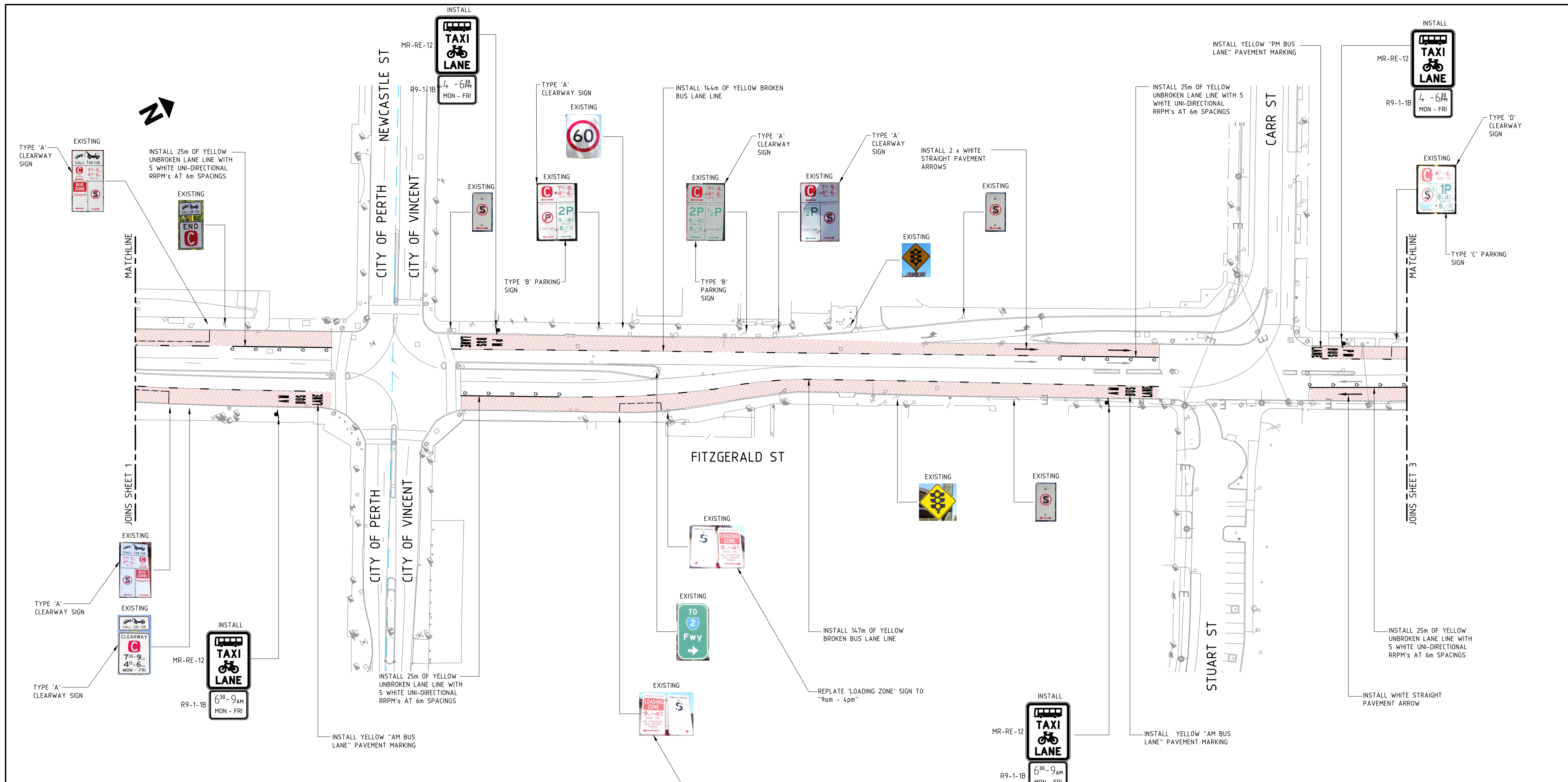
SCALE :	NTS (@ A1)
DATUM :	HORIZONTAL: PCG94
	VERTICAL: AHD71

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



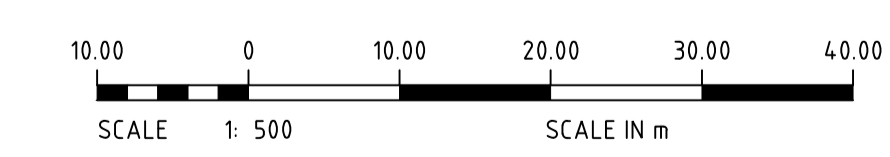


**LEGEND**

	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.



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A1		PEC553-DW-CV-GEN-0003			

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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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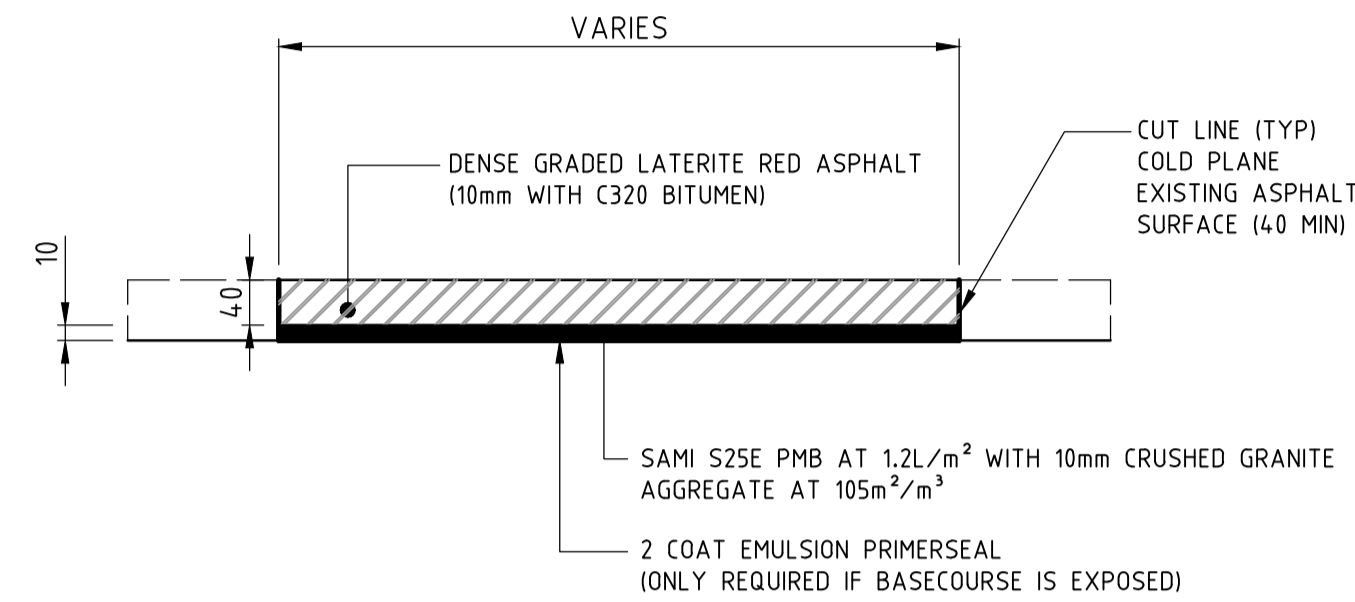
Government of Western Australia  
 Public Transport Authority

**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	AMENDMENT	DRN	CHKD	APP
ORIG SIZE	A1				

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 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
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Public Transport Authority

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**

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

<b>Morning City bound</b>	<b>6.30am to 9.00am Monday to Friday</b>
<b>Afternoon outward bound</b>	<b>4.00pm to 6.00pm Monday to Friday</b>

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.)**