



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, 16 August 2016 at 5.30pm.**

Yours faithfully

MARTIN MILEHAM
CHIEF EXECUTIVE OFFICER

11 August 2016

Committee Members:

Members:

Cr Limnios (Presiding Member)
The Lord Mayor
Cr McEvoy

1st Deputy:

Cr Harley

2nd Deputy:

Cr Chen



Please convey apologies to Governance on 9461 3250
or email governance@cityofperth.wa.gov.au

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

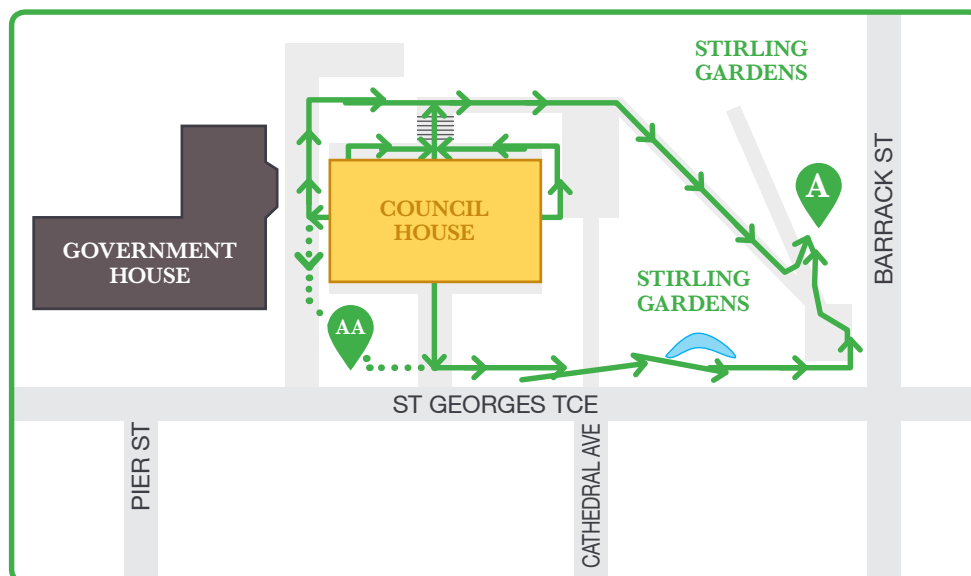
whoop whoop whoop

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
16 AUGUST 2016**

ORDER OF BUSINESS

- 1. Declaration of Opening**
- 2. Apologies and Members on Leave of Absence**
- 3. Confirmation of Minutes – 26 July 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

Mobile Phones

Cr McEvoy raised concerns regarding mobile phone protocol during Committee meetings.

A memorandum was provided to all Elected Members by the Chief Executive Officer on 29 July 2016 (TRIM 137153/16).

Advertising Tower – LED screens

At its meeting held on 26 July 2016, the Lord Mayor requested information on plans for LED screens on an advertising tower on the corner of William and Wellington Street.

A memorandum was provided to all Elected Members by the Manager Development Approvals on 10 August 2016 (TRIM 137879/16).

8.2. New General Business

- 1. Projects completed in 2015/16**

9. Items for Consideration at a Future Meeting

Outstanding Reports:

- **“PTA Proposed construction of Fitzgerald Street Bus Lanes (City of Perth Section)” (Deferred 12/04/16, Updated 24/05/16, Updated 26/07/16).**

10. Closure

INDEX OF REPORTS

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ITEM NO: 1

MOUNTS BAY ROAD – PETITION FOR CROSS WALK OUTSIDE THE MOUNT HOSPITAL

RECOMMENDATION: (APPROVAL)

That Council:

- 1. notes the petition on behalf of pedestrians experiencing accessibility difficulties to the Mount Hospital;***
- 2. notes a signalised pedestrian crossing at the site was investigated in 2009 with early cost estimates in the order of \$500,000;***
- 3. notes that pedestrian crossing movements are likely to have increased following the removal of the Mount Hospital stop from the Blue CAT bus route;***
- 4. considers that the Public Transport Authority rerouting a service from the Elizabeth Quay Busport provides the best solution for accessibility for the Mount Hospital;***
- 5. requests the Chief Executive Officer to write to the Director General Transport requesting that the Public Transport Authority reconsider its position not to reroute a bus service to provide the necessary accessibility.***

BACKGROUND:

FILE REFERENCE: P1013781-2
REPORTING UNIT: Transport
RESPONSIBLE DIRECTORATE: Planning and Development
DATE: 5 August 2016
MAP / SCHEDULE: Schedule 1 – Plan of Area
Schedule 2 – View Looking South
Schedule 3 – View Looking North
Schedule 4 – Previous Route of Blue CAT and Potential Route for Bus No. 35

At its meeting of **7 June 2016**, Council received a petition from Ms C. Warrener on behalf of pedestrians experiencing accessibility difficulties to the Mount Hospital. The petition, containing 161 signatures, aims to seek assistance in obtaining a cross walk on Mounts Bay Road from the bus stop to the hospital.

The area is contained within the Mounts Bay Road Masterplan; the plan was approved by Council at its meeting of **17 September 2013**. A section of the Masterplan between William Street and Mill Street was implemented in 2014. The remainder is subject to a decision being made by the Public Transport Authority (PTA) in respect of the Mounts Bay Road Bus Lane Project.

In 2009, a pedestrian crossing was designed as part of the Mounts Bay Road Bus Priority Project following a report for the Department of Planning and Infrastructure by the consultants Aecom. This report was presented to Council on **25 August 2009**. It was estimated that a traffic signal controlled pedestrian crossing, was likely to cost in the order of \$500,000. The City currently has no budget provision for this.

LEGISLATION / STRATEGIC PLAN / POLICY:

Integrated Planning and Reporting Framework Implications

Strategic Community Plan

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

DETAILS:

On **17 September 2013**, Council received a report detailing the outcomes of a public consultation exercise into the draft Mounts Bay Road Masterplan. The report identified:

- The main issue of concern from residents and businesses was the future of the Blue CAT bus with many people querying if the service would be discontinued along Mounts Bay Road;
- That further consideration would be needed during detailed design to bus stops and pedestrian crossing facilities which meet the service needs of the hospital, business and residents along Mounts Bay Road;
- The City of Perth needed to continue liaison with PTA regarding bus requirements along Mounts Bay Road, in particular the concerns raised by stakeholders regarding the future of the Blue CAT bus service; and
- Further plans and cost options for the physical works will be presented to the Works and Urban Development Committee and Council in the future for further consideration.

On 27 January 2014, the PTA curtailed the Blue CAT bus service at the Esplanade Busport (now Elizabeth Quay Busport) and the new 950 bus service commenced to service the University of Western Australia and Queen Elizabeth II Medical Centre from the busport via Mounts Bay Road. The previous Blue CAT route is shown on Schedule 4.

Users of the Mount Hospital who previously used the Blue CAT to arrive at the hospital near the entrance could no longer do so and have had to use other services, including Route 950, to arrive at a bus stop opposite the hospital and cross Mounts Bay Road. The majority of users of this stop are likely to be those wishing to cross to access the hospital.

The crossing distance for pedestrians amounts to about 35 metres, comprising 12 metres of road, followed by 9 metres of sloping median strip, followed by a further 14 metres of road. The speed limit of Mounts Bay Road in the locality is 60kph.

In 2013, the 85 percentile traffic speeds were 61.2kph northbound; and 64.4kph southbound.

A Main Roads Western Australia (MRWA) traffic count undertaken in November 2014 identifies an average weekday traffic flow of 20,503 vehicles northbound and 10,130 vehicles southbound at this point on Mounts Bay Road. Peak hourly flows were 2,017 vehicles northbound in the morning peak and 867 vehicles southbound in the evening peak hours.

An analysis of the crashes in the vicinity of the Mount Hospital reveals that for the 5 year period 2011 to 2015, there were 20 crashes. One of these involved personal injury; the remainder being damage only. None of the 20 crashes involved pedestrians.

Since the curtailment of the Blue CAT service, several complaints have been received regarding public transport accessibility to the Mount Hospital; the most recent being the 161 signature petition.

City of Perth Officers have been in discussion with the Department of Transport (DoT) and PTA regarding the provision of a service for the Mount Hospital. This was to be included in State Government's Central Area Transport Plan (CATP) and PTA had identified that Route 35, which currently runs between The Old Mill, South Perth and Elizabeth Quay Busport, could be extended to service the Mount Hospital. This service currently runs from 6.05am through to 6.43pm on a weekday with a frequency of every 30 minutes off peak and every 15 minutes during the peak period. The CATP is not currently adopted by State Government and funding has not been allocated for such projects as the Route 35 extension.

FINANCIAL IMPLICATIONS:

There are no financial implications associated with this report.

COMMENTS:

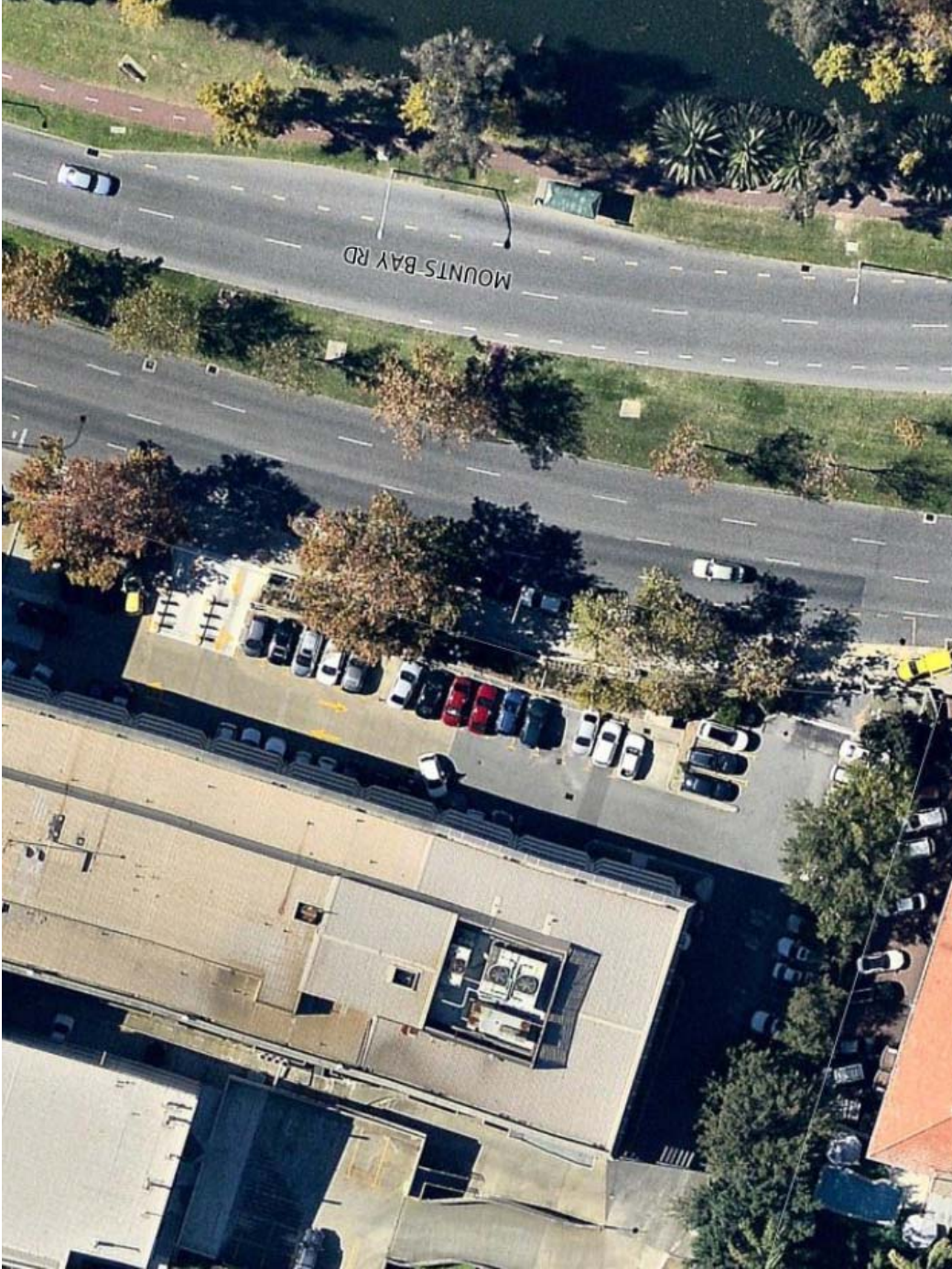
City of Perth Officers understand that PTA no longer wish to pursue the Mounts Bay Road Bus Lanes project, and have considered bus priority measures using the link road between William Street and the Point Lewis Rotary. However, PTA has not formally written to the City of Perth with their intentions.

The City of Perth is concerned about the delay in extending a Transperth bus route to the Mount Hospital and considers that this provides a major contribution to reducing the pedestrian crossing demand at the Mount Hospital. However, PTA notified the City of Perth on 2 August 2016 that it is “not actively planning anything in regard to services to the Mount Hospital.” It also indicated that “while the Route 950 operates along Mounts Bay Road past the hospital, it is difficult to justify extending another bus route to the hospital, acknowledging for some people with limited mobility, at some times of the day, it is difficult to cross the road to access the hospital in one direction. Were another service to be extended, we would consider the Route 60 in lieu of Route 35.”

The provision of a pedestrian crossing is an expensive solution which would require the approval of MRWA, noting that in the two years since the Blue CAT was diverted, no crashes involving pedestrians have occurred. The locality does not feature in the City of Perth’s Black Spot priority list. A provision for a pedestrian crossing facility of any form has not been recently explored with MRWA, however the provision has been considered viewing the recommendations of the State Government publication “Planning and Designing for Pedestrians: Guidelines”, March 2012; particularly Section 9, Pedestrian Crossing Facilities. This indicates that traffic signal controlled crossings are preferred at locations where there are high pedestrian volumes and high traffic volumes. The alternative Zebra crossings are not preferred on multi-lane roads such as Mounts Bay Road.

A pedestrian crossing would need to be separated into two crossings (and therefore two sets of traffic signals); one for the northbound lanes, and one for the southbound lanes; with a waiting area in the median. The steep gradient in the median would require ramps to achieve disability access compliance. Should an instruction to proceed with a crossing be given, it is considered that the earliest commissioning date would be towards the end of the 2016/17 financial year, subject to Main Roads approval and funding. The City of Perth would need to request funding through the Perth Parking Levy Fund, however this would not guarantee State funding becoming available.

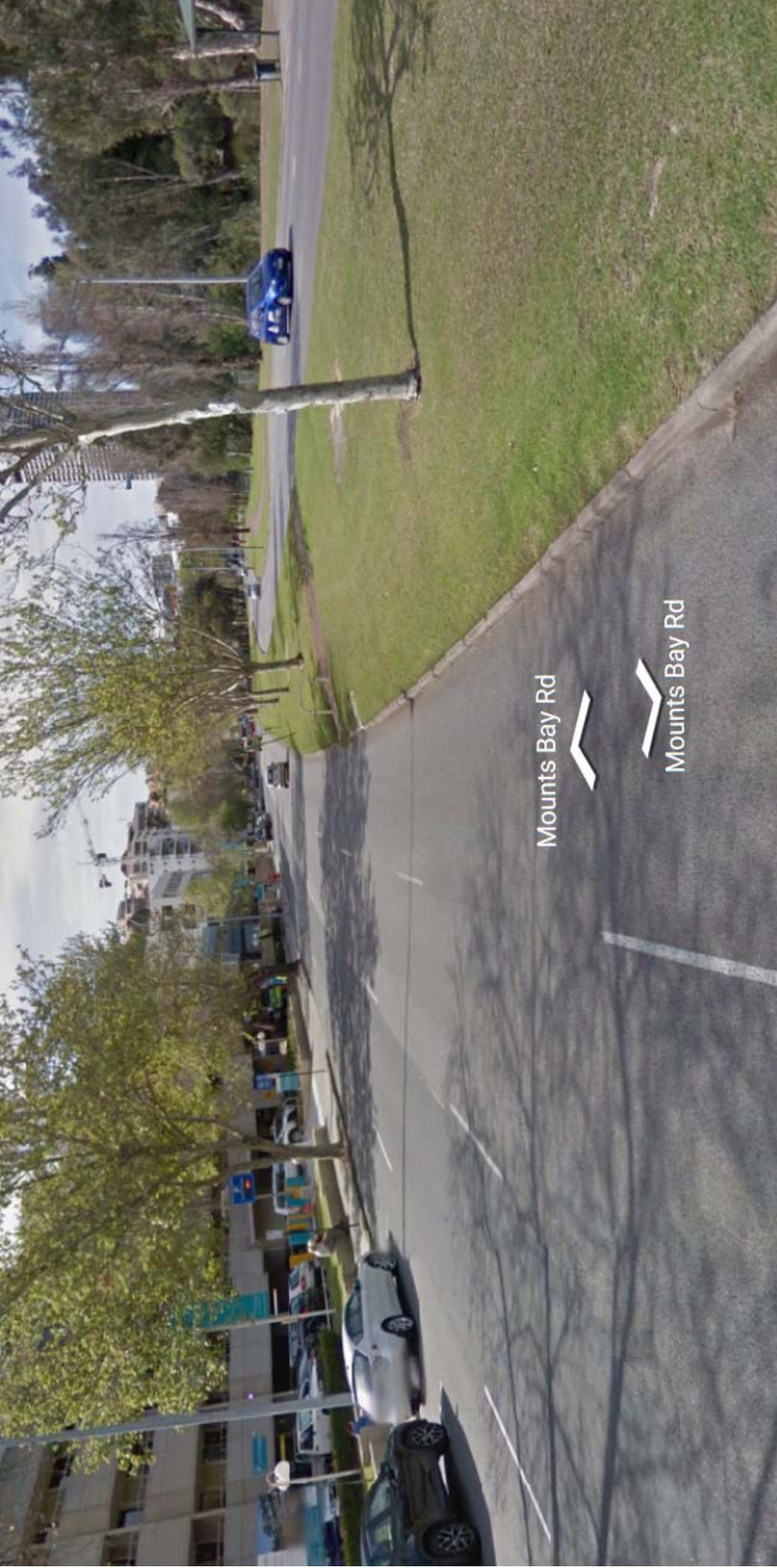
SCHEDULE 1



Schedule 1 – Plan showing location of Mount Hospital and bus stop



Schedule 2 – View of Mounts Bay Road looking south



Schedule 3 – View of Mounts Bay Road looking north



Mount Hospital Petition - Previous Route of Blue
CAT and potential route for No. 35 Bus

12/07/2016

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