

Charles Street Bus Bridge and Busway Project



Work is progressing well on the Charles Street Bus Bridge and Busway Project. Initial activities have focused on Northbridge where progress has been made at Bunning Lake, Roe Street and James Street.

The project is being delivered by Main Roads, on behalf of the Public Transport Authority (PTA), and constructed by York Civil. When completed, the Charles Street Bus Bridge and Busway will provide a long term solution for improving bus transport and traffic congestion in Northbridge and West Perth.

An estimated 1200 buses and 16000 public transport passengers will use the bus bridge and associated infrastructure to access the new Perth Busport on a daily basis. Changes to bus routes will remove an estimated 1000 buses per day from James Street and Fitzgerald Street, while the inclusion of a new

freeway off-ramp for traffic travelling south on Mitchell Freeway will take an estimated 2800 vehicles per day onto Roe Street, further easing congestion for the residents and businesses in the Fitzgerald Street section of Northbridge.

In West Perth, bus routes will be removed from Carr Street and buses currently travelling toward the city using Cleaver Street, Carr Street and Fitzgerald Street will continue along Cleaver Street to Newcastle Street, where they will enter the new bridge and head straight to the Busport.

With the inclusion of bus only lanes on Charles Street, bus passengers can expect a reduction in their travel times by up to six minutes per journey.

This \$32.1 million state-funded project is scheduled to be completed by the end of March 2017. We are working collaboratively to deliver the new infrastructure with minimal disruptions and disturbances to local residents, commuters, public transport users, cyclists and pedestrians. However, in such a busy location, there are times when the work program will cause inconvenience. For information on how to register to receive project updates – go to the back page.

Work on ground

We began service location (water, power, gas), approved vegetation clearance and other early work in May. Through June and July, the work has become busier with construction of a new embankment at Bunning Lake, kerb removal along Roe Street and upgrade work at the James Street roundabout – providing a serviceable entry point for buses using the newly opened Perth Busport.

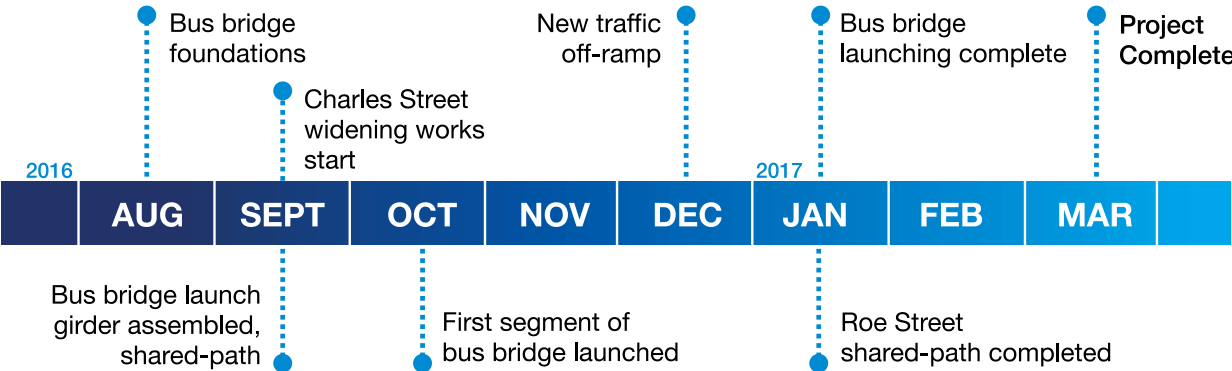
The work in and around Bunning Lake has included the removal of exotic species of trees, in consultation with the Claise Brook Catchment Group – a local conservation group, who has revegetated the area with native species over recent years. York has designed a new embankment that will maximise the opportunities for further landscaping. The work has also improved drainage and is expected to improve the lake's water quality over time.

Pre-construction work has progressed at one of the bridge piers (bridge supports), at the western end of Graham Farmer Freeway. Some vegetation clearance has occurred and barriers have been installed. Work in this location has usually been timed to occur with other tunnel closures to minimise the number of travel disruptions for motorists.



The project will **cut up to six minutes per trip during peak hour travel** for buses and provide substantial bus travel time savings.

Work to come



CYCLIST SAFETY A PRIORITY

The Principal Shared Path (PSP) alongside Bunning Lake is a frequently used path for commuter cyclists travelling to and from the city from the northern suburbs.

We have been working with a small group of cyclists and cycling group representatives, as well as the City of Perth, to establish an acceptable and safe solution for cyclists to maintain their daily commute while we undertake intensive construction activities on and near the path on the south-side of the Graham Farmer Freeway.

These discussions have resulted in general agreement that the path would need to be closed for a short time, and cyclists detoured, to avoid potential collisions and injuries. We have made some minor modifications to Newcastle Street, to allow cyclists to be diverted to the PSP on the northern side of the Graham Farmer Freeway – then cross Fitzgerald Street and travel back towards Aberdeen Street to re-join existing on-road cycling lanes. The detour adds approximately 150 m to the typical journey.

Alternatively, the detour can be avoided if cyclists choose to exit the freeway PSP at Loftus Street and make use of the recently upgraded path on Railway Street, or paths on the West Perth side of the railway lines. Further upgrades to the Roe Street PSP will be delivered as part of the program of works for this project.

We have also consulted with the businesses and residents on a small section of Newcastle Street, who are affected by the detour. The construction program should allow us to reopen the path by Bunning Lake by the end of September 2016.



New Perth Busport

Premier Colin Barnett and Transport Minister Dean Nalder officially opened the new \$217 million state of the art Perth Busport on 13 July before it began operating on Sunday 17 July 2016.

We worked around the clock in the days before the official opening to complete upgrade works at the James Street roundabout, one of two bus entrances for Transperth bus services.

The work included widening, some excavation, installation of new drainage infrastructure and upgrades to services including power.

Some additional work will be undertaken at this location after the bus operations have settled into the new facility.





Stakeholder Construction Reference Group

The Charles Street Stakeholder Construction Reference Group has held two meetings, with the third due to be held this month.

We had about 20 applications from local residents and other interest groups. The selected members include Northbridge businesses, a conservation group, a cycling body, local government representatives and the Local MP for Perth, Eleni Evangel.

Nine resident representatives were chosen according to their geographic location in relation to the project and their ability to represent the interests of others in their communities. With project team members from Main Roads, York and PTA, there are 26 people in the group.

The meetings are chaired by an independent facilitator and topics covered so far have included:

- Discussion around specific design points.
- Provisions for cyclists in this project and in the vicinity of the project.

- Discussion around the traffic modelling for the project, including a viewing of microsimulation video files and a Q&A with traffic engineers.
- Discussion around local traffic impacts and changes to existing traffic flow/configurations.
- Discussion around construction impacts, including traffic management and other disruptions.

WANT MORE INFORMATION?

To receive updates on the project please email the project team on charlesstbusbridge@mainroads.wa.gov.au with your name, address and contact number.

To receive real time traffic updates please like Main Roads on Facebook or follow Main Roads on Twitter at [Perth_traffic](https://twitter.com/Perth_traffic).

If you have any questions and would like to talk to someone about the project please call Main Roads on 138 138.

For information on planning your journey visit www.smarttransportwa.wa.gov.au



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