Bayswater Station Upgrade and Denny Avenue Level Crossing Removal
Industry Briefing

26 February 2019
Welcome to Country

Olman Walley
<table>
<thead>
<tr>
<th>TIME</th>
<th>ACTIVITY</th>
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</thead>
<tbody>
<tr>
<td>9:00am</td>
<td>Welcome and Overview</td>
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<tr>
<td></td>
<td>• Welcome to Country – Olman Walley</td>
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<tr>
<td>9:10am</td>
<td><strong>Project overview</strong> - Ross Hamilton, Executive Director Major Projects</td>
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<td></td>
<td>• Bayswater Station Upgrade – project scope</td>
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<td></td>
<td>• Denny Avenue Level Crossing Removal – project scope</td>
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<tr>
<td>9:20am</td>
<td><strong>Contracting and Procurement</strong> - Kevin Guppy, Principal Project Director METRONET</td>
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<tr>
<td></td>
<td>• Procurement process and timings</td>
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<td>• Consultancy Panels and probity</td>
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<tr>
<td>9.45am</td>
<td><strong>Policies and Strategy</strong> - Ross Hamilton</td>
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<td>• Government’s position</td>
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<tr>
<td>9:55am</td>
<td><strong>Aboriginal Engagement Strategy</strong> - Ken Aitchison, Aboriginal Engagement Coordinator</td>
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<tr>
<td></td>
<td>• Overview</td>
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<td>• What this Strategy means for Contractors</td>
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<tr>
<td>10:05am</td>
<td><strong>METRONET Update</strong> - Natasha Guerinoni, Project Director METRONET</td>
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<td>• Update of METRONET projects in planning</td>
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<td>10.30am</td>
<td>Q&amp;A Session</td>
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<td>11:00am</td>
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Industry Briefing: Purpose

• Start of the procurement process for the Bayswater Station Upgrade and Denny Avenue Level Crossing Removal projects

• Provide advice on Consultancy Panels

• Provides an understanding of the projects and procurement details

• Update on the METRONET Aboriginal Engagement Strategy

• Interactive Q&A session

• All material will be available online
Bayswater Station Upgrade

Ross Hamilton, Executive Director Major Projects
Public Transport Authority
Bayswater Station: Background

• Bayswater Station sits within the Bayswater Activity Centre.

• The centre has developed over the last century around the station as a mixed use centre in close proximity to Perth, with excellent transport connections to the surrounding area and wider metropolitan.

• Bayswater precinct has been identified by the Public Transport Authority (PTA) as significant in linking the Forrestfield Airport Link to the Midland Line, and potentially the Morley to Ellenbrook Line.

• Due to the forecasted patronage from these two lines, Bayswater Station will become infrastructure critical to providing sufficient capacity to the potential three lines, and therefore needs to be upgraded.

• In addition, the new station will integrate the intent of the City of Bayswater (Draft) Town Centre Structure Plan and METRONET and State Planning objectives.
Bayswater Station Upgrade: Project Scope

• A new station on the rail bridge including a longer island platform (150m long and 10m wide) to accommodate future six-car trains

• Overall station design, with two station entrances and a platform shelter, that considers community feedback to integrate and complement the area’s character and rich history

• Relocating the station platforms closer to Whatley Crescent and over King William Street, which requires removing all passenger parking along Whatley Crescent

• Allowing space for potential connection of the proposed Morley-Ellenbrook Line

• Building a new and higher rail bridge at King William Street, with an elevated principal shared path

• Additional rail infrastructure, including a new turnback siding, between Bayswater and Meltham stations

• Passenger amenity, network systems and infrastructure as per PTA network standards including additional car parking at Meltham and Ashfield stations
Bayswater Station Upgrade: Project Scope

• Extending the pedestrian underpass at Leake Street

• Extensive traffic and road changes including, but not limited to:
  o Whatley Crescent-Beechboro Road south connection
  o Changes to a number of signalised intersections
  o Integrating bus services within the road network
  o Reducing Whatley Crescent to two lanes (one in each direction) from Leake Street to King William Street

• Other requirements
  o New bus facilities
  o Modified car parking
  o Demolition of the old Bayswater Station and associated infrastructure
  o Maintaining and improving pedestrian access

• Design and delivery of public spaces
Map of Bayswater Station and Turnback
Denny Avenue Level Crossing Removal
Denny Avenue Level Crossing Removal - Background

• The Denny Avenue level crossing in Kelmscott is a significant safety risk.

• Identified as a priority project as part of METRONET’s level crossing removal program.

• Due to the average daily boom gate closure of three hours and seven minutes, Denny Avenue is often congested with cars queuing to cross the rail.

• The traffic queues often extend into adjacent local roads and worsen traffic congestion in the local area.
Denny Avenue Level Crossing Removal: Project Overview

• Permanent closure and removal of the Denny Avenue level crossing

• Building a road-under-rail underpass at Davis Road, connecting Albany Highway to Railway Avenue

• Realignment and lowering of Third Avenue with Davis Road underpass to maintain east/west connection

• Construction of private access road off Bray Street for Railway Avenue residents

• Creating a new elevated principal shared path over Davis Road underpass

• Installing four new signalised intersections to improve traffic flow throughout the area

• Revitalisation of the Kelmscott town centre through improvements to street-scaping, landscaping, lane configuration and intersection improvements

• The work will be delivered through two Design and Construct packages which will require careful interfacing between the packages
Extensive landscaping and tree planting throughout town centre.
Denny Avenue Level Crossing Removal: Rail Package

• Construction of a grade separated rail line over Davis Road, involving the elevation of the existing rail line by approximately 2.5m, and all supporting rail infrastructure (e.g. retaining walls within the rail corridor)

• Installation of a single span rail and principal shared path (PSP) bridges

• Closing Denny Avenue and removal of the level crossing

• Construction of 750m long PSP on the west side of the rail

• Relocation of PTA services
Denny Avenue Level Crossing removal: Road and Civic Package

- Modifications to Streich, Railway and Third avenues, and Davis Road
- Retaining structures to support change in road levels
- Installation of new signalised intersections on Davis Road at Albany Highway, and Streich and Railway avenues
- Installation of new signalised intersection at Albany Highway and Gilwell Avenue
- Existing traffic lights removed at both ends of Denny Avenue with the Albany Highway intersection restricted to left-in and left-out traffic movements
- Modification of the Denny Avenue intersection at Streich Avenue and Railway Avenue to meet the road reserve rehabilitation plan
- Relocation of services as required within the road corridor.
- Landscaping and tree planting throughout the town centre
- Refurbished Station Masters house and associated public space civic works
Looking north on Railway Avenue – Concept design only
Environmental, heritage and community considerations

- Surveys completed for both projects in 2018
- PTA commissioning soil contamination investigations at both sites
- Both projects have established residents and businesses close to sites
- The Contactor must prepare and implement a Business Engagement Strategy to demonstrate the management of construction impacts to local businesses
- Construction Environmental Management Plans
- Community and Stakeholder Engagement Plan
- Clearing permits and Commonwealth Environmental Protection and Biodiversity Conservation Act Approvals have been submitted for the Denny Avenue Level Crossing Removal project
Environmental approval status

Bayswater Station and Turnback

• Where work is performed on or around railway property, environmental management policies and guidelines applicable to PTA employees also apply to the Successful Proponent and subcontractors

Denny Avenue Level Crossing Removal

• The selection criteria will provide a positive advantage to goods, services and/or processes that minimise environmental impact
Contracting and Procurement

Kevin Guppy, Principal Project Director
Public Transport Authority
Critical success factors for procurement

- Safety
- Engineering assurance
- Supply chain engagement
- Sustainability
- Open tendering
- Risk allocation
- Investment in tendering
- Availability of skilled resources and Western Australian Industry Participation Strategy
- Availability of skilled contractor organisations
- Synergies in project scope, subcontract interfaces and timing
- Project value and attractiveness of the projects within the program to the infrastructure market
Bayswater Station Upgrade: Contracting and Procurement
Key Considerations

- Contractor interface between enabling works FAL/MEL and alliance works
- Requirement for Contractor to have bridge pre-qualifications
- Identification and protection/relocation of services
- Meeting National Rail Safety Regulator requirements.
- Congestion and disruption to road works during construction
- Noise or vibration from construction works
Bayswater Station Upgrade: Procurement process

**Forward Works: Design and construct**
- Remote car park design and construction works
- Construction of cable routes and relocation of PTA services
- Third party service relocations/modifications

**Main Works: Competitive alliance**
- Station
- Bridges
- Track and Civil Works
- Drainage and Retaining Walls
- Overhead Line Equipment System
- Low Voltage System
- Signalling System
- Communications System
- Control Systems
- Public realm
Optional works:
• Proposed Morely-Ellenbrook Line tie-in
  o Station
  o Bridges
  o Track and Civil works
  o Drainage and Retaining walls
  o Overhead line equipment system
  o Low voltage system
  o Signalling system
  o Communications system
  o Control system
Bayswater Station Upgrade: Competitive Alliance Procurement

The evaluation process requires the following steps that includes but is not limited to:

• Preparation and release of the RFP

• The Preferred Proponents each enter into an Alliance Development Agreement (the AD Stage)

• Each of the Proponent’s Final Proposal, including their proposed TOC, is evaluated to yield the Successful Proponent

• Payment to each Preferred Proponent for conforming final proposal

• The Successful Proponent is invited to enter into the Project Alliance Agreement with the PTA.
Bayswater Station Upgrade: Prequalification and Selection Criteria

• Threshold Criteria

• Qualitative Criteria
  o Management Structure and Key Managerial Personnel
  o Alliance Development Stage Planning and Management
  o Company Capability and Experience
  o Nominated Team Capability and Experience
  o Project Opportunities and Risks
  o Management Systems and Reporting

• Commercial Criteria
# Bayswater Station Upgrade: Procurement timings

## Procurement timeline

<table>
<thead>
<tr>
<th>Milestones</th>
<th>Main Works Alliance</th>
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<tbody>
<tr>
<td>Industry Briefing</td>
<td>February 26</td>
</tr>
<tr>
<td>Issue Request for Proposal (RFP)</td>
<td>March 2019</td>
</tr>
<tr>
<td>RFP Closes</td>
<td>Mid-2019</td>
</tr>
<tr>
<td>Alliance development (AD) Stage Commences</td>
<td>Mid-2019</td>
</tr>
<tr>
<td>AD Stage Closes</td>
<td>Late-2019</td>
</tr>
<tr>
<td>Contract Award</td>
<td>Late-2019</td>
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</tbody>
</table>
Denny Avenue Level Crossing Removal: Contracting and Procurement – Key considerations

- **Procurement method:** Two D&C contracts: Rail Package (1) and Road & Civic Package (2)
- Procurement of long lead items and contractors
- Requirement for Contractor to have bridge prequalifications (rail package)
- Requirement for Contractor to have road prequalifications (road and civic package)
- Temporary shoring required next to rail to stabilise rail line during bridge construction
- WaterCorp gravity sewer and main drain relocation works
- Meeting National Rail Safety Regulator requirements
- Identification and protection/relocation of services
- Coordination and interface between rail works contract and road works contract
Denny Avenue Level Crossing Removal: Prequalifications and Evaluation Criteria

- Request for Tender
  - Project Approach
  - Project Management Capability, Key Personnel and Experience
  - Design Capability, Key Personnel and Experience
  - Construction Capability, Key Personnel and Experience
  - Western Australian Industry Participation Strategy
  - Aboriginal Engagement
## Denny Avenue Level Crossing Removal - Procurement process and timings

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Rail</th>
<th>Road and Civic</th>
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<tbody>
<tr>
<td>Industry Briefing</td>
<td>February 26</td>
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</tr>
<tr>
<td>Issue Request for Tender (RFT)</td>
<td>Mid-2019</td>
<td>Mid-2019</td>
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<tr>
<td>RFT Closes</td>
<td>Mid/late-2019</td>
<td>Mid/late-2019</td>
</tr>
<tr>
<td>Contract Award</td>
<td>Late-2019</td>
<td>Late-2019</td>
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Consultancy Panel Structure

- To support the PTA Major Projects Unit as the METRONET Delivery Agency
- Prioritise order
- Minimum of three representatives per panel or selected criteria
- No guarantee of work
- Buying rules

Panels List:
- Commercial Advisory Services
- Contract Surveillance Services
- Quantity Surveying, Independent Cost Verification
- Procurement Facilitation Support Services
- Strategic Technical Advice/Constructability and Land/Business Valuation Services Support
- Engineering Assurance, Design & Investigation Services
- Architectural and Station Precinct Services
- Project Support Services
- Rail and Road Safety Assurance
Panel Probity Requirements

• Being a member of the Panel will not imply there is a conflict of interest or probity concern. Probity will be managed at the time of calling of quotes and Tenders from the Panel on an individual project by project basis.

• A number of probity measures will be put in place or requested from the nominated Consultant to ensure, should work occur on one project, a conflict of interest will not arise on other or future projects.
Policies and Strategies

Ross Hamilton, Executive Director Major Projects
Public Transport Authority
Government strategies and objectives

- METRONET vision: to integrate transport and land planning use in Western Australia
- Precinct integration to facilitate development
- Government Building Training Policy (will be replaced by the Priority Start Policy 1 April 2019)
- Western Australian Industry Participation Strategy
- Aboriginal Engagement Strategy
- Industrial relations
- Subcontractor Protections
- Construction Contracts Act 2004 (WA)
- Railway Safety National law (WA) 2015
- Building and Construction Industry Codes of Conduct
Industrial Relations

- The State Government expects that for all METRONET projects, that there will be safe working conditions on site, workers can have secure and direct employment, wages and conditions can be derived from genuine collective agreement processes, and that there will be meaningful training and apprenticeship opportunities.

- The State Government believes that through agreement, we can deliver better outcomes for business, workers and the public.
Protections for subcontractors

- A State Government move to provide greater protection for subcontractors has resulted in a number of recommendations to better protect security payments for Western Australian subcontractors in the building and construction industry.

- These recommendations and their implementation are being examined by the State.

- The report can be found on the Department of Commerce website.
Gnarla Biddi (Our pathways)

Ken Aitchison, Aboriginal Engagement Coordinator
METRONET
The METRONET Office acknowledges the Noongar people as Traditional Custodians of the land and waters on which the METRONET Program of projects is located.

I acknowledge the (Whadjuk) Noongar people as the Traditional Custodians of the land on which we meet today, and pay my respects to elders past, present and emerging.
Why?

- **Compliance** with:
  - Aboriginal Heritage Act
  - Aboriginal Procurement Policy
  - Native Title Act / Southwest Native Title Settlement
  - Noongar Recognition Act
  - Noongar Economic Participation Strategy
  - Agency Reconciliation Action Plans

- **Risk Management**

- **Stakeholder Expectations**
  - METRONET Taskforce
  - Community

- **Outcomes**
What? The Strategy (and Framework)

Approach, targets and minimum requirements across all METRONET project activities to be implemented by:

- METRONET Office
- METRONET Agencies (PTA)
- Contractors
## 1. Noongar Cultural Recognition

<table>
<thead>
<tr>
<th>Who</th>
<th>Targets</th>
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<tbody>
<tr>
<td>• METRONET Office</td>
<td>• 100 per cent personnel undertake <strong>Cultural Awareness Training</strong> within three months of appointment.</td>
</tr>
<tr>
<td>• METRONET Agencies</td>
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<tr>
<td>• Contractors</td>
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<tr>
<td>• METRONET Office</td>
<td>• <strong>Welcome to /acknowledgement of country</strong> to occur at all appropriate METRONET events in accordance with advice provided by the appropriate Noongar Working Party (Reference Group).</td>
</tr>
<tr>
<td>• METRONET Agencies</td>
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<td>• Contractors</td>
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2. Noongar Cultural Input into Place Making

<table>
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<tr>
<th>Who</th>
<th>Targets</th>
</tr>
</thead>
<tbody>
<tr>
<td>METRONET Office</td>
<td><strong>Noongar Reference Group</strong> and operational Terms of Reference developed by the METRONET Office with the relevant Noongar Working Parties.</td>
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<tr>
<td></td>
<td><strong>Noongar Cultural Context Document</strong> developed by METRONET Office with input from the Noongar Reference Group for each METRONET Project prior to the commencement of project design development phase.</td>
</tr>
<tr>
<td>METRONET Agencies</td>
<td>METRONET Project Delivery Contractor to <strong>incorporate information</strong> contained within the Noongar Cultural Context Document within the <strong>final project design</strong>, in liaison with the Noongar Reference Group.</td>
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<tr>
<td>Contractors</td>
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## 3. Aboriginal Procurement

<table>
<thead>
<tr>
<th>Who</th>
<th>Targets</th>
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<tr>
<td>• METRONET Office</td>
<td>• 3 per cent of awarded State government contracts to registered Aboriginal businesses by the end of 2021 and beyond.</td>
</tr>
<tr>
<td>• METRONET Agencies</td>
<td></td>
</tr>
<tr>
<td>• Contractors</td>
<td>• 3 per cent awarded METRONET Project Delivery Contractor contracts awarded to registered Aboriginal businesses by the end of 2021 and beyond.</td>
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4. Aboriginal Employment

<table>
<thead>
<tr>
<th>Who</th>
<th>Targets</th>
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<tbody>
<tr>
<td>• METRONET Office</td>
<td>• <strong>Minimum 2 x Aboriginal employees</strong> employed within the METRONET Office and/ or PTA as the METRONET Lead Agency for Transport Infrastructure.</td>
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<tr>
<td>• PTA delivering METRONET Transport Infrastructure Projects</td>
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</tr>
<tr>
<td>• <strong>Contractors</strong></td>
<td>• <strong>Aboriginal employees make up &gt;3 per cent</strong> of total hours worked by METRONET Project Delivery Contractors.</td>
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5. Land Access & Sites Management

<table>
<thead>
<tr>
<th>Who</th>
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<tr>
<td>METRONET Office</td>
<td><strong>Compliance</strong> with relevant legislation, licences and agreements</td>
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<td>METRONET Agencies</td>
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<tr>
<td>Contractors</td>
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Implementation:

METRONET Office;
- Action *Plan*
- Dedicated *Resources*
- Monthly *Reporting*

METRONET Government Agencies;
- Action *Plan*
- Dedicated *Resources*
- Monthly *Reporting*

Contractors;
- Aboriginal Engagement and Participation *Plan*
- Dedicated *Resources*
- Monthly *Reporting*
WHAT’S NEXT?

Natasha Guerinoni, Engagement Manager
METRONET
Morley-Ellenbrook Line: Status – Stage 2

- Extensive options analysis completed.
- Finalising short list for economic analysis.
- Working through intensive Infrastructure Australia process.
- Business case with preferred option to be finalised mid-19.
- Elements of project definition to determine scope underway.

100+ Mode and alignment specific options derived from 19 ‘mode agnostic’ potential alignments

30 Sifted mode and alignment specific options

14 Long List Options

Filtered Long List options (following MCA)

Short List Options

Modal Shift

Project Objectives Sift

Multi-Criteria Assessment

Interpretation and Refinement
Morley-Ellenbrook Line: Key challenges

- Community severance and amenity impacts (EG)
  - Lord Street
  - Whiteman Park Entrance
  - Gnangara Rd and Drumpellier Dr
- Stabling of railcars
- Environmental impacts and approvals
- Interface with current and planned road projects
- Tie-in to existing rail network
- Timing of Automatic Train Control
- Stakeholder and community expectations
Karnup Station: Status – Stage 3

- Short list options rapid cost benefit analysis completed.
- Detailed CBA of preferred option progressing.
- Business Case of preferred option to be completed mid-2019.
Midland Station & Midland Line Extension
Byford Rail Extension: Status – Stage 1
Question and Answer session

Ross Hamilton, Kevin Guppy and Ken Aitchison
Thank you for your attendance

www.metronet.wa.gov.au