

## Perth Zig Zag Railway Restoration Project: Issues and Major Constraints

<b>Category: Transport &amp; Traffic</b>		
<b>Proposal Item</b>	<b>Issue and Interpretation</b>	<b>Information / Action for Proponent</b>
Trains on gazetted public roads	<p>Video provided by proponent - describes train operating on Zig Zag Scenic Drive and Lascelles Parade road reserves (3 min 13 seconds onwards) and then along <u>parts</u> of Railway Road between Elizabeth St and Mundaring Weir Rd. This has been confirmed with the proponent.</p> <p>The Road Traffic Act appears silent on the issue of allowing trains on gazetted public roads. Issues such as who has right of way, who yields at crossing points, whether lights or boom gates are needed at crossing points</p>	Evidence that the State Government has, or will enable legislation to allow the train to operate on gazetted public roads
Impact of train tracks upon traffic calming measures	Slow points, chicanes and speed bumps to calm traffic exist on public roads proposed for the train route.	Information is needed as to how these traffic calming measures can still function with railways imbedded in road
Geometry & layout of route on roads	Will the train be located entirely within one lane of two way streets allowing traffic to flow in other direction	Proposal needs to clearly map out how much of existing road carriageway will be needed to accommodate the train (ie only one carriageway or does it need to run 'up the centre' of the roads)
Construction of imbedded rails in roads	It is understood that rails will be imbedded into public roads. It is assumed that this will necessitate reconstruction of these	Costs for this work needs to be identified.


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	roads to support the rails on a firm, load bearing base.	
Change in Maintenance costs on roads	When the City needs to resurface roads, it is assumed that additional costs will be incurred in removing and re-laying the rails.	Indication from proponent as to their view as to which party will bear the incremental costs of maintenance
Security & Safety on Zig Zag Scenic Drive	<p>If the City determines to keep Zig Zag Scenic Drive closed to vehicles, then the Train proposal will need to consider and advise methods of ensuring that barriers in place are opened and closed during each train passage.</p> <p>If the City determines to re-open Zig Zag Scenic Drive to vehicles, there is a potential conflict between downhill travelling vehicles and uphill travelling train where the road will be blocked due to insufficient width to allow cars and trains to pass beside each other.</p>	Proponents to consider and advise how they would address the issues in each scenario.
Safety & Security on Lascelles Parade and Railway Road	It is understood that the proponent propose that a system of boom gates will be deployed each time the train needs to travel along these roads.	Indication from proponent as to the impacts upon road users who cannot access roads closed during train movements as well as safety issues (especially in Lascelles Parade) of residents

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		leaving their premises onto the road and meeting the train as it is in transit

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<b>Category: Environmental</b>		
<b>Proposal Item</b>	<b>Issue and Interpretation</b>	<b>Information / Action for Proponent</b>
Impact upon of existing flora and fauna within the Gooseberry Hill National Park	<p>It is proposed that a large deck be built extending the scale of the existing car park on Zig Zag Scenic Drive and it is claimed that this will not have an impact on the environment.</p> <p>8 min 30 seconds into video shows scale of proposed deck</p> 	<p>The City needs to understand how such a large covering of the vegetation below in the National Park can continue to sustain the local biodiversity given assumed reduction in sunlight and rain immediately under the deck.</p>
Impact of existing flora and fauna within the old Railway Reserve	<p>A significant amount of trees and vegetation have grown over the corridor that the old train used, which if this corridor is to be re-used then suggests that clearing is needed.</p>	<p>Mapping would need to be provided outlining the actual route of the railway through this reserve, cognisant of existing pedestrian and cycle trails that will need to be maintained and impacts upon existing flora and fauna examined.</p>

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<b>Category: Land</b>		
<b>Proposal Item</b>	<b>Issue and Interpretation</b>	<b>Information / Action for Proponent</b>
Assessment of track route where it passes close to existing buildings	The proponent has clarified with the City that the proposed rail route between Elizabeth Street and Mundaring Weir Road will bypass existing buildings, however it is uncertain if this is feasible from a topography point of view (noting level changes between the History Village and Railway Rd)	Proposals will need to consider and advise the proposed route through this area and if any existing buildings are impacted by the route.
Land Requirements for Operations and Maintenance	Setting aside the actual land take up for the railway route, the City understands that land would be required for the necessary supporting infrastructure for the project such as train stabling and sheds, administration, maintenance, car parking at key stations, platforms and associated infrastructure at key stations (including bus pick up and drop off facilities)	Proposals to identify suitable locations for these facilities and what potential land tenure arrangements would need to be entered into.
Land owner approvals & conditions	The proposed route (and any necessary other land for support facilities) will traverse a multiple of land tenures – <ul style="list-style-type: none"> <li>• Crown Land under care and control of DBCA</li> <li>• Crown Land (reserves) under care and control of the City of Kalamunda</li> </ul>	Proposal should indicate that the relevant land owner(s) and steward(s) have provided their consent or in principle consent and conditions for use of the land(s)

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	<ul style="list-style-type: none"> <li>• Freehold Land</li> </ul>	
Planning Consent - City	It appears that the proposed activity, where it passes through the Kalamunda Town Centre is inconsistent with the adopted Kalamunda Activity Centre Plan.	The proponent is required to undertake further discussions with the City's Development Services team to develop a position in that regard
State Agency Issues	The City recognises that this proposal will need consideration by many State agencies.	Proponents would need to demonstrate that the views of State Agencies have been sought on the proposal including, but not limited to: <ul style="list-style-type: none"> <li>• Department of Biodiversity, Conservation and Attractions</li> <li>• Department of Planning and Land Heritage</li> <li>• Department of Water and Environmental Regulation</li> <li>• Department of Fire and Emergency Services</li> <li>• Department of Transport</li> </ul>
Assumed use of existing car park at Kalamunda Water Park	The proponent proposes using existing car parking used for Kalamunda Water Park to satisfy parking demand for the proposed artists village.	Further parking demand analysis would be required to ascertain if this is viable

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	Proposed artists village discussion in video – 5 min 40 seconds into the video	

## Perth Zig Zag Railway Restoration Project: Issues and Major Constraints

<b>Category: Safety / Bushfire</b>		
<b>Proposal Item</b>	<b>Issue and Interpretation</b>	<b>Information / Action for Proponent</b>
Pedestrians, Cyclists, Vehicles and Train using the same shared space (including roads, road crossings and old railway reserve)	Concerns that the operation of the railway will increase risk of accidents between users of these spaces	Consideration needs to be given to how the safety of pedestrians, cyclists and vehicles will be safeguarded during the passage of the train past them
Minimal bushfire risk from train	The video discusses a new 'eco steam train' that is claimed to not present a bush fire risk. However the video doesn't provide evidence of such a train in operation to validate the claim	Detail needed to demonstrate that the 'eco steam train' does not present an undue risk to causing bushfires. This can take the form of either banning train movements during declared Fire Ban days or satisfying the conditions to achieve an exemption from operating during declared Fire Ban Days in accordance with s22C of the Bushfire Act 1954 (WA)



## Perth Zig Zag Railway Restoration Project: Issues and Major Constraints

<b>Category: Amenity</b>		
<b>Proposal Item</b>	<b>Issue and Interpretation</b>	<b>Information / Action for Proponent</b>
Visual and noise amenity for residents and businesses	Residents and business living and operating in areas immediately impacted by the visual and noise impacts of the railway operations will be of concern to the City.	Proponents would be required to undertake acoustic studies to illustrate anticipated impacts on residents and businesses.
Operating Hours	Proponents are to consider the amenity of residents and businesses for proposed operations during daylight, twilight and night time and weekdays versus weekends.	This would require a proposed timetable indicating the number of services over operating days
Delays to traffic at crossing points	Where the railway crosses adjacent streets to the railway route, it is assumed that cars will be required to give way.	Further information is needed as to the number of train crossings each road per day and anticipated delay caused

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<b>Category: Business / Risk</b>		
<b>Proposal Item</b>	<b>Issue and Interpretation</b>	<b>Information / Action for Proponent</b>
Comprehensive business case for the project	<p>Proponents would <b>only</b> need to consider this matter if they are developing a Business Model that proposes:</p> <ul style="list-style-type: none"> <li>• investment by the City in either funding (capital and/or operating costs), or</li> <li>• in kind donation of staff time or</li> <li>• access to land or other resources of the City at less than commercial rates;</li> </ul> <p>otherwise the City would consider the application as if it was a “private development” and not assess as part of any approval the financial viability of the project.</p>	<p>A business case will need to be provided that includes consideration of:</p> <ul style="list-style-type: none"> <li>• Market research to support anticipated patronage at proposed price points, including risk analysis</li> <li>• Risk analysis of all regulatory approvals</li> <li>• Proof that the ‘eco train’ concept is technically viable</li> <li>• Comprehensive community engagement process</li> <li>• Capital investment plan and funding</li> <li>• Operating cost model including risk analysis of using volunteer workforce</li> <li>• Marketing</li> <li>• Governance and company structure</li> <li>• Proposed support required of City of Kalamunda</li> <li>• Timeframe to implement</li> </ul>
Public Liability Insurance	<p>The City would need to be satisfied that the project can procure Public Liability Insurance of a level that will cover reasonably foreseen events in consideration of the issues raised earlier.</p>	<p>Proponent would need to provide evidence from Insurance Brokers that Public Liability Insurance can be provided and the limitations and exclusions upon this coverage.</p>

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Community Sentiment	The City would need to understand the sentiment of the community towards this project. It is recognised that a much larger population than the City of Kalamunda may be supportive of this project however the views of the local community are largely unknown.	The proponent is required to include feedback from community engagement on the project as part of the proposal. At the very least, attitudes of the community should be able to be sorted by suburb in order to determine local vs broader community feedback