



Government of **Western Australia**
Public Transport Authority

NETWORK AND INFRASTRUCTURE

INTERFACE COORDINATION DEED

FOR

Carlisle and Oats Street stations

between the

Public Transport Authority and the Town of Victoria Park

NETWORK & INFRASTRUCTURE

PAGE
1 of 22

APPLICABLE TO

**Public Transport Authority and Town of
Victoria Park**

Interface Coordination Deed

DOCUMENT NO.

8101-000-068

REV No.

0.5

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Distribution List

Copy Number	Name and/or Title of Document Holder	Location of Document
Master	General Manager Network and Infrastructure Public Transport Authority	Public Transport Centre West Parade Perth WA 6000
1	Chief Operating Officer	99 Shepperton Road, Victoria Park WA 6100

Amendment History

Rev	Date	Nature of change or comments	Prepared	Reviewed	Approved
Rev 0.0	12/09/23	Initial Draft.	06/09/23	08/09/23	12/09/23
Rev 0.1	12/01/24	Draft issued to Armadale Line LGAs for review.	PTA N&I	CS/PF (LXR-BRE)	
Rev 0.2	01/04/25	TCL/YRE agreed edits with cities of Canning and Gosnells incorporated and updated draft reissued to LGAs for review.	PC (TCL-YRE)	SB (IPLS)	
Rev 0.3	02/07/25	PTA Legal and LXR-BRE project reps respond to SECCA review of draft template.	LG (PTA Legal)	CS/PF (LXR-BRE), SB (IPLS)	
Rev 0.4	23/10/25	Final agreed draft template issued to Armadale Line LGAs ahead of individual agreements being developed.	LG (PTA Legal)	CS/PF (LXR-BRE), SB (IPLS)	
Rev 0.5	17/12/25	Final draft for Town of Victoria Park review.	CS/PF (LXR-BRE)	LG (PTA Legal)	
Rev 1.0		<i>Final version endorsed and signed General Manager, Network & Infrastructure, Robert Stacey</i>	CS (LXR-BRE)	PF (LXR-BRE)	RS (PTA N&I)

1. Parties

PUBLIC TRANSPORT AUTHORITY OF WESTERN AUSTRALIA (ABN 61 850 109 576) of PO Box 8125, Perth Business Centre, Perth, Western Australia, 6849 (**PTA**)

TOWN OF VICTORIA PARK (ABN 77 284 859 739) of 99 Shepperton Road, Victoria Park WA 6100 (**Local Government**)

2. Purpose

In accordance with the provisions of *Rail Safety National Law (WA)* to establish an Interface Coordination Plan which shall clearly delineate the responsibilities of each Party or functional area involved and be agreed to by those Parties or functional areas.

3. Legal status of this document

3.1 As a State Government agency and local government respectively, the Public Transport Authority (PTA) and the [insert] (Local Government) agree to work co-operatively to achieve the objectives set out in this document.

3.2 The Parties acknowledge that this Interface Coordination Deed creates legally binding obligations on the Parties and is legally enforceable.

3A Inconsistency

In the event of any inconsistency, ambiguity or discrepancy between the various documents comprising this document, the Local Government is to notify PTA, who will then advise what document takes precedence.

4. Definitions

Agreements	means the Funding Agreement, the Licence and the Interface Coordination Deed.
Asset	means the assets described in the Schedule at Attachment 1.
Asset Responsibility Schedule	means the plans and Asset Ownership and Maintenance Responsibility Schedule (the Schedule) in Attachment 1 that establishes the organisation who has responsibility for the maintenance and upkeep of the Assets (including but not limited to pavements, paths, kerbs, verges, medians, landscaping and drainage) surrounding the Station, carparks and rail infrastructure.
Attachment	means an attachment to this document.
Authorised Representatives	means the representatives in clause 12.4.
Business Days	means a day that is not a Saturday, Sunday or public holiday in the place where an act is to be performed or a payment is to be made.
Commencement Date	means the date the last of the Parties executes this document.
General Maintenance	means all works and services to ensure the Asset can perform its intended function throughout its anticipated asset life (including both preventative and routine maintenance and repair works) and all works and services undertaken to maintain the visual quality of the Asset (including cleaning, graffiti removal, painting, repairing decay, ground surface repairs, balustrade repairs, lighting, cleaning, weed control and litter collection) but excluding Structural Maintenance.
Good Industry Practice	means: <ul style="list-style-type: none"> (a) the exercise of the degree of skill, diligence, prudence and foresight that would be reasonably expected from a skilled, experienced, reputable, prudent and properly qualified person in performing any work or other activities the same as or similar to the work contemplated in this document and under conditions comparable to those contemplated in this document; and (b) compliance with applicable Laws.
Guidelines	means guidelines for the protection of the viaduct as set out in Attachment 2.
IFC Drawings	means issued for construction drawings.
Laws	means any of the following: <ul style="list-style-type: none"> (a) Commonwealth, Western Australian or local government legislation including regulations, by-laws and other subordinate legislation; and (b) common law.

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DeedICD for Carlisle and Oats Street stations between PTA and the Town
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Local Government Asset	means those Assets owned or to be owned by the Local Government in accordance with Attachment 1.
Local Government Land	means the area of land within or adjacent to the Station and Station Surrounds at Carlisle and Oats Street vested in, or under the care, control and management of, the Local Government from time to time, and includes all Local Government Roads.
Local Government Road	means any road and adjoining road reserve that is under the care, control and management of the Local Government pursuant to Part 5 of the <i>Land Administration Act 1997</i> (WA) or section 168 of the <i>Planning and Development Act 2005</i> (WA).
Party	means a party to this document.
PTA Protection Zone	means the area where works have the potential to impact rail operations, as shown in Attachment 2. This includes the immediate surrounds of any tunnels, underground rail infrastructure and the Viaduct.
Rail Corridor	means the land on which a railway is built, comprising all property between property fences, or from the outermost rail in each direction for 15 metres.
Railway	has the same meaning as under the <i>Government Railways Act 1904</i> .
Railway Line	means the Armadale railway line.
Rail Reserve	means the land that is owned or under the care, control and management of the PTA as defined by the cadastral boundaries.
RSNL	means the <i>Rail Safety National Law (WA)</i> as applied by the <i>Rail Safety National Law Application Act 2024</i> (WA).
Station	Means Carlisle and Oats Street stations, consisting of two elevated stations, each with two platform faces and passenger entries located at approximately 7km and 8km from Perth Station on the Armadale Line.
Station Surrounds	means the area and elements surrounding the Stations and providing allied functions to the Stations including viaducts, noise walls, paths, commuter and staff car parks, bus transfer/terminal, landscaped areas, drainage basins, access ways (public and non-public roads, pedestrian, and cycling), and any other rail or third party infrastructures and facilities accessible by the general public or authorised party, including those areas shown coloured purple and titled "PTA Managed Area" on the Tenure Plan in Attachment 3.
Structural Maintenance	means works undertaken to monitor the structural integrity of an Asset and repair any structural damage to an Asset.
Term	means the term of this document as set out in clause 5.

Viaduct	means the (long) bridge structure that supports the elevated rail from approximately the 6.9km to 9km mark (between Bank Street and Rutland Avenue).
WHS Law	means all Laws, including the <i>Work Health and Safety Act 2020 (WA)</i> , the <i>Work Health and Safety (General) Regulations 2022 (WA)</i> and mandatory codes of practice or guidelines, relating to work health and safety that are applicable to the Station and the Station Surrounds.

5. Term

- 5.1** This Interface Coordination Deed commences on the Commencement Date and continues until the date the Parties agree in writing to terminate this document.

6. Scope

- 6.1** This Interface Coordination Deed describes the overall co-ordination framework between the PTA and Local Government in managing and maintaining the Station, land under the viaduct and the Station/viaduct Surrounds, and ensuring that any activities engaged in by the Local Government in the exercise of its powers and duties will be consistent with the preservation and safe operation of the Station.
- 6.2** The Interface Coordination Deed describes the functional areas in each organisation that will be involved, the subject matter that has been considered, and the interface across which coordination has been established.
- 6.3** The Interface Coordination Deed identifies which Party has responsibility for each Asset and each identified item of subject matter, procedures for the exchange of safety information, and procedures for assessing and monitoring the compatibility of engineering and operational parameters.
- 6.4** The Interface Coordination Deed includes Asset Responsibility Plans and an Asset Ownership and Maintenance Schedule (Attachment 1), Guidelines for the protection of, and access to the rail reserve and Allowable works (Attachment 2), and a Tenure Plan (Attachment 3).
- 6.5** The Parties may review and amend this document from time to time, as set out in clauses 11 and 21.

7. Background and description of operations

- 7.1** The Station provides facilities where people can alight from or catch trains on the Railway.
- 7.2** PTA will operate all trains on the Railway and connecting bus services to carry passengers to and from the Station.
- 7.3** The Station is provided by the PTA for passengers to access the railway public transport system. PTA and the Local Government are required to manage and maintain the surrounding roads, paths, landscaping, drainage, lighting and facilities to ensure the safety of patrons accessing the Station and its surrounds.
- 7.4** There are bus transfer arrangements that are integral with the Station and there is a public car park and kiss and ride facility.

8. Ownership and asset responsibility

8.1 The Parties acknowledge and agree that, except to the extent provided otherwise in this document or otherwise inconsistent with Law, the following high level principles have been applied in identifying the Parties' respective rights and obligations in respect of the Assets in this document:

- (1) The Local Government is responsible for all Local Government Roads and Local Government Land.
- (2) The PTA is responsible for the Railway land.
- (3) Any asset that is permanently fixed to a Local Government Road or Local Government Land will be owned, operated and maintained by the Local Government unless provided otherwise in the Asset Responsibility Plans and Schedule.
- (4) Any asset that is permanently fixed to Railway land will be owned, operated and maintained by the PTA unless provided otherwise in the Asset Responsibility Plans and Schedule.
- (5) As per section 103 of the *Public Works Act 1902 (WA)*, the Local Government will be responsible for maintaining any road, street or footpath under the care, control and management of the Local Government that crosses over or passes under any railway by means of level crossing, a bridge or subway on and from the date the Railway is open for traffic, except to the extent of any decay in such road, street or footpath, in which case PTA will be responsible for the repair or reinstatement of such decay (unless the decay was caused by the Local Government's failure to maintain the road, street or footpath).

8.2 The Parties agree that the ownership, operation and maintenance responsibilities for the Assets will be as set out in the Asset Responsibility Plans and Schedule.

8.3 The PTA and the Local Government acknowledge that the Asset Responsibility Plan and Schedule may not entirely align with land ownership / Management Order responsibilities, but reflects the agreed asset ownership, operation and maintenance position between the Local Government and the PTA.

9. Maintenance Responsibility

9.1 (Structural Maintenance) The Party identified in the Asset Responsibility Plans and Schedule as being responsible for Structural Maintenance of an Asset must at its cost and without limiting the scope of Structural Maintenance as defined above:

- (1) inspect the structural integrity of the Asset in accordance with Good Industry Practice and any specific maintenance parameters set out in the Asset Responsibility Plans and Schedule, and repair any structural defects or damage to the Asset in accordance with Good Industry Practice and any specific maintenance parameters set out in the Asset Responsibility Plans and Schedule or replace the Asset with a new asset on a like for like basis (if reasonably practicable to do so, and if it is not reasonably practicable to do so, then on a similar basis as far as reasonably possible, provided it is of comparable quality to the original item); and

- (2) maintain adequate records in relation to any Structural Maintenance and make those records available to the other Party if requested.

Where the responsible Party is the Local Government, to the extent any defects or damage arising from or in connection with the Asset is caused or contributed to by PTA or its subcontractors, employees or agents, the PTA will reimburse the Local Government for all costs actually, properly and reasonably incurred by the Local Government in repairing or replacing those items. For the avoidance of doubt, where the Asset was constructed by PTA as part of the Victoria Park – Canning Level Crossing Removal project, and the defects are as a result of defective design and/or construction, PTA will work with the Local Government to have the defect rectified, at no cost to the Local Government, including by claiming on any contractor's or manufacturer's warranties (if applicable).

9.2 (General Maintenance) The Party identified in the Asset Responsibility Plans and Schedule as being responsible for General Maintenance of an Asset must, at its cost:

- (1) inspect, maintain and repair the Asset in accordance with Good Industry Practice and any specific maintenance parameters set out in the Asset Responsibility Plans and Schedule, or replace the Asset with a new asset on a like for like basis (if it is reasonably practicable to do so and if it is not reasonably practicable to do so then on a similar basis as far as reasonably possible, provided it is of comparable quality to the original item); and
- (2) maintain adequate records in relation to any General Maintenance and make those records available to the other Party if requested.

Where the responsible Party is the Local Government, to the extent any damage arising from or in connection with the Asset is caused or contributed to by PTA or its subcontractors, employees or agents, the PTA will reimburse the Local Government for all costs actually, properly and reasonably incurred by the Local Government in repairing or replacing those items.

9.3 (Landscaping irrigation bores) In relation to the Assets the subject of this Interface Coordination Deed, it is agreed that:

- (1) all landscaping irrigation bores will be owned by PTA, regardless of where they are located;
- (2) the Local Government is responsible for the maintenance and repair of all those landscaping irrigation bores and associated infrastructure (including without limitation pumps, tanks and iron filtration units) that are owned by PTA, including those that are located within a PTA-managed area; and
- (3) the annual cost of maintaining and repairing those landscaping irrigation bores and associated infrastructure will be shared between PTA and the Local Government on a pro-rata irrigated area basis, as follows:
 - (a) PTA: 44%; and
 - (b) Local Government: 56%.

9.4 The PTA has listed, in Attachment 2, the routine maintenance activities and works that the Local Government can conduct within the PTA Protection Zone without the PTA requiring formal documentation to be prepared in accordance with Clause 13

and the Guidelines. The Local Government will, out of courtesy, keep the PTA informed of all routine maintenance works within the PTA Protection Zone.

- 9.5** PTA may require access to the local roads within the Local Government to carry out maintenance to Carlisle and Oats Street stations, the viaduct and all associated railway infrastructure. PTA will advise the Local Government when access to local roads is required and work with the Local Government to provide traffic / pedestrian management as necessary.

10A Defects in Assets

- 10A.1 The Local Government must notify PTA, as soon as reasonably practicable, upon becoming aware of a Defect in the Assets.

10. Method of distribution

- 10.1** This document has been distributed as per the distribution list contained within this Interface Coordination Deed under controlled conditions either by hand or posted service to each organisation or person.
- 10.2** Each Party is to ensure that all personnel within their organisation and any other person who ought reasonably to be aware of and comply with the responsibilities allocated to the Parties by this document are advised of this document and its requirements, including any revisions to it.

11. Document review, revision and control

- 11.1** The Parties agree to meet and review this document (including the Attachments) within 30 days of the date that is 12 months after the Commencement Date and thereafter at least once every 5 years for the Term.
- 11.2** If, following a clause 11.1 review of the document, the Parties agree:
- (1) no changes are required to the Interface Coordination Deed, the document will be reissued in its current format under the new review date; or
 - (2) amendments are required to the Interface Coordination Deed, then the parties will use reasonable endeavours to negotiate such amendments and following agreement between the Parties, the Interface Coordination Plan will be reissued under signatures of the then Authorised Representative(s) as a revision under usual document control conditions.
- 11.3** For further clarification of any matters arising from this Interface Coordination Deed reference should be made to:
- (a) Rail Safety National Law (WA);
 - (b) Rail Safety National Regulations (WA); and
 - (c) PTA Procedures and Specifications including, but not limited to;
 - (i) PTA Procedure – 8810-450-003 - Procedure - Working in and around the PTA Rail Corridor, Assets and Infrastructure; and

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- (ii) PTA Specification - 8880-450-300 Specification - Access to Infrastructure.

12. Communications and Authorised Representatives

- 12.1** The PTA and Local Government Authorised Representatives, or delegates thereof, will meet at least annually and otherwise whenever requested by either Party to discuss any issue relevant to the maintenance of the interface as described in this document.
- 12.2** Minutes must be taken and distributed of any such meeting to formally record any decisions made or actions required by either Party.
- 12.3** The persons responsible to implement this document, coordinate any related meetings and resolve any issues are as follows:

Organisation	Name	Contact Details
Local Government	Manager Infrastructure Services Town of Victoria Park	P: (08) 9311 8111
	Manager Technical Services Town of Victoria Park	P: (08) 9311 8111
Public Transport Authority	Manager Facilities & Infrastructure	P: (08) 9326 3937 M: 0429 388 178
	Facilities Coordinator Armadale line	E: FCArmadaleLine@pta.wa.gov.au
	Track Engineering Manager	P: (08) 9326 2143 M: 0429 643 725
	Maintenance Superintendent (Civil)	P: (08) 9326 3942 M: 0434 074 925
	Maintenance Structures Superintendent (Track)	P: (08) 9326 2851 M: 0458058799
	Transperth Information and Events Manager	P: (08) 9326 2117 M: 0434 650 861
	Transperth Ticketing Performance Manager	P: (08) 9326 2176 M: 0417 749 443
	Manager Third Parties	P: (08) 9326 5631

- 12.4** In the event of a dispute between the responsible persons listed in clause 12.3 in relation to the management of the interface around the Station, the following Authorised Representatives of both organisations shall endeavour to agree a solution to the matter.

Organisation	Authorised Representative
Local Government	Chief Executive Officer or other senior authorised officer of the Local Government
Public Transport Authority	General Manager Network and Infrastructure

- 12.5** In the event that agreement cannot be reached, maintenance responsibility for the disputed matter shall revert to the organisation that has ownership of, or management responsibility for, the Asset in accordance with the Asset Responsibility Plans and Schedule and, in the event maintenance responsibility cannot be resolved having regard to the Asset Responsibility Plans and Schedule, regard shall be had to the principles identified in clause 8.1.

13. Future Planning, Development and Construction Activity

- 13.1** The Parties agree to inform each other if there is any proposal put forward to alter any existing infrastructure or to construct or install new infrastructure that may affect any operational requirements of the Parties.
- 13.2** Without limiting clause 13.1 and excepting works carried out under Clause 8, the Local Government, in compliance with the RSNL, is to seek prior written approval from the PTA for any work planned to be carried out within the PTA Protection Zone around the Station, within the Local Government Land as per PTA Procedure 8810-450-003 Working In and Around the PTA Rail Corridor Assets and Infrastructure.
- 13.3** As part of the written request in clause 13.2, the Local Government must provide to PTA, completed Application Details Form 1.1 and Form 1.2 (within Document 8810-450-003). Technical documentation supporting the application and planned works within the PTA Protection Zone may be required to ensure compliance with the Guidelines before works commence on site. (refer Attachment 2)
- 13.4** In the case of 3rd parties carrying out works in the PTA Protection Zone, the Local Government will require that the 3rd party liaises with the PTA prior to the Local Government granting approval for works to proceed to the extent that the authority to approve, lies with the Local Government.
- 13.5** Upon receipt of written request and documentation in accordance with clause 13.2 and 13.3 (Local Government works) and clause 13.4 (3rd party works), the PTA, at its sole discretion, will assess the proposed works for complexity and in accordance with the Guidelines (as above) and provide a written response, inclusive of any technical constraints or conditions reasonably required to protect the railway infrastructure in the following timeframes:
- (a) in the case of a non-complex work proposal in the PTA Protection Zone – within 20 Business Days of receiving a written request and documentation; and
 - (b) in the case of a complex work proposal in the PTA Protection Zone – within 35 Business Days of receiving a written request and documentation.

14. Parking

- 14.1** Parking of PTA maintenance vehicles for scheduled and unscheduled maintenance will generally be carried out 'out of hours' (00.00 hours – 05.00) hours within the

Station surrounds however where this is not possible, parking of PTA maintenance vehicles will comply with Local Government parking requirements.

- 14.2** The PTA will maintain and enforce parking restrictions for the [multi storey] car park and short term (kiss and ride) facilities (delete if not applicable) within the surround of the Station.
- 14.3** The Local Government will maintain and enforce parking restrictions (if they are applicable) on all other local roads surrounding the Station.
- 14.4** The contacts for parking related issues for each Party will be:
- (a) PTA – FCArmada@pta.wa.gov.au
 - (b) Town of Victoria Park – Senior Ranger: 9311 8111 (After hours 9311 8188)

15. Special Events

- 15.1** The Local Government will send written notice of approved events which may result in higher than usual public transport patronage, on the first business day of each month, to the Transperth Information and Events Manager and the Transperth Ticketing Performance Manager.
- 15.2** The Local Government will send advance written notice of temporary road closures which may impact normal bus routes, to the Transperth Ticketing Performance Manager.

16. Risk Management and Safety

- 16.1** PTA and the Local Government must apply a risk-based approach to safety in accordance with WHS Law and the RSNL.
- 16.2** The Parties are responsible for discharging all their responsibilities under WHS Law and the RSNL for or in connection with their rights and obligations under this document.
- 16.3** The Parties agree to consult, co-operate and co-ordinate activities with each other and any other person having a duty under WHS Law or the RSNL in relation to the Assets.
- 16.4** If the PTA, acting reasonably, forms the view a Local Government Asset, or the usage or activation of a Local Government Asset, is creating a risk to the safe operation of the Railway or elevating any existing risks associated with the Railway and needs to be improved, upgraded or replaced to reduce or eliminate this risk, the PTA may issue a notice to the Local Government which:
- (1) identifies the Local Government Asset;
 - (2) describes the PTA's concerns; and
 - (3) requests the Local Government to take reasonable action specified in the notice within a specified timeframe (which must be reasonable having regard to the proposed action and circumstances).

- 16.5** If the Local Government does not take the action in accordance with the timeframe specified in the notice, the PTA or its' Contractors and agents may undertake the works *and* recover the cost of such works from the Local Government.

17. Emergency procedures

- 17.1** Rail emergencies will be managed in accordance with the PTA Emergency Management Manual (as updated from time to time), a copy of which can be found at <https://www.pta.wa.gov.au/our-system/safety/emergency-management>.
- 17.2** Each Party will notify the other of any incident which has the potential to adversely impact on, or has resulted in an adverse impact to, the safety of persons, infrastructure or train operations as soon as reasonably practicable.
- 17.3** The PTA will be responsible for the reporting of rail safety incidents as required under the RSNL.
- 17.4** The PTA emergency contact for the purposes of any notification in accordance with this clause 17 is the [insert position title] as set out in clause 12.3.

18. Insurance

- 18.1** Each Party must effect, maintain and keep current (or cause to be effected, maintained and kept current), at its own cost and expense, such insurance as would reasonably be expected to be in place, in accordance with Good Industry Practice, for works, Assets and operations such as those contemplated in this document.

19. Security

- 19.1** PTA's transit officers will patrol the Station from time to time as required to manage security.

20. Liability for payment and obligations on termination

The parties remain liable for the payment of all money due to the other party under this document and must comply with their other obligations under this document until the date of termination of this document, and in the case of obligations which are expressed to survive the termination of this document, until they have been met.

21. Amendment

- 21.1** This document (including the Attachments) may only be amended by a document executed by the Parties.
- 21.2** If this document is amended, the amended version of this document will be reissued as a revision under usual document control conditions.

22. Variation to Local Government's obligations

In the event the Licence to Occupy made between PTA and the Local Government on or about the date of this document is terminated or ceases to be in effect, then on and from the date the Local Government ceases to use and occupy the land the subject of that Licence and returns that land to PTA (**End Date**), PTA agrees that the Local Government is released from any further obligations or liabilities that arise under this document after the End Date, relating to the Licence or the land and assets the subject of the Licence. The Parties also agree to meet and review this document (including the Attachments) within 30 days after the End Date to agree the amendments required to this document to take into account the termination of the Licence.

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of Victoria Park**Executed as a Deed**

Signature:	
Name:	Carl Askew
Position:	Chief Executive Officer
Company:	Town of Victoria Park
Date:	

Signature:	
Name:	Robert Stacey
Position:	General Manager, Network & Infrastructure
Company:	Public Transport Authority
Date:	

List of Attachments

Attachment 1 – Asset Responsibility Plans and Schedule

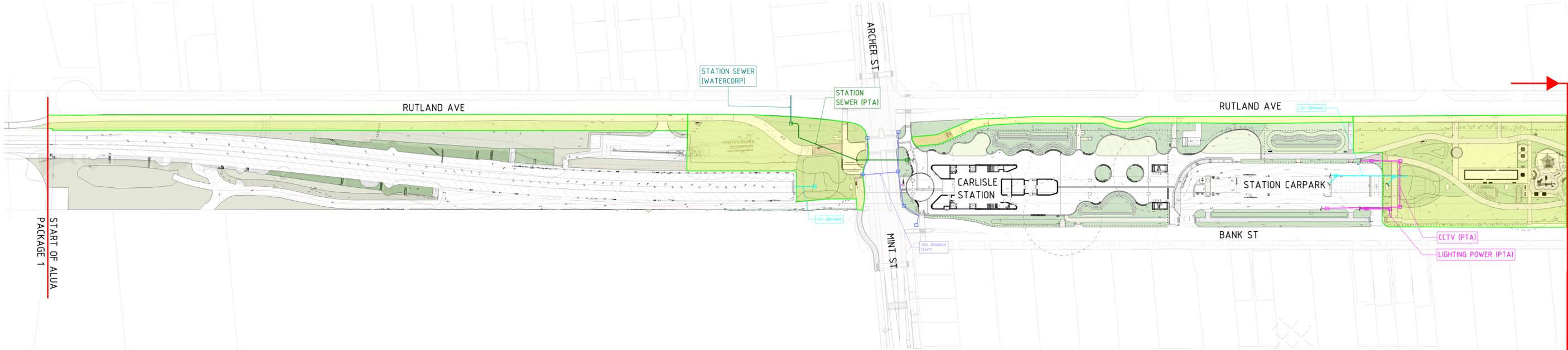
Attachment 2 – Guidelines for the protection of Carlisle and Oats Street stations on the
Armadale Line

Attachment 3 – Tenure Plan

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Attachment 1 – Asset Responsibility Plans and Asset Ownership and Maintenance Schedule

ATTACHMENT 1a - ASSET RESPONSIBILITY PLANS



NOTE:

FOR DETAILED AS CONSTRUCTED INFORMATION. REFER TO THE FOLLOWING ALUA DOCUMENTATION:

CIVIL DRAINAGE: LXR-P1-Z0-GN-CI-DR-DWG-00201 to 00228
 COMMS LINEWIDE: LXR-P1-Z0-GN-CI-CC-DWG-69121 to 71312
 LV LINEWIDE: LXR-P1-Z0-GN-CI-LT-DWG-00101 to 00127
 WATER/SEWER STATIONS: LXR-P1-Z1-CR-SN-HS-DWG-00103

LGA MANAGED

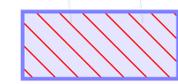
- DOMESTIC/FIRE PRESSURISED WATER
- SEWER/SANITARY DRAINAGE
- STORMWATER/CIVIL DRAINAGE
- LV/COMMS CABLES
- OTHER

PTA MANAGED

- DOMESTIC/FIRE PRESSURISED WATER
- SEWER/SANITARY DRAINAGE
- STORMWATER/CIVIL DRAINAGE
- LV/COMMS CABLES
- OTHER



LGA MANAGED AREA - ToVP



PTA MANAGED AREA - WITHIN LGA MANAGED AREAS



REV	DATE	AMENDMENT	DSN	DRN	CHK	APP
A1						

AT ORIGINAL PLOT SIZE



VALIDATION

SIGNATURE

DATE

DATE APPROVED

REFERENCES

SCALE

1 : 1000

DATUM

HORIZONTAL: PCG20

VERTICAL: AHD71

DESIGNED

DRAWN

CHECKED

APPROVED

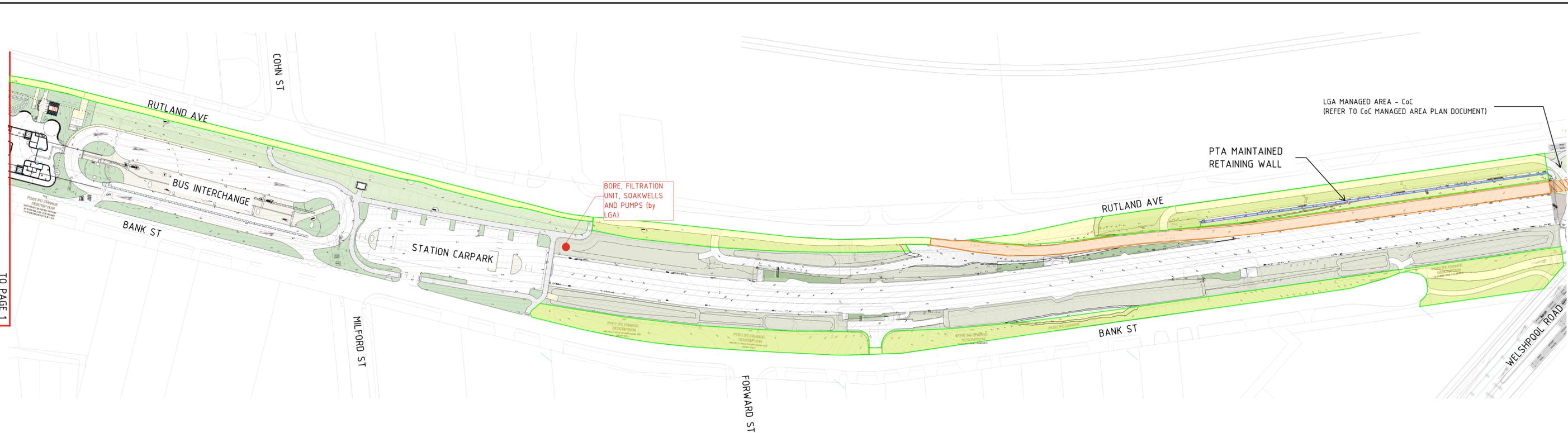
DATE

Government of Western Australia
Public Transport Authority

VICTORIA PARK TO CANNING
LEVEL CROSSING REMOVAL

ARMADALE LINE
LGA MANAGED AREA (INGROUND SERVICES) - ToVP
PAGE 1 OF 2

Rev:



LGA MANAGED AREA - CoC
(REFER TO CoC MANAGED AREA PLAN DOCUMENT)

PTA MAINTAINED
RETAINING WALL

BORE, FILTRATION
UNIT, SOAKWELLS
AND PUMPS (by
LGA)

NOTE:

FOR DETAILED AS CONSTRUCTED INFORMATION. REFER TO THE FOLLOWING ALUA DOCUMENTATION:

- CIVIL DRAINAGE: LXR-P1-Z0-GN-CI-DR-DWG-00201 to 00228
- COMMS LINEWIDE: LXR-P1-Z0-GN-CI-CC-DWG-69121 to 71312
- LV LINEWIDE: LXR-P1-Z0-GN-CI-LT-DWG-00101 to 00127
- WATER/SEWER STATIONS: LXR-P1-Z1-CR-SN-HS-DWG-00103

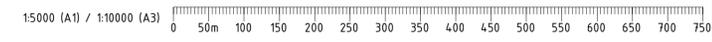
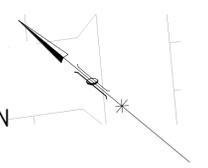
LGA MANAGED

- DOMESTIC/FIRE PRESSURISED WATER
- SEWER/SANITARY DRAINAGE
- STORMWATER/CIVIL DRAINAGE
- LV/COMMS CABLES
- OTHER

PTA MANAGED

- DOMESTIC/FIRE PRESSURISED WATER
- SEWER/SANITARY DRAINAGE
- STORMWATER/CIVIL DRAINAGE
- LV/COMMS CABLES
- OTHER

- LGA MANAGED AREA - ToVP
- MRWA MANAGED AREA
- PTA MANAGED AREA - WITHIN LGA MANAGED AREAS



REV	DATE	AMENDMENT	DSN	DRN	CHK	APP
A1						

AT ORIGINAL PLOT SIZE

ARMADALE LINE UPGRADE ALLIANCE
Innovation to Reality

VALIDATION
SIGNATURE
DATE
DATE APPROVED

REFERENCES

SCALE
1 : 1000
DATUM
HORIZONTAL: PCG20
VERTICAL: AHD71

DESIGNED
DRAWN
CHECKED
APPROVED
DATE

Government of Western Australia
Public Transport Authority

VICTORIA PARK TO CANNING
LEVEL CROSSING REMOVAL

ARMADALE LINE
LGA MANAGED AREA (INGROUND SERVICES) - ToVP
PAGE 2 OF 2

PTA Drawing No: _____ Rev: _____

Attachment 1b – Maintenance Responsibility Schedule Public Transport Authority and the Town of Victoria Park

This schedule aligns with the colour-coded Delineated Corridor Plan attached to Licence Agreement L7660 between the Public Transport Authority (PTA) and the Town of Victoria Park (LGA). Areas to be maintained by the Town are coloured yellow in the Asset Responsibility Plans at Attachment 1a of this Interface Coordination Deed.

PTA managed areas under Licence Agreement L7660 are as follows:

- Purple areas: PTA-owned land (rail corridor) to be managed and maintained by the PTA.
- Green areas: LGA-owned land (typically verge) to be managed and maintained by the PTA.
- These areas typically include station buildings, station forecourts, passenger car parks, bus stations and the fenced rail corridor.
- The PTA-managed areas at station precincts extend from (back of) kerb to kerb within the physical corridor.
- These align with PTA security patrol areas to allow Transit Officers to patrol station precinct areas and walk passengers to car parks etc.
- An Interface Coordination Deed and Section 7 Certificate will confirm that the PTA has the care, control and management of the station precinct verge areas (Green areas), thus deeming it as “Authority” property and facilitating Transit Officers to use their authority on this land.

LGA managed areas under Licence Agreement L7660 are as follows:

- Blue areas: PTA-owned land (rail corridor) to be managed and maintained by the LGA through a Licence Agreement.
- Pink areas: LGA-owned land (typically verge) to continue to be managed and maintained by the LGA.
- Orange areas: Assets within PTA managed areas to be maintained by LGA (shared paths and bore infrastructure).
- All urban realm assets within the Blue licensed areas are to be transferred (gifted) to the LGA.

Asset Responsibility Schedule definitions:

- **Ownership** means ownership of the asset.
- **Structural maintenance** means works undertaken to repair any structural defect or structural damage to a project asset.
- **General maintenance** means all works and service required to ensure the project asset can perform its intended function throughout its anticipated life, including preventative and routine maintenance and repair works, but excluding aesthetic maintenance and structural maintenance.
- **Aesthetic maintenance** means all works and services undertaken to maintain the appearance of the project asset, including cleaning, graffiti removal, painting and litter collection.
- **Green shading with red text:** indicates shared responsibilities or maintenance responsibilities outside nominated areas.

OFFICIAL

Project Asset	Map Ref/Areas	Asset Ownership	Maintenance Responsibility		
			Structural	General	Aesthetic
Stations - station buildings and associated infrastructure	Purple	PTA	PTA	PTA	PTA
Station forecourts and all associated infrastructure including CCTV, lighting, kerbs, paving, bollards, hard landscaping, seats, pits, station wayfinding signage and bike racks etc.	Purple	PTA	PTA	PTA	PTA
Bus interchanges and all associated infrastructure	Purple	PTA	PTA	PTA	PTA
Car parks, car park lighting	Purple	PTA	PTA	PTA	PTA
CCTV cameras and associated communications equipment in stations, forecourts and station plazas	Purple	PTA	PTA	PTA	PTA
Footpaths within station precincts	Purple	PTA	PTA	PTA	PTA
Shared paths in verge alongside station precincts	Green	PTA	LGA	LGA	LGA
Footpaths in urban realm areas within rail corridor	Blue	LGA	LGA	LGA	LGA
Footpaths / shared paths in verge alongside urban realm areas	Pink	LGA	LGA	LGA	LGA
Parkland wayfinding (Type E and F) signage in PTA areas	Purple / Green	LGA	LGA	LGA	LGA
Parkland public art (Type C) signage in PTA areas	Purple / Green	PTA	PTA	PTA	PTA
Parkland wayfinding (Type A, B, E and F) signage in LGA areas	Blue / Pink	LGA	LGA	LGA	LGA

OFFICIAL

Parkland public art and node (Type C) signage in LGA areas (These will have ToVP logos engraved on signage)	Blue / Pink	LGA	LGA	LGA	LGA
Parkland public art (Type C) signage in LGA areas related to PTA public art (These will have no LGA logo engraved on signage)	Blue / Pink	PTA	PTA	PTA	LGA
Urban realm below the viaduct including vegetation/softscape, lawn, garden beds, mulch, paths, seating nodes, furniture, bins etc.	Purple / Green	PTA	PTA	PTA	PTA
Urban realm below the viaduct including vegetation/softscape, lawn, garden beds, mulch, paths, playgrounds, furniture, trails, exercise equipment, skate equipment, dog park facilities, bbq, shade shelters, bike racks, bins etc.	Blue / Pink	LGA	LGA	LGA	LGA
Soft landscaping, irrigation reticulation system and associated infrastructure, garden beds within PTA managed areas	Purple / Green	PTA	PTA	PTA	PTA
Soft landscaping, irrigation reticulation system and associated infrastructure, garden beds within LGA managed areas	Blue / Pink	LGA	LGA	LGA	LGA
Viaduct piers in the PTA managed areas	Purple	PTA	PTA	PTA	PTA
Viaduct piers in the LGA managed areas – from ground level to 3m height	Blue	PTA	PTA	PTA	LGA
Viaduct piers and viaduct in the LGA managed areas above 3m from ground level	Blue	PTA	PTA	PTA	PTA
Lighting assets – light poles, luminaries, power distribution box, conduit etc.	Purple	PTA	PTA	PTA	PTA
Lighting assets – light poles, luminaries, power distribution box, conduit etc.	Blue / Pink	LGA	LGA	LGA	LGA

OFFICIAL

Non-street lighting assets – light poles, luminaries, power distribution box, conduit etc.	Green (verge)	PTA	PTA	PTA	PTA
Street lighting assets – light poles, luminaries, power distribution box, conduit etc.	Green (verge)	WP	WP	WP	WP
Drainage infrastructure/basins in PTA managed areas	Purple / Green	PTA	PTA	PTA	PTA
Drainage from viaduct in LGA areas up to and including the first pit	Blue	PTA	PTA	PTA	PTA
Drainage infrastructure/basins in LGA managed areas including drainage downstream of pier outlet pits and all pit and pipe drainage in LGA managed areas	Blue	LGA	LGA	LGA	LGA
Drainage from station precinct into LGA areas (across the delineation boundary) up to and including the first pit	Blue	PTA	PTA	PTA	PTA
Public toilets in urban realm areas (to be installed by LGA)	Blue	LGA	LGA	LGA	LGA
Retaining and abutment walls and embankments in PTA managed areas	Purple	PTA	PTA	PTA	PTA
Public facing rail embankment retaining and rail abutment walls	Blue / Pink	PTA	PTA	PTA	LGA
Rail reserve boundary fence	All	PTA	PTA	PTA	PTA
Principal Shared Path bridge crossing Welshpool Road	Sheets 18-21	MRWA	MRWA	MRWA	MRWA
Landscaping alongside Principal Shared Path bridge crossing Welshpool Road	Sheets 18-21	LGA	LGA	LGA	LGA
Principal Shared Path pavement (PSP)	Sheets 18-21	MRWA	MRWA	MRWA	MRWA
Principal Shared Path lighting on western embankment	Sheets 18-21	MRWA	MRWA	MRWA	MRWA

OFFICIAL

Public art in PTA managed areas	Purple / Green	PTA	PTA	PTA	PTA
Public art painted on abutment walls and piers in LGA managed areas	Blue	PTA	PTA	PTA	LGA
Public art in LGA managed areas (i.e. integrated pavers, integrated play elements, shade shelters)	Blue / Pink	LGA	LGA	LGA	LGA
Bore maintenance and associated infrastructure such as iron filtration and pumps (usage costs to be apportioned between PTA and LGA)	All Areas	PTA	LGA	LGA	LGA
Local roads - civil component - pavement, wearing course, kerbs, drainage, crossovers	All	LGA	LGA	LGA	LGA
Street infrastructure including all kerbing, on-street bus bays, pedestrian crossings, road safety barriers (assets outside the rail corridor boundary)	All	LGA	LGA	LGA	LGA
Signalised pedestrian crossings – Oats Street	Sheet 13 / 14	MRWA	MRWA	MRWA	MRWA
Traffic signals, signs and lines	All	MRWA	MRWA	MRWA	MRWA
Western Power transformer in PTA/LGA area	All	WP	WP	WP	WP
GPO / service pillars in PTA/LGA area	All	WP	WP	WP	WP
Water meters in PTA/LGA area	All	WC	WC	WC	WC

Attachment 2 – Guidelines for the protection of Carlisle and Oats Street stations on the Armadale Line**1. Access to PTA Reserve and Protection Zone**

All building or construction works initiated or undertaken by or on behalf of the Local Government, including ground investigation works and underground services works such as utility trenches and directionally drilled conduit work to be carried out in the PTA Protection Zone are governed by PTA procedure '8810-450-003 - Procedure - Working in and around the PTA Rail Corridor, Assets and Infrastructure' and where applicable, Procedure 8810-450-001 Utility Crossings under Future and Existing Rail Reserve.

The area within the protection zone boundaries is known as the PTA Protection Zone and shown below in diagrams. It is an area within which activities have the potential to affect rail infrastructure and operations.

As a general rule, the PTA Protection Zone boundary is:

- (a) in respect of a PTA tunnel or underground structure, 30 metres outside the outer surface of the PTA tunnel or underground structure, but it encompasses the whole of any lot where any part of a lot lies within the 30 metre distance;
- (b) in respect of PTA infrastructure at ground level, within 50 metres of a Rail Corridor boundary, except that where the proposed works involve construction of a development or infrastructure over 15 storeys height or 50 metres above ground level, then the protection zone extends to 100 metres away from a railway boundary; and
- (c) the areas shown in Appendix 1 of Procedure 8810-450-003.

The PTA Protection Zone is not restricted in height or depth.

The protection zone is in place to safeguard the safety and stability of the Stations, PTA's Rail assets and facilities, including any underground or viaduct Infrastructure and maintain public transport operations.

All contact in relation to these Guidelines and PTA's procedure '8810-450-003 - Procedure - Working in and around the PTA Rail Corridor, Assets and Infrastructure' should be directed to PTAThirdPartyAccess@pta.wa.gov.au

Projects in the Vicinity of Surface Rail and all PTA Infrastructure including Station Structures

(PTA Protection Zone)

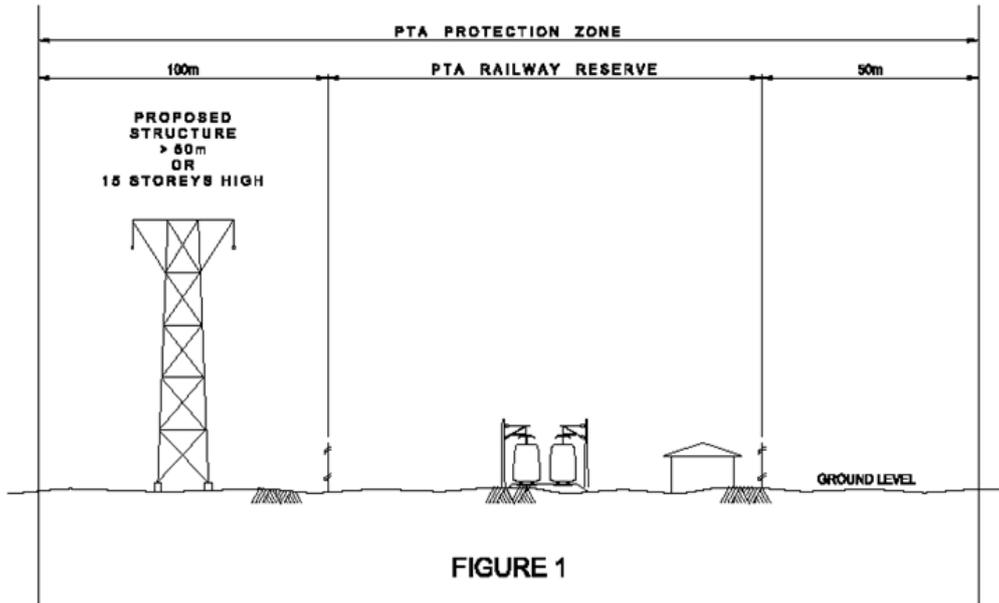
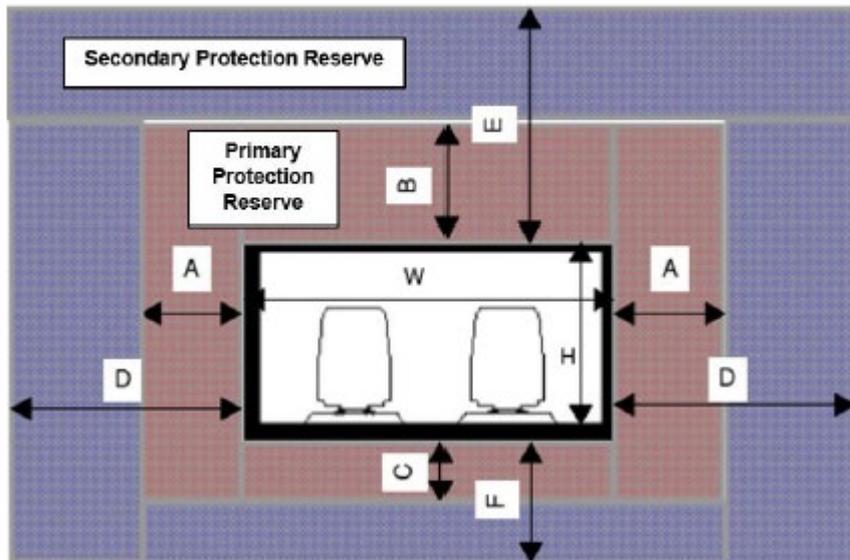


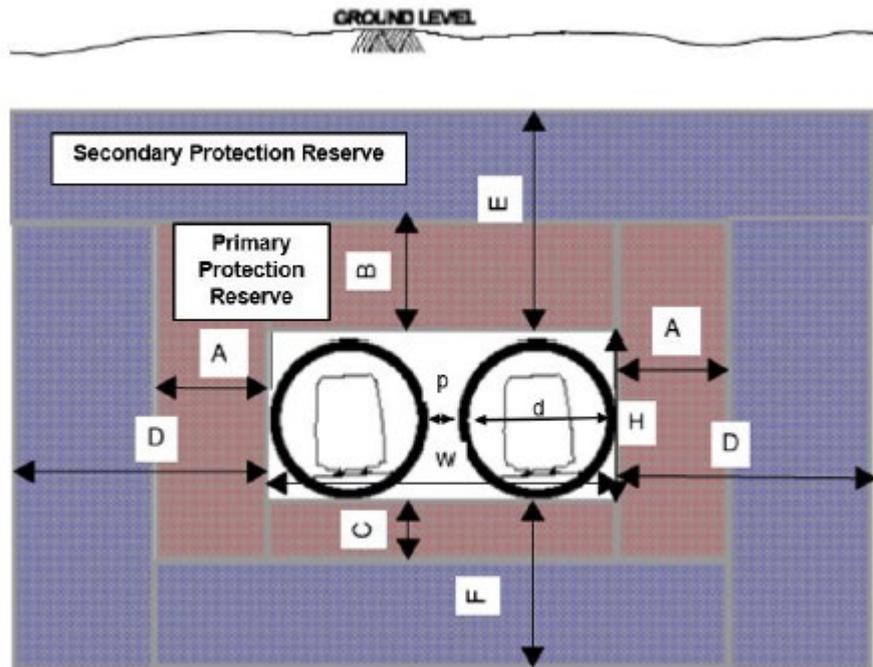
FIGURE 1

**DEVELOPMENT IN THE VICINITY OF PTA
ABOVE GROUND FACILITIES**

NOTE: PTA PROTECTION ZONE BOUNDARIES ARE NOT RESTRICTED IN HEIGHT OR DEPTH

*Projects in the Vicinity of Rail and Bus Tunnels/Structures
(Primary and Secondary Protection Zones)*





2. Allowable Works

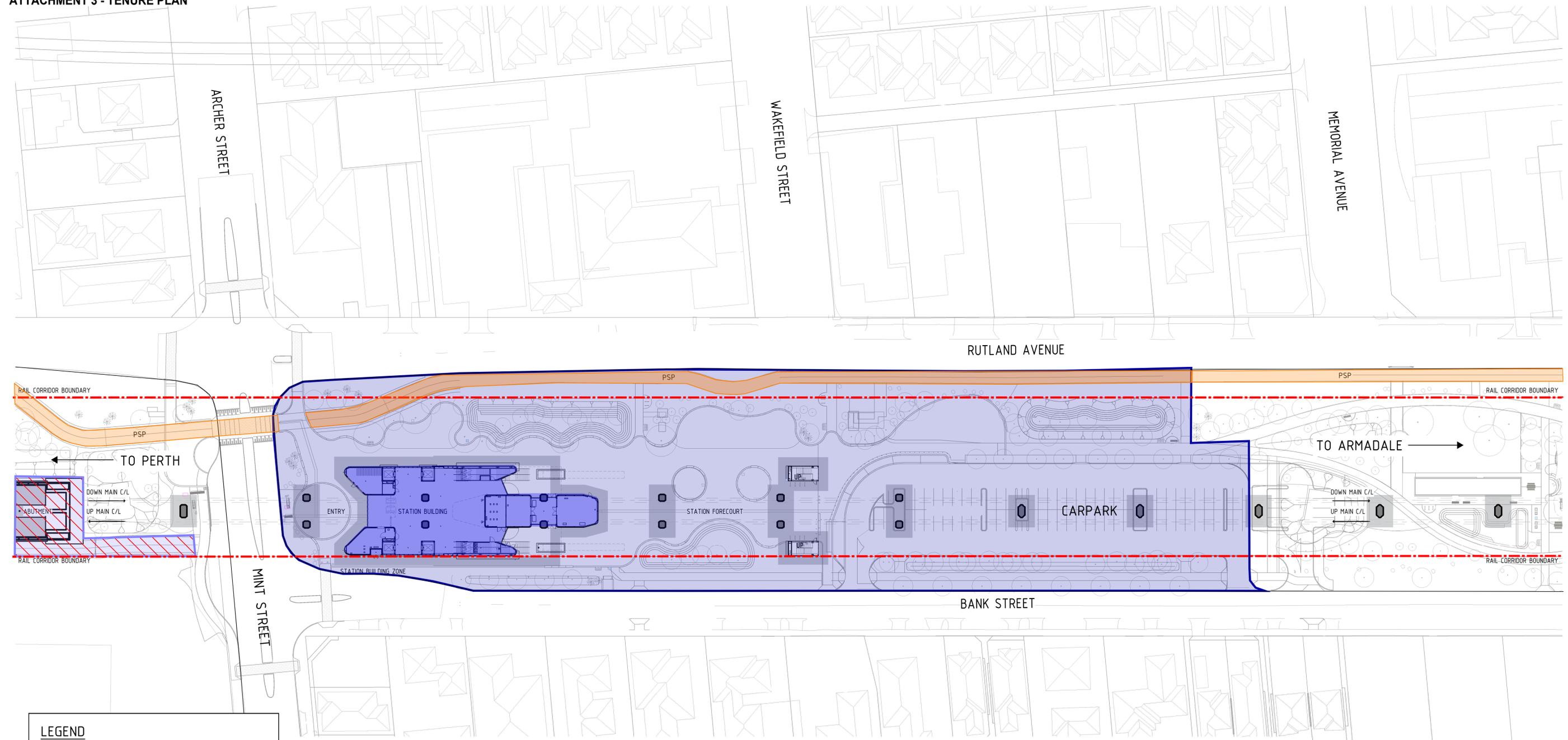
The Local Government is able to manage and carry out limited minor maintenance and new works within the PTA Protection Zone, but outside the Rail Corridor, without approval from PTA as described in the dot points below. The works allowed include:

- Graffiti Removal;
- Drainage clearing/cleaning/inspections;
- Repairs and maintenance to irrigation bores and associated infrastructure (where applicable);
- Landscaping maintenance works - mowing, weed control, planting, pruning;
- Light pole maintenance/repairs (excluding removal or replacement);
- Repairs and maintenance to paths, roads and verges;
- Signage repairs;
- Signage replacement where it relates to non-PTA assets or operations; and
- Maintenance of street furniture.

N&I - NETWORK & INFRASTRUCTURE	Page 22 of 22
Interface Coordination Deed	ICD for Carlisle and Oats Street stations between PTA and the Town of Victoria Park

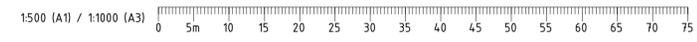
Attachment 3 – Tenure Plan

ATTACHMENT 3 - TENURE PLAN

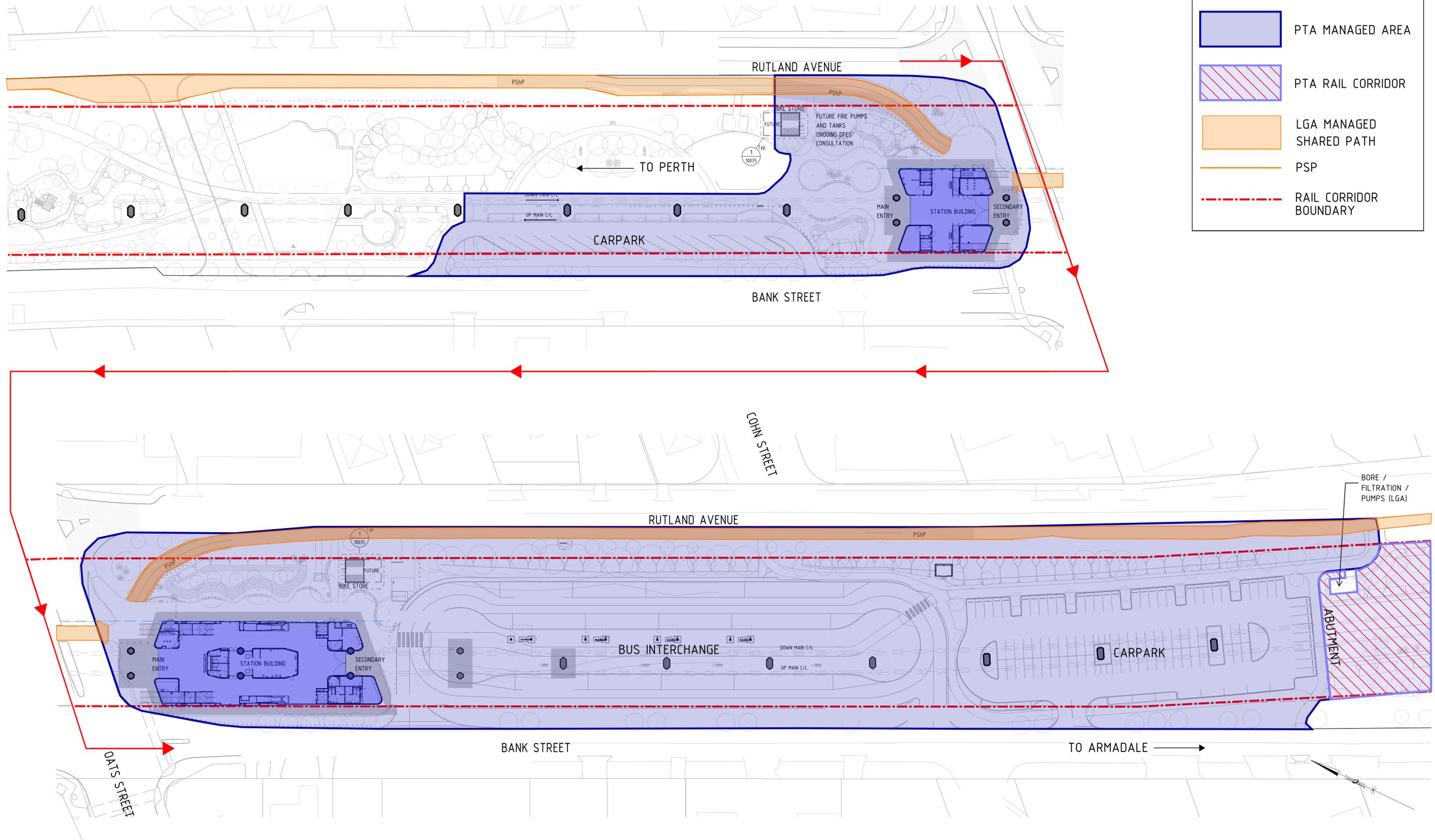


LEGEND

-  LGA MANAGED SHARED PATH
-  PTA MANAGED AREA
-  PTA RAIL CORRIDOR
-  PSP
-  RAIL CORRIDOR BOUNDARY

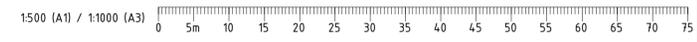


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LEGEND

- PTA MANAGED AREA
- PTA RAIL CORRIDOR
- LGA MANAGED SHARED PATH
- PSP
- RAIL CORRIDOR BOUNDARY



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