

7.2.3 Stop Information

The bus/tram stop number, at each stop, is to be displayed at a height and angle to be easily visible by passengers within an approaching vehicle. Where applicable, "End of Section" signs must accompany the stop number.

7.2.4 Passenger Information

Shelters at nominated locations which service multiple routes, modal interchanges and terminal locations are to include Corporation transport system and fare information.

Public Transport Maps are to be displayed to provide general transport information to passengers. Maps display all tram, train, light rail and bus route information and are colour coded to show which route is within a particular fare zone.

The Public Transport Map is to be displayed in conjunction with the Fare Poster which provides all relevant fare information.

Both posters are to be displayed in a prominent position for passengers within the Shelter.

Existing poster sizes are:

- (a) Public Transport Map - 885mm x 940mm
- (b) Fare Poster - 980mm x 760mm

Dimensions of posters to be used in Shelters are to be determined in conjunction with the Corporation.

Posters will be provided by the Corporation for installation by the Organisation. Frames to hold the posters are to be supplied by the Organisation.

7.2.5 Maintenance of Passenger Information

As passenger information will be required to be updated periodically by the Organisation, provision must be made for displays/posters to be easily removed and new information posted. The Organisation will be responsible for keeping displays clean and legible. The replacement maps and posters will be provided by the Corporation.

7.2.6 Route and Timetable Information

Route maps used to display the particular route/s the stop services and stop specific timetables displaying the relevant departure times at that stop are displayed on a separate pole located at defined Bus or Tram stops. The poles, cases for displaying and protecting the route and timetable information and the information details are currently provided by the Corporation.

It is currently intended that all stops in the system will have this basic information provided as part of a future agreement outside the scope of this Project.

However, proposals to supply and install the poles and cases, with or without advertising, and maintain and update the passenger information will be considered as part of this Submission if a Selected Organisation wishes to include such a proposal.

7.3 Security of Shelters

Under current practices, Transit Police and Transit Patrol Teams patrol all services operated by or on behalf of the Corporation, including carrying out checks on Shelters.

Although maintenance of Shelters and associated costs will be the responsibility of the Organisation, checks will continue to be carried out on Shelters. The continuation of patrols by these Teams will serve to:

- (a) Minimise the incidence of damage and defacing of Shelters by vandals by deterring would-be offenders; and
-

-
- (b) Assist in the apprehension and prosecution of offenders where possible.

7.4 Other Facilities

7.4.1 Rubbish Bins

It is desirable that a rubbish bin of appropriate size and material be provided as part of the Shelter. The cleaning and maintenance of the rubbish bin should be carried out in conjunction with the Shelter maintenance program.

Consideration should be given to ensure that the bin complements the design of the Shelter.

7.4.2 Payphones

At certain locations it may be desirable to include provision for a payphone as part of the Shelter or for the co-location of a payphone and a Shelter. Details are provided in Section 8.3.

7.5 Implementation Program

The new Shelters are to be constructed at the Organisation's discretion but within the performance criteria to be agreed under Clause 7.7 and subject to Corporation and local Council approval of the sites concerned.

The Corporation will, however, provide its own program of sites for Shelters for integration with the Organisation's program. Requests for Shelters from local Councils will be considered in preparing the Corporation's program.

A Program Committee comprising representatives from the Corporation and Organisation will be formed to formulate an implementation program and to oversee the ongoing management of the Project including any issues which

may arise. Such matters will include arrangements for installation and maintenance of Shelters at Corporation nominated sites including appropriate financial arrangements as discussed in Section 6.4.4.

7.6 Existing Shelters

7.6.1 Maintenance of Existing Shelters

It is intended that existing Shelters will be maintained by the Corporation in accordance with current practices. However, alternative proposals from Selected Organisations will be considered.

7.6.2 Removal of Existing Shelters

The Organisation will be responsible for the removal and transport of any existing Shelters to a site to be advised by the Corporation or appropriate local Council. The Organisation will be responsible for re-establishment of the site to the approval of the local Council and/or the Corporation.

7.6.3 Re-use of Existing Shelters

Shelters which are removed as part of this Project will be available for re-use by the Corporation or relevant local Council. It is intended that, where possible, Shelters provided and maintained by the Organisation will be installed at all new sites when a Shelter is required. However, the Corporation reserves the right to reuse removed Shelters when the Organisation is unable to meet either Corporation or local Council requirements.

7.7 Performance Criteria

The Organisation will be required to meet performance criteria established from the Submissions and further negotiations with the Preferred Organisation which will then be incorporated into the Agreement.

7.8 Additional Information Available on Request

The following documents are available from the Senior Business Manager on request (if required):

- (a) Draft Functional Specification for the Design of Tram, Bus and Light Rail Vehicle Modular Shelters;
- (b) Tram and Bus Shelter Design in the City of Melbourne; and
- (c) The Met Modular Shelters Concept Design.

The Outdoor Advertising Association of Australia (inc) has prepared a document titled "Planning for Outdoor Advertising" which sets out guidelines and information for people involved in providing for and assessing outdoor advertising.

8. OTHER AGENCY REQUIREMENTS

8.1 Planning Authority and Council Requirements

The responsibility for obtaining all relevant permits will rest with the Organisation as discussed in Section 6.4.

8.2 Electricity Supply Requirements

8.2.1 Compliance with Regulations and Standards

Where a Shelter contains internal illumination or back lit advertising panels, all electrical work must comply with all relevant State Electricity Commission of Victoria, Australian Standards Association and local supply authority regulations and requirements.

8.2.2 Metering and Connection of Electric Supply

The responsibility for the connection of electric supply and metering, if required, will rest with the Organisation. All costs will be met by the Organisation.

The Organisation will also be responsible for maintenance and repairs and the associated costs in addition to all ongoing power consumption costs.

8.3 Telecom Australia

It is considered that there are potential mutual benefits from either the co-location (adjacent to but not incorporated within) of Shelters and payphones or the inclusion of a payphone in a Shelter. Preliminary discussions have been held with Telecom Australia and the following material has been prepared by Telecom in association with the Corporation.

8.3.1 Location Arrangements

Telecom would need the flexibility to consider each site on its practical and commercial merits. Public transport travellers are likely clients of payphone services and with the development of a pre-paid debit card system, it would appear that opportunities for meaningful business arrangements would arise. The Program Committee proposed in Section 7.5 provides an appropriate mechanism to consider location arrangements.

Telecom considers that bus Shelters offer good opportunities for satisfactory co-location. Tram Shelters, being constricted by nature, provide a challenge in design to achieve a practical and attractive solution.

Telecom already has a payphone presence at major transport terminals and interchanges and it would seem logical to develop that further to the Melbourne Central Activities District and suburban network Shelters.

8.3.2 Incorporation of Payphones in Shelters

It is considered that in this arrangement careful design of the Shelter and payphone "enclosure" would need to be undertaken. The structure of a Shelter is perceived as being easily made strong enough to support the proposed payphone and associated accessories (maximum of 100 kg). A feature would need to be that the Shelter exhibit suitable aesthetics whether or not the payphone enclosure was fitted.

The enclosure could be fitted internally or externally, but, the latter may have too large a "footprint".

It would be highly desirable that the space left vacant when a payphone was not fitted be used for Telecom Payphone type information.

Access for telephone cable/earth wire would be required but joint use of electrical power should be achievable on a cost sharing arrangement.

An illuminated signage header would be Telecom's preferred approach to nominate to customers which Shelter has a payphone fitted.

8.3.3 Responsibilities

Telecom Payphone Services would own the payphone facility up to the mounting point which would be regarded as the interface between Telecom and the Organisation. Telecom would be responsible for all the maintenance, coin clearing and cleaning associated with the payphone installation. Again, cost sharing of an overall cleaning arrangement could be set-up.

All other matters would be the responsibility of the Organisation.

Legal considerations such as injury liability, dispute resolution, etc. would be subject to later discussions.

8.3.4 Financial Arrangements

Arrangements could be entered into for the sharing of costs related to power and cleaning and into the use of incorporated sites as an advertising medium.

Telecom has issued licenses to two advertising companies, namely:

"Payphone Advertising" a
division of Medcraf Media
which is part of Irisdeen
Pty Ltd.

and "Telephone Ad Pty Ltd" of
which Mr J Kalinko is the
principal partner.

Payphone Advertising
36 Punch Street
Artarmon NSW 2064
Contact: Cecil Medcraf
02 4396411

Telebooth Ad Pty Ltd
Level 16 Como Building
Cnr Toorak Rd & Chapel St
South Yarra VIC 3141
Contact: Lawrence Harris
03 82663600

8.3.5 Telecom Contact Officers

Engineering	-	Frank Isbister	03 657 4937
Marketing	-	Tony Pigran	02 895 6927
Financial	-	Les Moore	02 895 6903
Operations	-	Steve Cherry	03 706 7844
Advertising	-	David Kinchin	02 895 6916

8.3.6 Other Issues

Other issues which would need to be considered include:

- (a) Car parking - safety for payphone users and vehicle access for Telecom servicing;
 - (b) Privacy for callers;
 - (c) Development of new equipment.
-

APPENDICES

- A. GOVERNMENT PURCHASING POLICIES

 - B. FUNCTIONAL DESIGN REQUIREMENTS

 - C. PLANNING GUIDELINES AFFECTING ADVERTISING ON BUS AND TRAM SHELTERS

 - D. STANDARD DRAWINGS
-

APPENDIX A

GOVERNMENT PURCHASING POLICIES

GOVERNMENT PURCHASING POLICIES

1. The following purchasing policies will apply in respect of contracts:-

(a) National Preference Agreement:

This Agreement provides for a monetary preference to be given to local Australian content. A Submission must clearly specify the amount of imported content. Imported content is defined as: "The estimated duty paid value inclusive of the value of any services (e.g. overseas freight and insurance, software in computer tenders, consultancy or engineering effort), or any charges of overseas origin, together with Customs clearing charges".

Purchasing/Contracting Agencies may at any time require satisfactory evidence to substantiate claims for local and imported content. Failure to provide this information may render a Submission invalid.

If no details of the origin of content are given, then all content shall be treated as if imported.

(b) Guidelines for Dealing with South African Sources:

The Victorian Government supports the Federal Government's sanctions against South Africa. A Selected Organisation must declare the origin of the goods or services being submitted and the extent, if any, of South African ownership of the company or South African involvement in their sourcing.

2. Victorian Government Offsets Scheme:

This policy generally applies where the imported content exceeds \$1 million. Companies with potential offset obligations should contact the Government Supply Support Agency promptly and prior to the closing date of the Submission.

3. Guidelines for the Purchase of Goods Suspected of being Dumped:

Government Departments and Statutory Authorities are forbidden to purchase goods which are strongly suspected of being dumped.

4. Union Membership

The Victorian Government has a policy of encouraging employees to belong to an appropriate union where they are engaged on Government work.

5. Administration:

Enquiries concerning the Victorian Government Purchasing Policies should be referred to:

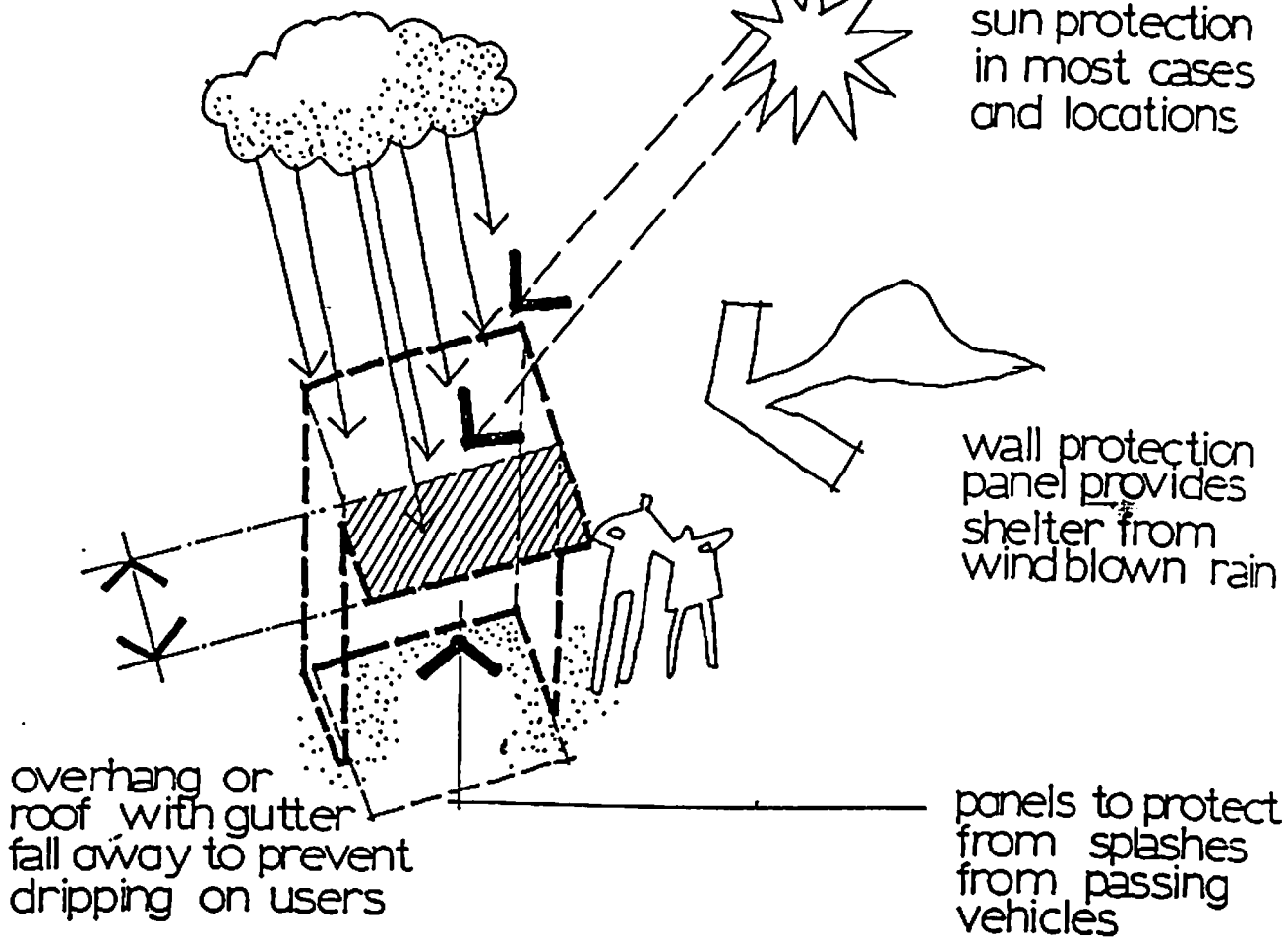
Government Supply Support Agency
Department of Industry, Technology and Resource
228 Victoria Parade
EAST MELBOURNE VIC 3002.

Telephone: (03) 418 8264
(03) 418 8275
(03) 418 8159

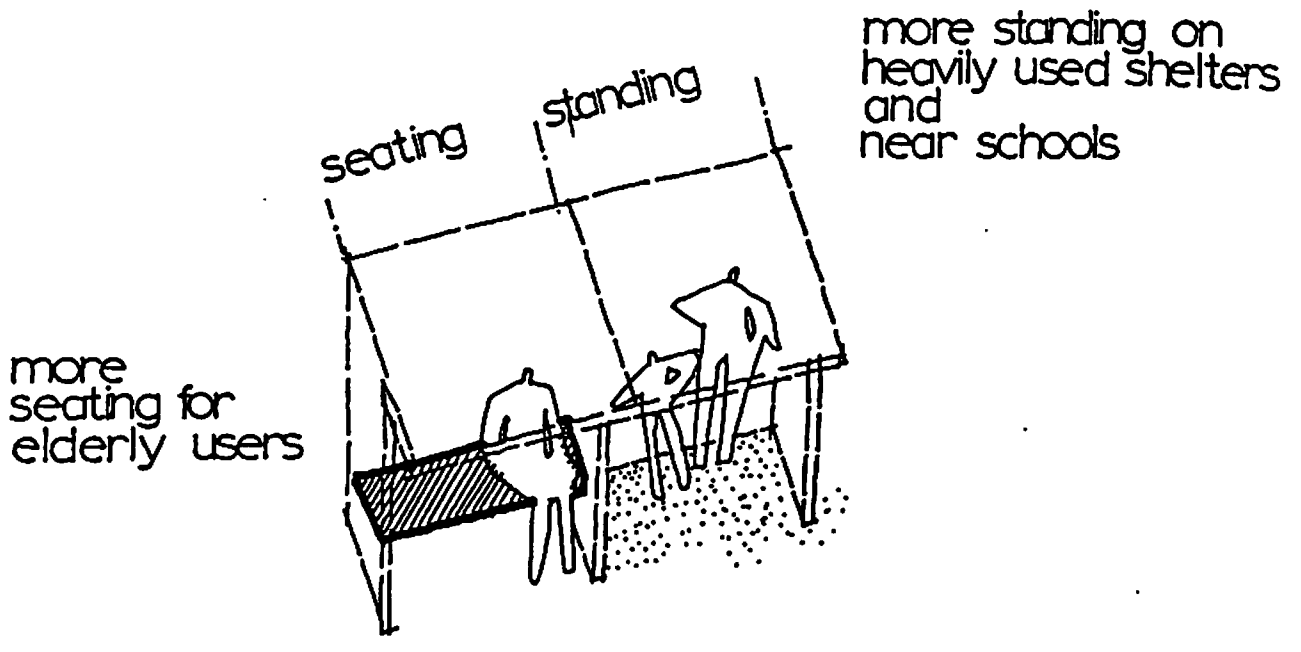
APPENDIX B

FUNCTIONAL DESIGN REQUIREMENTS

1 SHELTER.

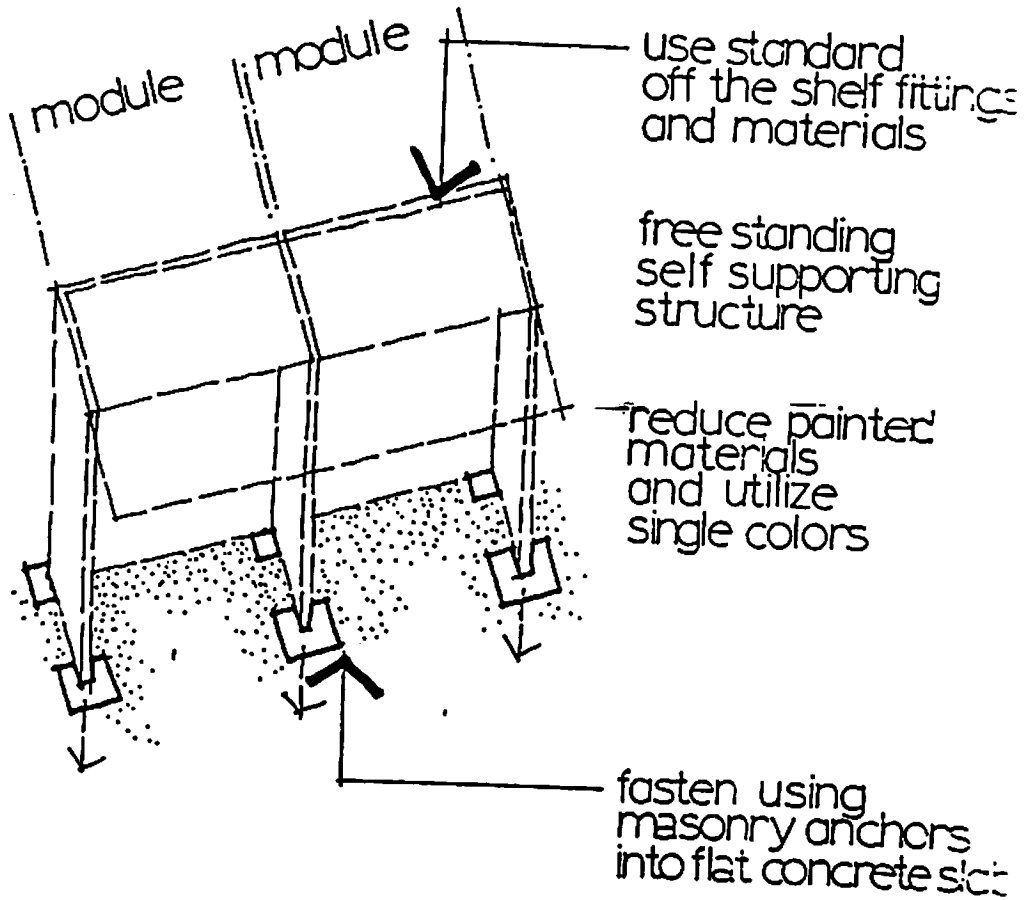


2 ACCOMMODATION.



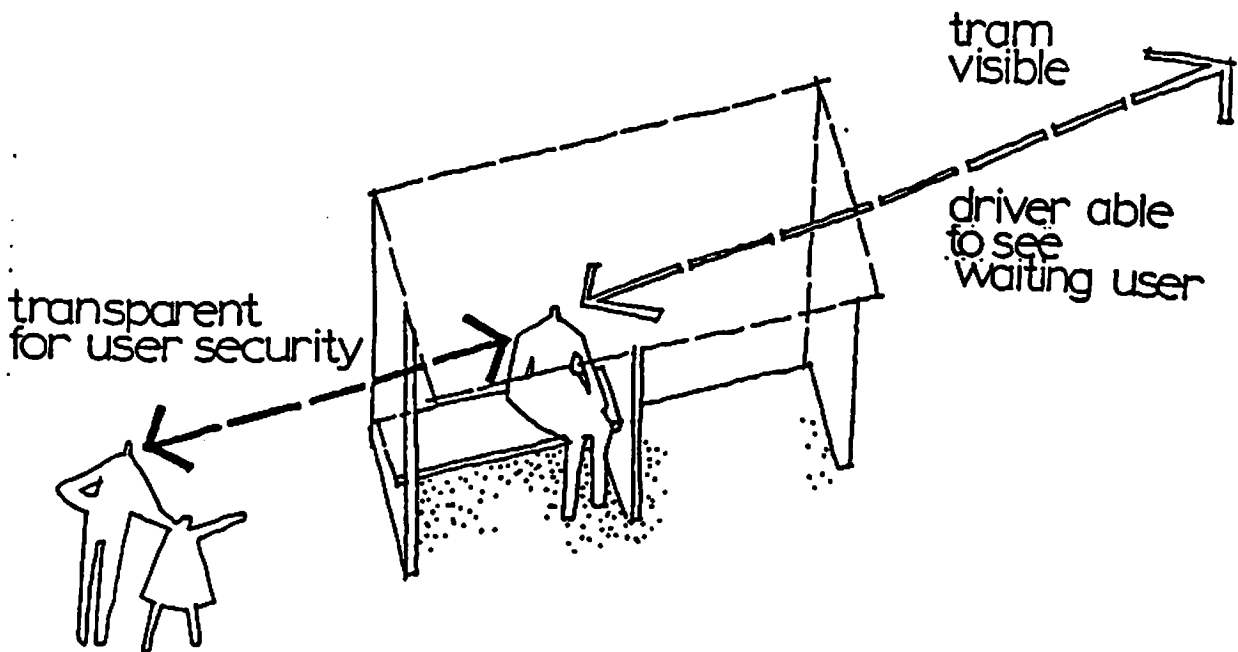
3

CONSTRAINTS MAINTAINABLE



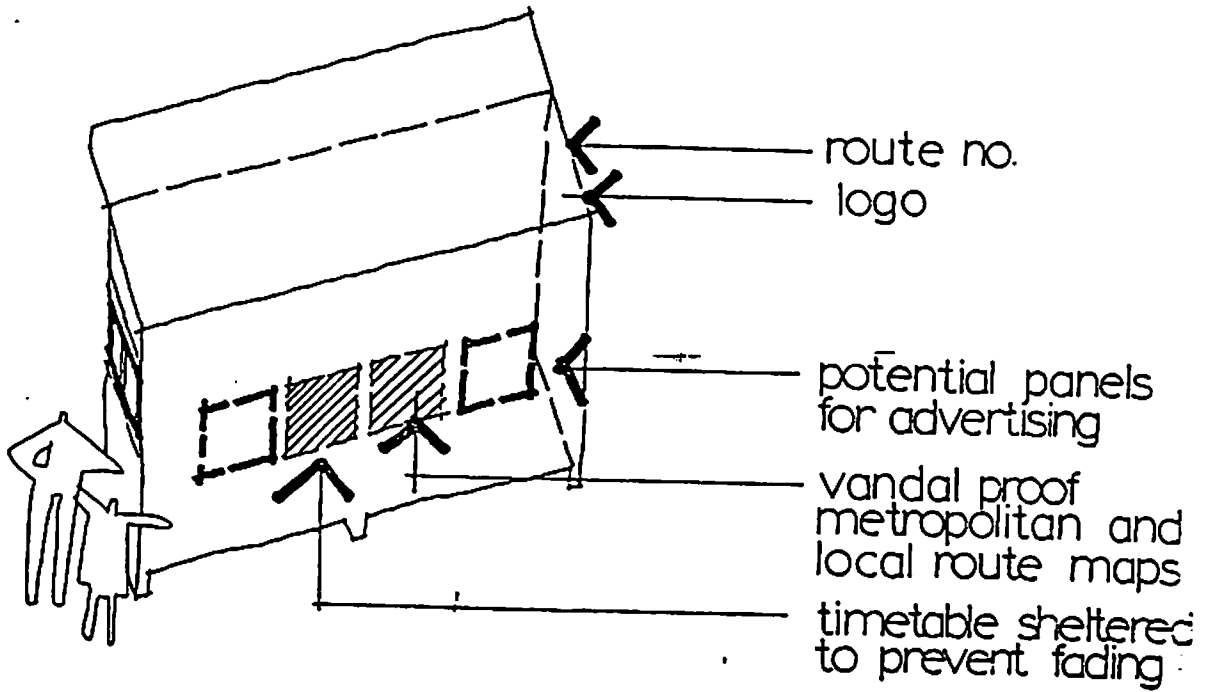
4

VISIBILITY.



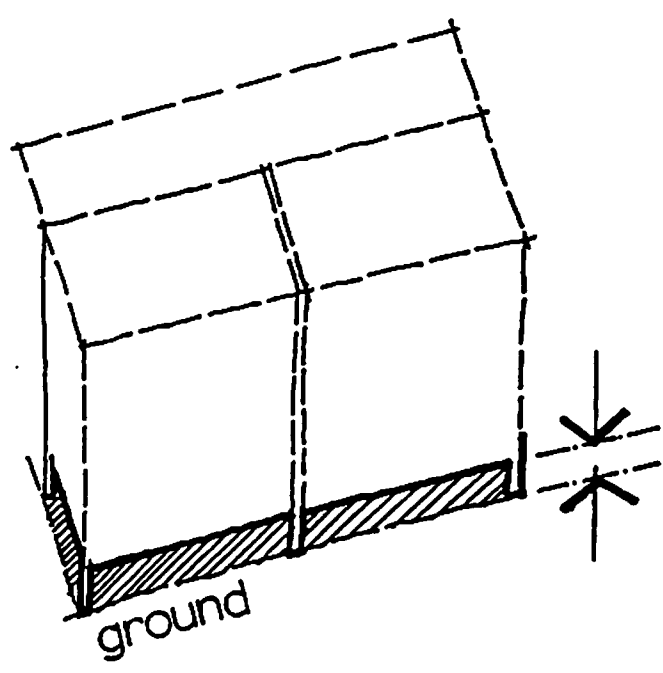
5

USER INFORMATION.



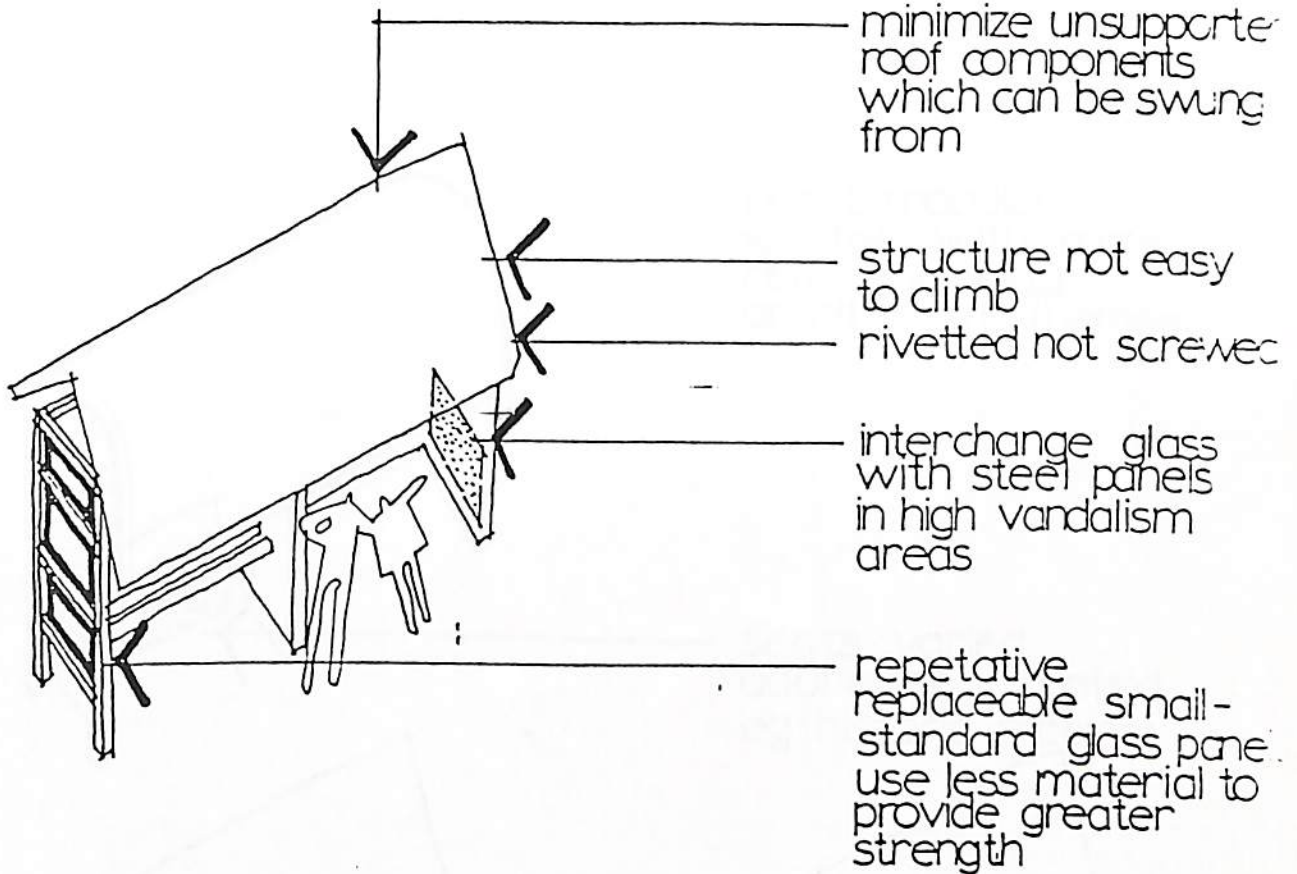
6

CLEANLINESS.

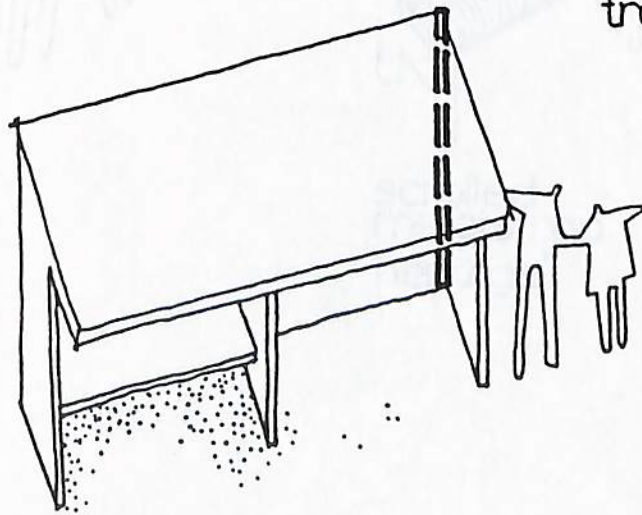


raise to allow
 airflow and prevent
 litter build up
 prevent rain and
 splashing

7 VANDALISM-MATERIALS

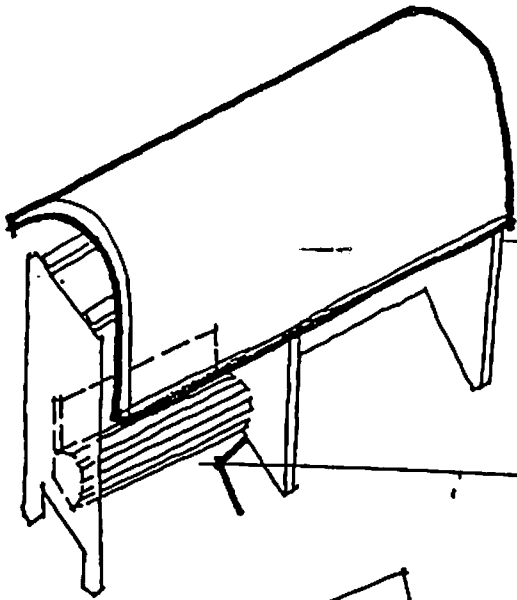


8 STRUCTURAL CONSIDERATIONS



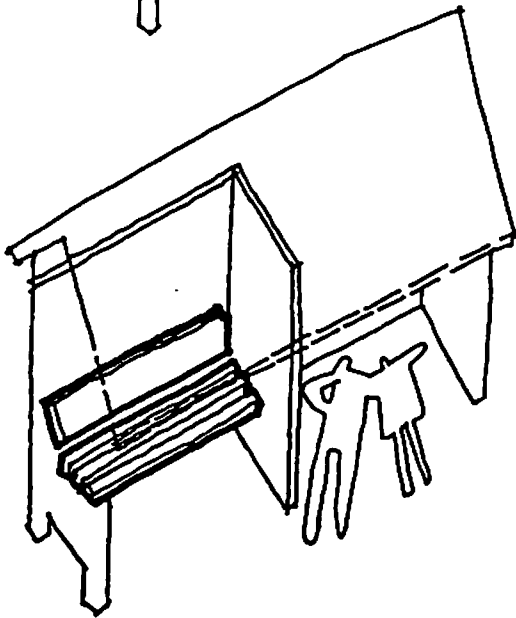
3 sided so freestanding for safety and ease of installation

9 REGIONAL CONTEXT.

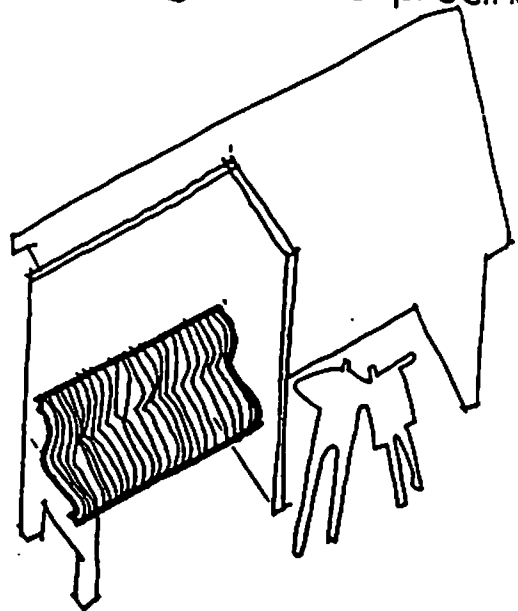


adapt modular shelter with roofs reflecting local architectural themes

seats varied addressing context eg. historic precinct



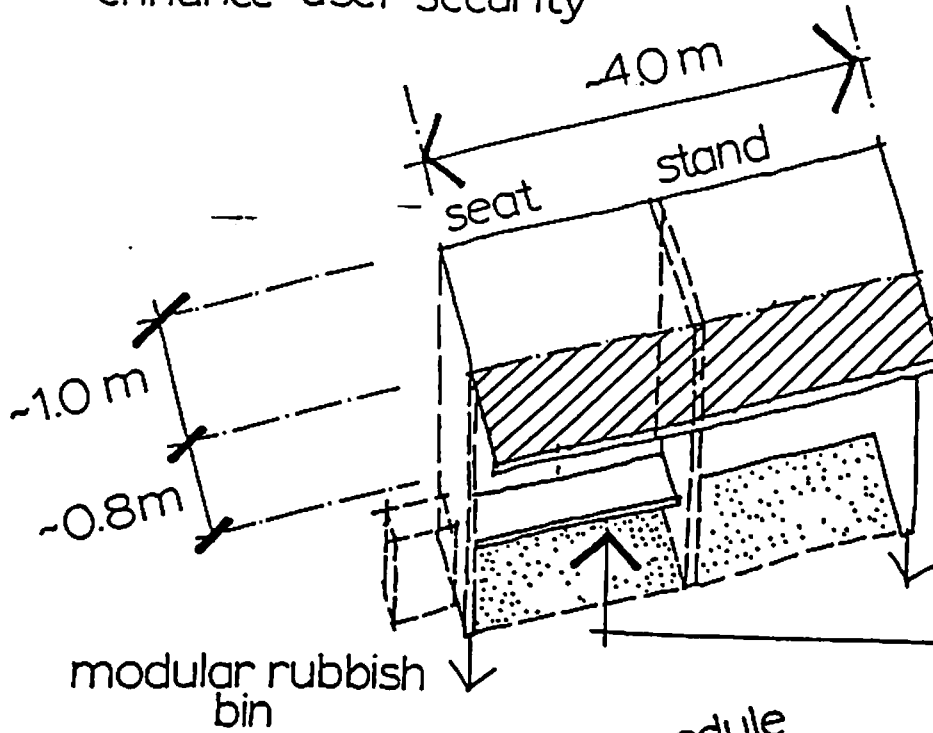
standard timber seat



scrolled metal strap 'heritage'

DESIGN ENVELOPE BASIC MODULE

small easily replaced
transparent sides
enhance user security



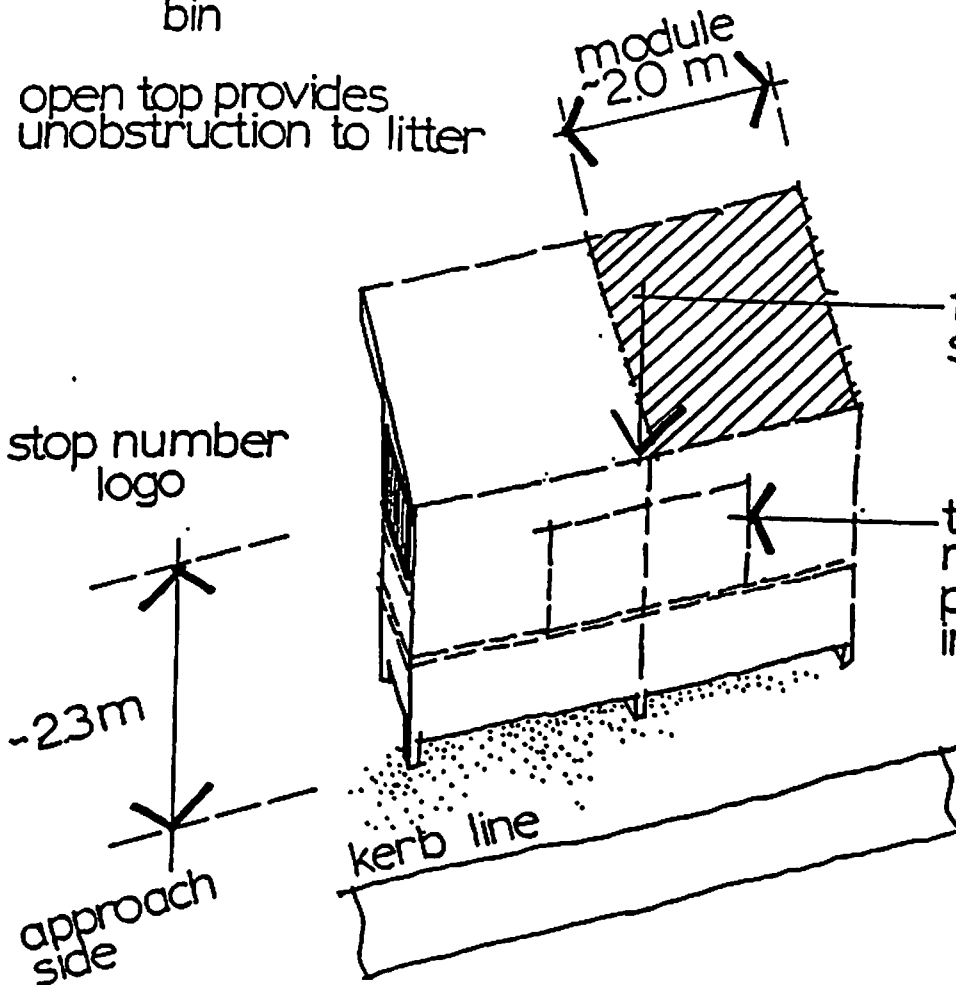
protect user
from roof runoff

open transparent
to approach side

fixing by
masonry
anchors

timber, steel
or perforated
metal seat

open top provides
unobstruction to litter



fully welded from
single color

timetable
route map
protected
internally

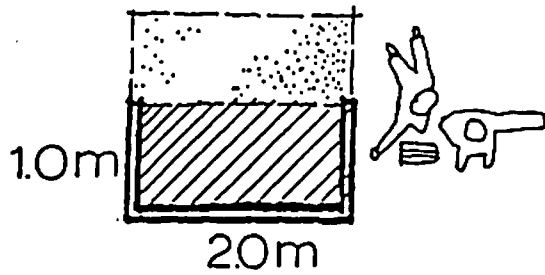
stop number
logo

2.3m

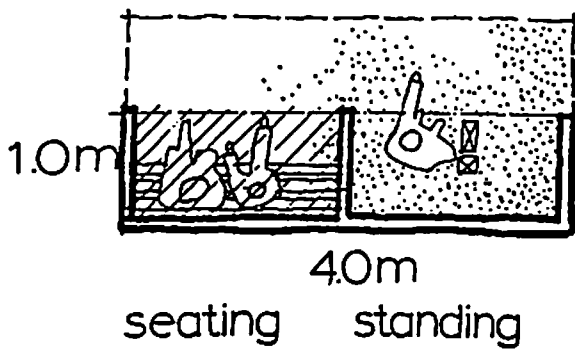
approach
side

kerb line

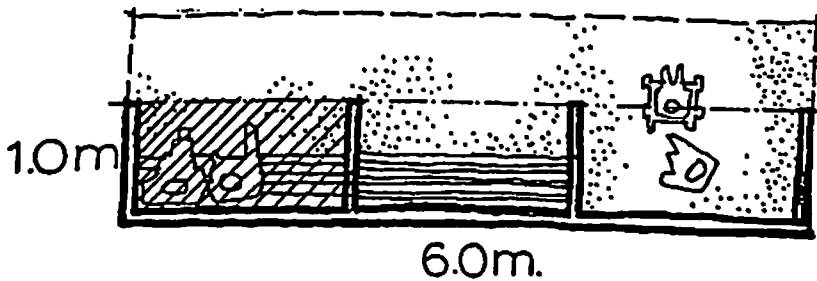
ADAPTION OF BASIC MODULE.



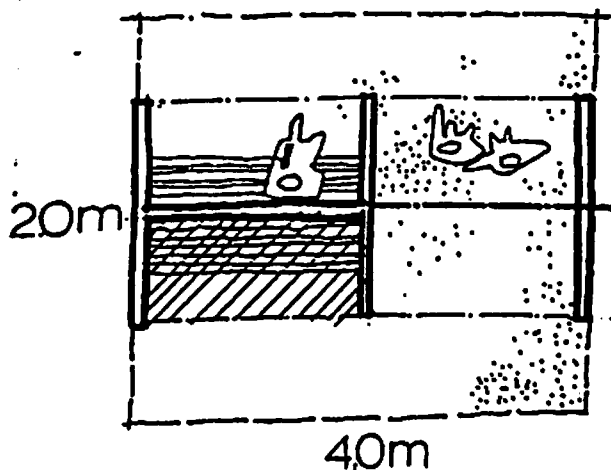
single module
low volume
stops



double
higher usage

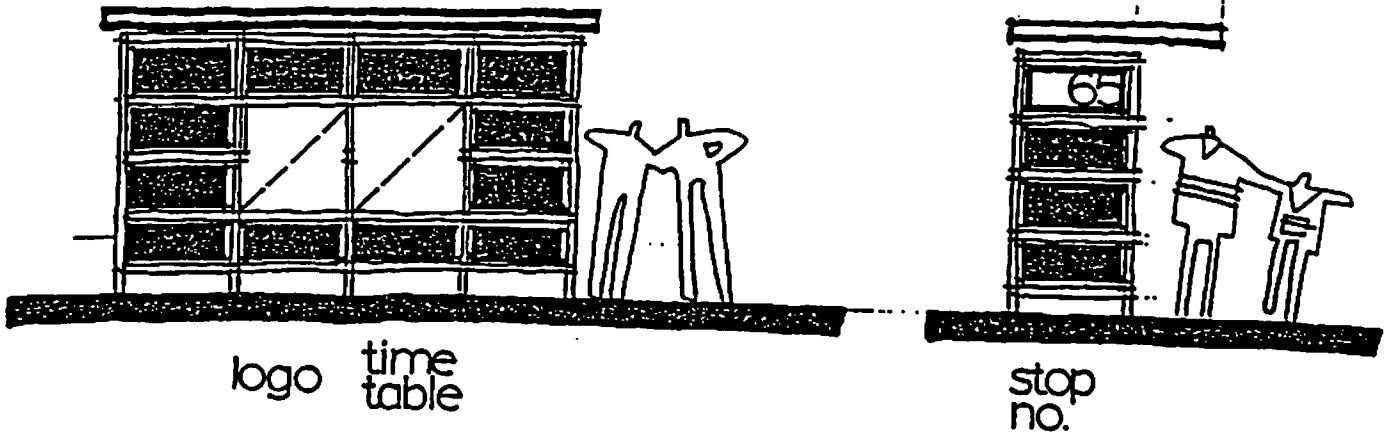
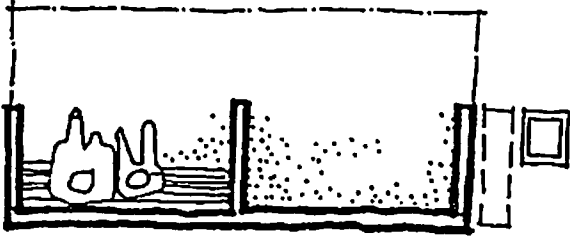


triple
heavy use stops
and modal interchange

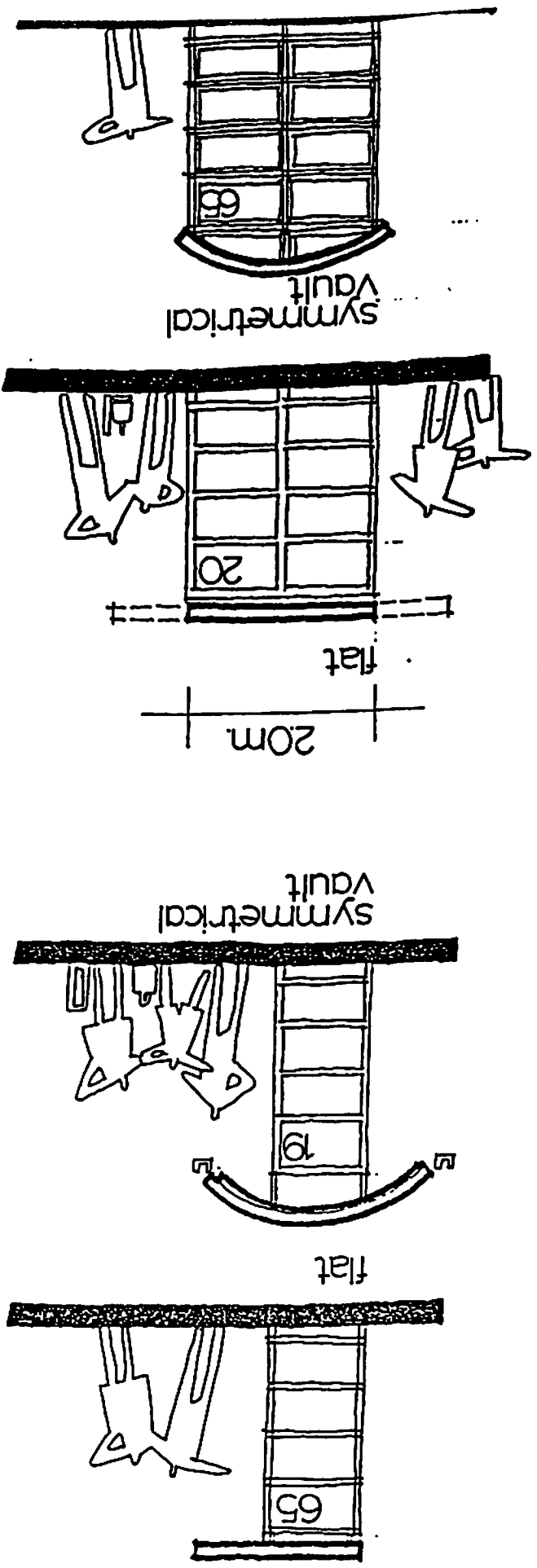


back to back
large modal interchange

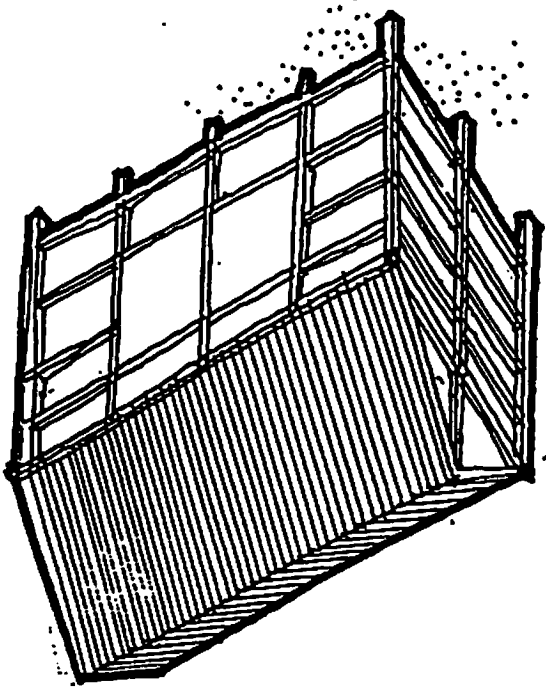
STANDARD MODULAR APPLICATION.



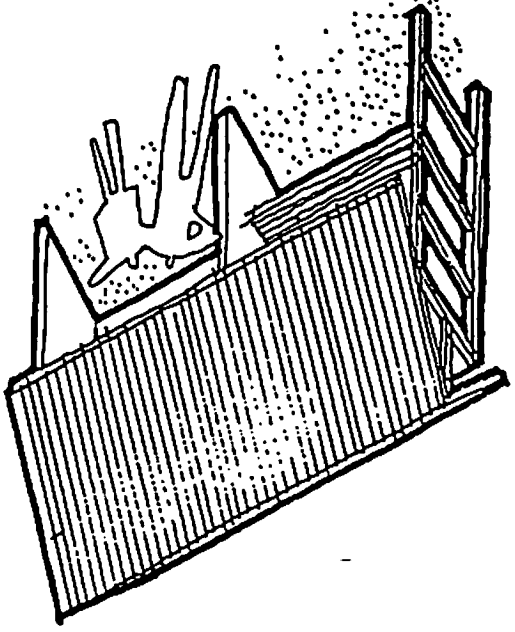
STANDARD MODULES ROOF VARIATIONS



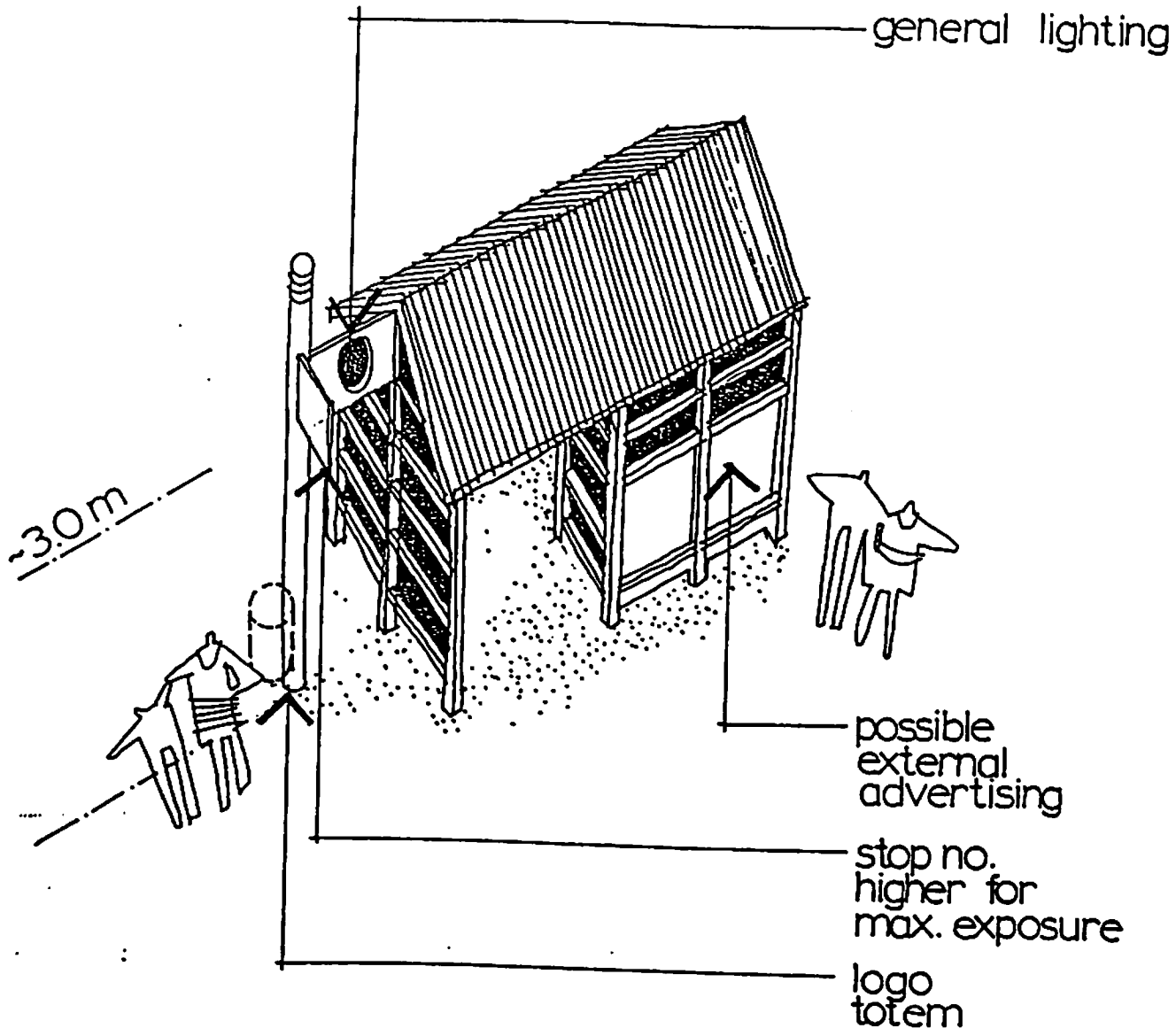
gabled double-
paired modules



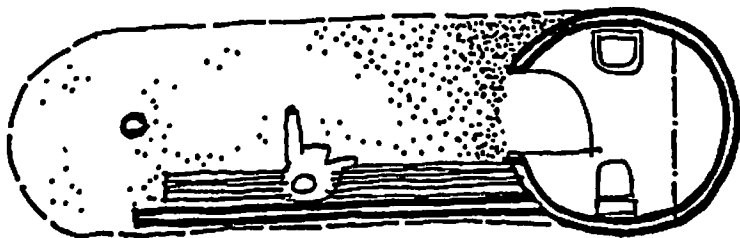
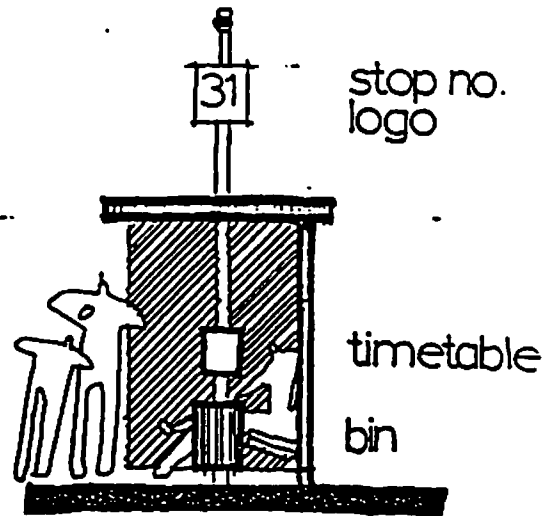
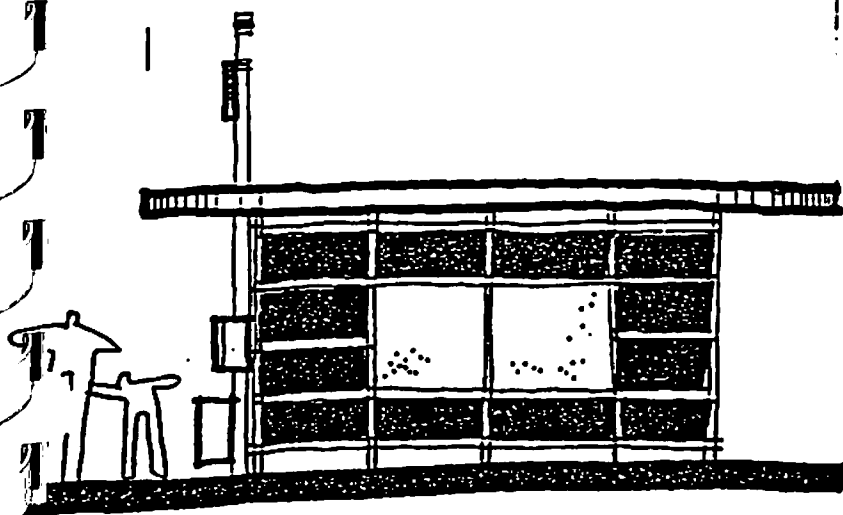
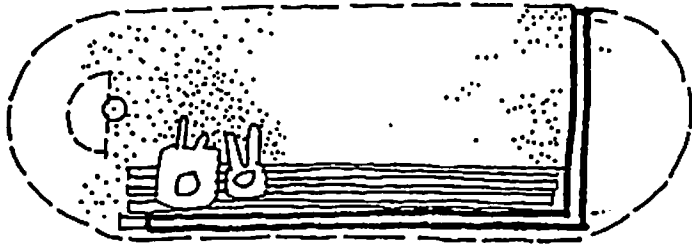
gabled
double
module



SPECIAL APPLICATIONS HEAVY USAGE.



SPECIAL APPLICATIONS MODAL INTERCHANGE



equipment
w.c.
handbasin

APPENDIX C

PLANNING GUIDELINES AFFECTING ADVERTISING ON BUS AND TRAM SHELTERS

PLANNING GUIDELINES AFFECTING ADVERTISING

ON BUS AND TRAM SHELTERS

1. INTRODUCTION

The responsibility for obtaining any necessary planning approvals pursuant to any Planning Scheme in force under The Planning and Environment Act 1987 rests with the Organisation.

Any application for a planning permit to erect a tram or bus shelter and to display advertising must adhere to the requirements of the Responsible Authority for the area in which the shelter is to be located.

The following guidelines should be used by the Organisation when considering suitable locations for the erection of shelters and the display of advertising suitable for the location.

2. GENERAL PRINCIPLES

- (a) The location, siting, size, colour, shape and materials of construction of advertising signs should:
 - (i) Conform with the desired character of areas or zones as described by their objectives;
 - (ii) Conform with the predominant character of the landscape; and
 - (iii) Complement the valued character of any building or site of heritage value.

- (b) Advertising signs should not detrimentally affect by way of their siting, size, shape, scale, reflection, illumination or colour the amenity of areas (or zones) in which they are situated.

- (c) Advertising signs should not contribute to visual disorder and untidiness in the area.
- (d) Advertising signs should be sited so that they do not detract from landscapes.
- (e) The scale of advertising signs should be compatible with the shelters on which they are situated, as well as nearby buildings and spaces and other advertising signs.
- (f) Advertising signs should not create a hazard to persons travelling by any means.
- (g) Advertising signs should not be permitted to obscure a driver's view of other road vehicles, of rail vehicles at level crossings, of pedestrians and of features of the road such as junctions, bends, changes in width and the like that are potentially hazardous.
- (h) Advertising signs in close proximity to busy road or rail intersections should not be so highly illuminated as to cause discomfort to an approaching driver, or create difficulty in his perception of vehicular pedestrian movements.
- (i) Advertising signs should not, by their appearance or direction, be liable to interpretation by drivers as an official traffic sign or convey to drivers information that might be confused with instructions given by traffic signals or other control devices or impair the conspicuous nature of traffic signs or signals.

3. PRINCIPLES FOR SPECIFIC AREAS

3.1 Large Commercial Centres

These centres provide an extensive range of shopping, administrative, cultural, entertainment and educational facilities, and are thus an important focal point for the community. They often contain large and

prestigious buildings such as the town hall and arts centre, some of which may be of historic importance. In the metropolitan area and large rural cities, areas designated as District Business, Central Business or Business zones may fall into this category.

The main characteristic of such centres is that a wide variety of activities is clustered into a relatively small area. Because of the intense economic competition and limited land available, the buildings tend to be high-rise so that maximum profits can be won from the developer's investment. Advertising signs are an accepted element of such centres and can contribute to their colour and vitality.

In most large centres, each type of activity - retail, entertainment or office - tends to locate in an identifiable precinct as the result of both planning policies and economic influences.

Advertising signs should reflect the type of activity area in which they are located.

3.2 Smaller Commercial Centres

These centres generally contain a range of shopping, community, educational, religious and recreational facilities. They are distinguished from larger centres by the limited range of activities (usually restricted to convenience outlets such as grocers, pharmacies, newsagencies, etc.) and their proximity to residential areas as strip developments along secondary roads or as free-standing building within residential subdivisions. In suburbs and some rural cities and towns, areas designated as Neighbourhood Business, Service Business, Local Business or Local Shopping may fall into this category.

Scale is the critical factor to be considered when introducing signs in these areas. The scale and density of the buildings are generally lower than those in larger centres and the mass of built form therefore tends not

to be intrusive, with building heights generally corresponding to the upper-level canopy of surrounding vegetation. The scale of advertising signs should be consistent with and complement the scale of environment.

3.3 Industrial Areas

These areas contain a range of industries but also usually include commercial businesses such as small shops, small groups of offices, service trades, and car dealers and repairers. They often line main roads and comprise buildings and spaces of all shapes, sizes and colours. In some cases they are contained in specific precincts such as an industrial park. Industrial and Commercial Zones would fall under this category.

These categories are not usually in attractive areas, particularly in the case of industry. It is therefore important to avoid clutter and poor design and siting, which may detract further from the appearance of the area.

3.4 Residential Areas

These areas should be quiet and pleasant for residents and therefore advertising signs should be discrete, particularly promotional signs. In many areas, however, there are small pockets of commercial and sometimes light industrial activities, and professional services such as medical and veterinary clinics. This category would include Residential, Reserved Living and Rural Living Zones. Any business identification signs should be low-key and sensitive to the setting.

In this category 'residential' applies to areas set aside primarily for living. Those premises used for living which are interspersed with other land uses, such as commercial/light industrial, are not included. This should not be taken to imply that in mixed use areas there is less need to design signs so that they integrate with the dominant character.

3.5 Rural Areas

These areas usually incorporate attractive and varied landscapes, from open grasslands to undulating or mountainous terrains or seascapes. They usually include General Farming, Intensive Agriculture, Landscape Interest or Rural Zones.

The same principles apply to this category as those prescribed for residential areas.

Outdoor advertising is not encouraged in such areas, but where signs are necessary they should be discreet and not impinge on the landscape.

Identification signs for businesses and services should be kept to an absolute minimum.

The colour and size of signs should not be permitted to dominate or spoil the landscape.

3.6 Areas of Special Significance

There are areas of natural beauty or interest which are considered worthy of conservation. They may include streetscapes or precincts of special architectural, historical, scientific, or landscape importance. Many such areas are designated as Conservation Areas and are subject to development controls.

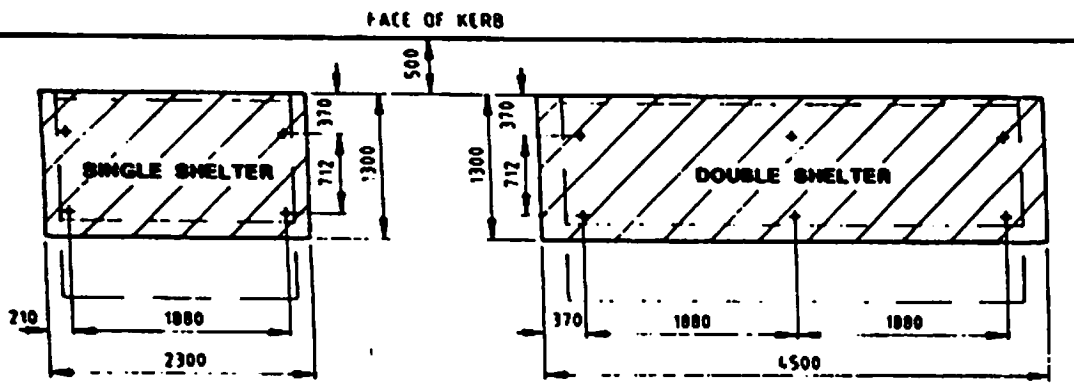
As many such areas are part of larger tourist precincts there is strong competition and advertising is therefore needed. Too many signs, however, especially if they are large, brightly coloured, internally illuminated or poorly located, can spoil the character and appearance of the areas they are promoting. Special consideration should therefore be given to the design and siting of signs to ensure that they complement rather than detract from the area.

APPENDIX D

STANDARD DRAWINGS

APPENDIX D

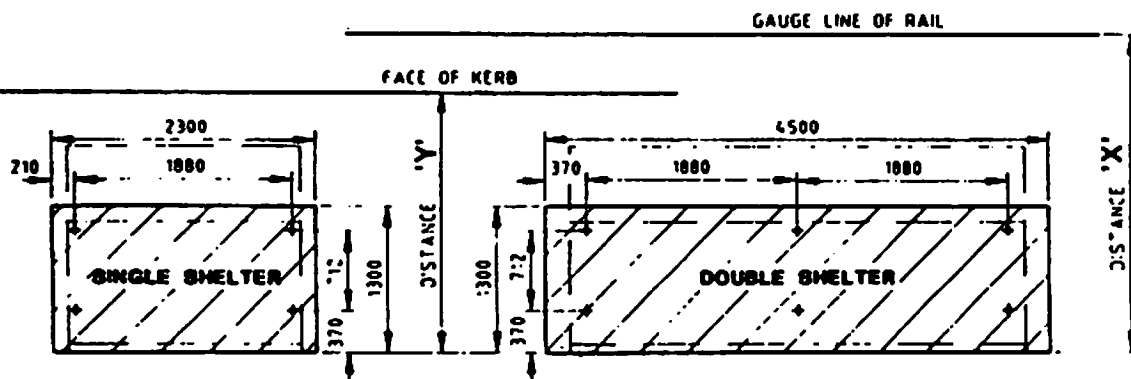
STANDARD DRAWINGS



SHELTER FACING AWAY FROM KERB LINE




SPECIFICATIONS FOR CONCRETE SLAB

- LENGTH:** 4500 mm DOUBLE SHELTER
2300 mm SINGLE SHELTER
- WIDTH:** 1300 mm
- THICKNESS:** 150 mm
- TYPE:** 20 mpa MINIMUM CONCRETE STRENGTH
- REINFORCING:** F62 MESH OR GREATER - ONE LAYER 25 mm ABOVE THE SLAB BASE
- DISTANCE 'Y':** 2335 mm STANDARD SHELTER WITH STANDARD CLEARANCE
2035 mm NARROW SHELTER WITH STANDARD CLEARANCE
- DISTANCE 'X':** 3255 mm STANDARD SHELTER WITH STANDARD CLEARANCE
2955 mm STANDARD SHELTER WITH MINIMUM CLEARANCE
2655 mm NARROW SHELTER WITH MINIMUM CLEARANCE (SPECIAL CASE ONLY)



SHELTER FACING TOWARDS KERB LINE OR TRAM TRACK

LEGEND:-

-  DEMOTES CONCRETE SLAB
-  DEMOTES SHELTER STRUCTURE
-  DEMOTES LOCATION OF 16 mm Ø X 125 mm BOLTS

ALL MEASUREMENTS ARE IN MILLIMETRES

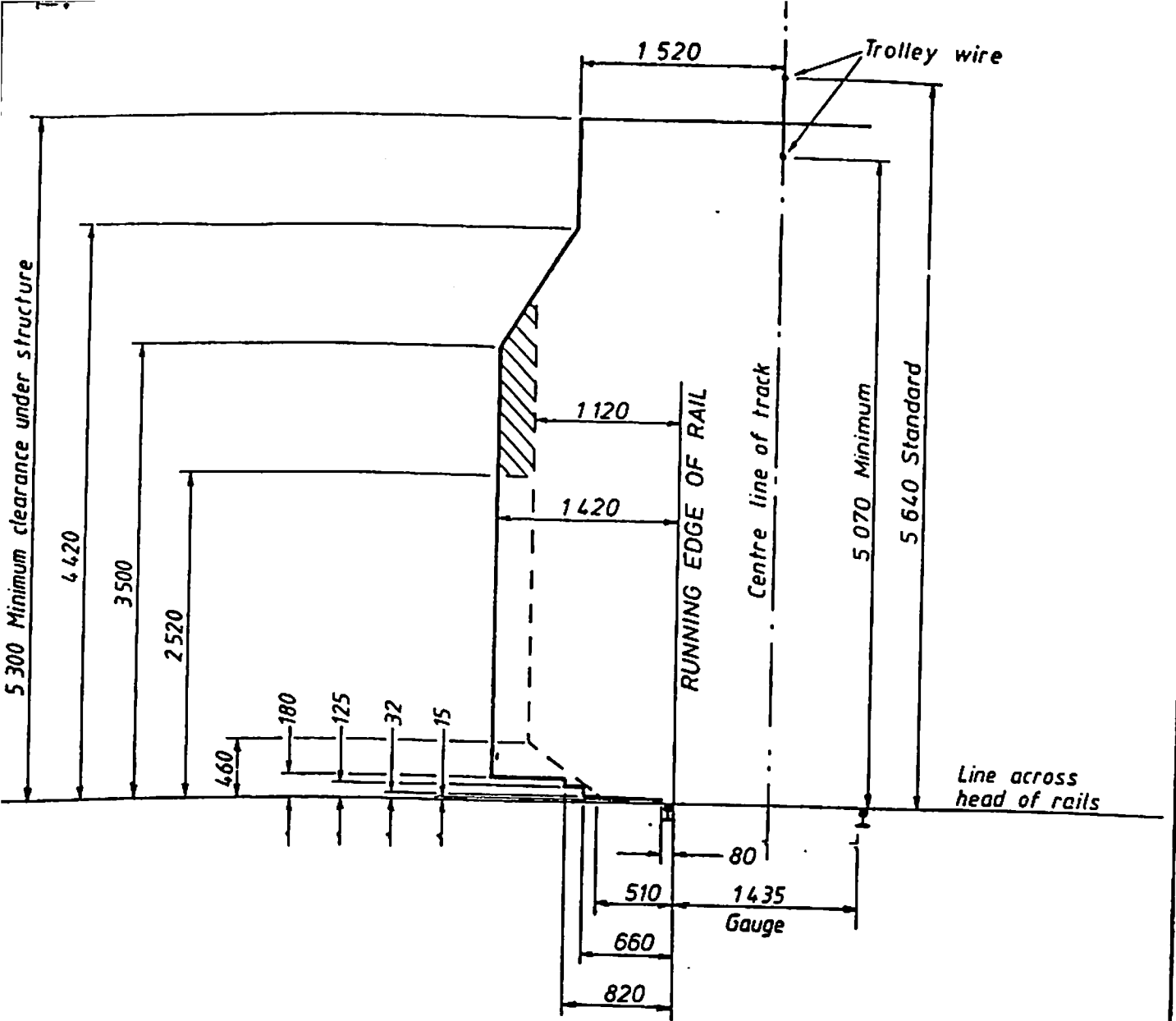
FILE COMPUTER D:\F0100\PI6275
PLOT DATE 10-10-00

REFERENCE	
TYPICAL SECTIONS	P 16273

SHELTERS

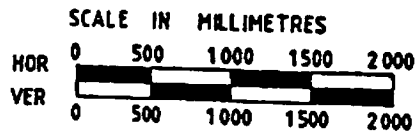
STANDARD CONCRETE SLAB

METROPOLITAN TRANSIT AUTHORITY OF VICTORIA			
DATE	GROUP MANAGER - ENGINEERING DESIGN		
DRAWN 10-10-00	BY 10-10-00	PASSED	APPROVED
SCALE 1:50		P. 16275	



NOTES

- 1 The full line shows the minimum clearance required for any permanent construction. (Traffic signals, safety zones and separation bars excepted)
- 2 The hatched area shows the minimum clearance required for traffic signals.
- 3 The broken line shows the minimum clearance required for temporary construction subject to prior arrangement with the Authority and with special operating precautions.
- 4 The clearances are for straight track only and an additional lateral distance, varying up to 0.6m, is required on curves. This additional distance can be obtained from the Authority on request.



MINIMUM CLEARANCES TO STRUCTURES
FOR TRAMWAYS

METROPOLITAN TRANSIT AUTHORITY OF VICTORIA			
23.5.87 DATE	<i>A. A. Nels</i> GROUP MANAGER - TRAM & BUS ENGINEERING		
DRAWN F.E. 11-8-86	CHECKED <i>J.P.H.</i> 2.3.87	PASSED	APPROVED <i>K.C.P.</i> 2.3.87
SCALE 1:50		P.15556	

Logo — The Met

The logo presented to the public must have the wording The Met.

Where the logo is in the Authority colors, yellow on green, see page 1/9, it must appear as in example (a).

Where the logo is to be presented in other than Authority colors, example (b) is to be used.

The preferred color is black. Where conditions require the printing of a single color other than black, the logo may be printed in that color.

The symbol must never be used alone unless written approval is obtained from the Manager Advertising/Communications.

The logo is reproduced ONLY photomechanically from master artwork to ensure faithful and accurate reproduction. Artwork can be obtained from the Advertising/Communications Department.

A. Logo in Authority colors



B. Logo in single color



