

**CHARLES STREET BUS BRIDGE & BUSWAY PROJECT
STAKEHOLDER CONSTRUCTION REFERENCE GROUP WORKSHOP #1
Venue: Main Roads Don Aitken Centre
4:00pm, Tuesday 28th June 2016**

MEETING SUMMARY

1. MEETING PURPOSE AND PROCESS

Linton Pike (workshop facilitator) welcomed participants to the workshop, outlined the process and explained that the meeting purpose was to:

- Provide a project update; and
- Review progress and seek comment on the 15% design.

Linton explained the meeting agenda (provided as Attachment One) and thanked all members of the SCRG for taking the time to participate in the group. Linton advised that the group will focus on the construction process and impacts over the course of the next twelve months or so.

A list of meeting participants and apologies is provided as Attachment Two.

Each SCRG member provided a brief personal introduction.

2. PREVIOUS MINUTES AND ACTIONS ARISING

Comment was invited on the previous minutes.

The following changes were requested:

- No changes were requested however Mark Armstrong sent some supplementary questions and comments through. These are provided at Attachment Three and include a response to the questions or concerns raised.

A number of actions arising at the previous meeting were reported on as follows:

ACTION ARISING FROM May 2016 MEETING	RESPONSE AT JUNE 2016 MEETING
<p>What re-distribution of traffic will result? The Town of Vincent also expressed its interest in changes to the left in/out configurations with a long history and desire to protect local amenity by stopping other traffic that doesn't need to access sensitive areas. Cleaver / Newcastle and other intersections are a concern for the Town of Vincent with State Government funding committed for planned traffic management work in the area. <i>This will be a subsequent meeting topic.</i> ACTION: Linton</p>	<p>An agenda item is included in this meeting to discuss this further. A Microsimulation presentation will be provided to the SCRG at this meeting.</p>
<p>Traffic modelling has been completed for the primary network, but it excludes the Newcastle / Cleaver Streets intersection and the local road network. <i>Main Roads is prepared to consider the form of this intersection further with stakeholder input.</i> ACTION: Chris</p>	<p>Chris raised this for further discussion with Main Roads' Road Networks area for further consideration. Their response is pending. ACTION: Chris</p>

ACTION ARISING FROM May 2016 MEETING	RESPONSE AT JUNE 2016 MEETING
<p>The intention is for James Street roundabout to be reconfigured and enlarged. How will traffic flows be managed in light of the proposed changes</p> <p><i>The TMP will be provided to SCRG members when it is complete. It is a tight timeline and we will provide TMPs for affected local areas as soon as they are available. There will be a two week period for stakeholders to comment once information is provided.</i></p> <p>ACTION: Dirk</p>	<p>Traffic Management Plans are under development.</p> <p>When complete they will be made available via the project website and will also be provided to this group for information. They will also go to relevant Local and State Government agencies for comment.</p> <p>Graham Newson noted that the City of Perth has provided initial comment as part of 15% design review.</p>
<p>Could traffic modelling information please include broader local area roads and impacts please?</p> <p><i>We could consider an analysis of the Newcastle Street / Cleaver Street intersection. The Microsimulation model of the primary road network will be provided at a future meeting.</i></p> <p>ACTION: Paul</p>	<p>The Microsimulation model will be presented at this meeting. Local roads are not included in this model which focuses on the arterial network. As such, the Cleaver St and Newcastle St intersection is not included but will not experience any associated increase in traffic volumes as a result of this initiative.</p> <p>A level of comfort about future functionality can be provided using LinSig modelling or other similar modelling.</p> <p>SCRG members requested a baseline measure for people in this community with traffic calming proposed for the area.</p>
<p>Charles Street streetscape is inhospitable for pedestrians and cyclists. More information on what options were considered and still potentially exist for the future would be welcomed.</p> <p><i>Trans Priority work followed to establish an agreed hierarchy for all modes of transport within available space and will be presented at a future meeting.</i></p> <p>ACTION: Owen via Steve Beyer</p>	<p>A meeting was held with stakeholders concerned about provisions for cyclists on Charles Street. Department of Transport and PTA participated in the meeting and explained State Government approach to transport planning, which considers all users and involved extensive consultation and collaboration with Local Governments. PTA provided background on early options analysis for Charles Street project. A meeting was also held with cycling stakeholders to consider Mitchell Freeway PSP impacts during construction.</p>
<p>Could the bus lane north of Carr Street go to the verge side to allow for cycle lanes and verge for pedestrians and vegetation, etc.?</p> <p><i>The Project team noted that the Preferred Option is the option that best meets traffic, geometric and bus priority constraints and requirements. A separate meeting with select participants may be called to explain options that were assessed and why the Preferred Option was selected.</i></p> <p>ACTION: Chris/Paul</p>	<p>A meeting of DoT, PTA and Main Roads was held and State Government presented its position that the proposed solution maximises overall benefits whilst optimising the public transport outcomes and benefits as a primary goal.</p>
<p>What impact will this project have for the Free Transit Zone as the first stop will potentially be out of the free transit boundary now?</p> <p><i>The PTA noted that there probably won't be any changes but a separate review of future city needs and zoning structure is needed with legislative links to Parking Management Policy which impacts upon available parking and funding of alternative transit options</i></p> <p>ACTION: Owen</p>	<p>The entire zone is under review and any resultant recommendations have not yet been announced and must link to the Perth Parking Mgt Act operationally.</p> <p>There will be opportunities for residents to access Fitzgerald St buses which stop in the City of Perth zone which will be in the free transit zone as is now the case.</p> <p>The 15 route will go into the new bus port with Charles St and Fitzgerald St route options.</p>

ACTION ARISING FROM May 2016 MEETING	RESPONSE AT JUNE 2016 MEETING
<p>There was no consultation on this project during project development in a constrained delivery period with a six lane road with no relief or visual amenity. The Project Team noted that it is too late for design change with time and cost impacts resulting and</p> <p><i>This is a potential matter for discussion at the MLA's Forum of 16th June 2016</i></p> <p>ACTION: Eleni</p>	<p>Eleni advised that:</p> <ul style="list-style-type: none"> • The 16th June Forum was held and well attended and The Minister for Transport discussed local area project impacts with participants. • It was a worthwhile exercise for locals and residents with a large number of items and questions raised. • Key issues raised include: <ul style="list-style-type: none"> • Investigation of right turn from Fitzgerald St to Carr St. Eleni Evangel has put this request to the Minister for Transport with an associated commitment to consult with the City of Vincent. • Cycling and pedestrian movement and safety concerns. • Safe crossing opportunities on Charles St between Vincent St and Carr St. • The form of the proposed local traffic calming initiative being implemented by the City of Vincent and funded by the State and how it will work. • The bridge design and appearance. • Eleni will provide a full list of items and questions raised by the community for circulation to this group. <p style="text-align: right;">ACTION: Eleni</p> <p>Eleni thanked Chris Raykos for doing a great job at the meeting in emotive discussions.</p> <p>Chris Raykos noted that:</p> <ul style="list-style-type: none"> • Some items raised are already being actioned but others may be difficult to progress in a constrained delivery context. • We need to filter the issues raised to ensure value adding results and we will continue to liaise with Eleni to filter the issues and value add.
<p>Will design approval occur by geographical area or by design lot with permits, TMP approval required and timing staging differences? Response: design will be developed by design lot to avoid abortive work in a compressed timeline and will be presented incrementally.</p> <p>ACTION: Dirk</p>	<p>Design will be developed by design lot to avoid abortive work in a compressed timeline and will be presented incrementally as an ongoing task starting this evening.</p>

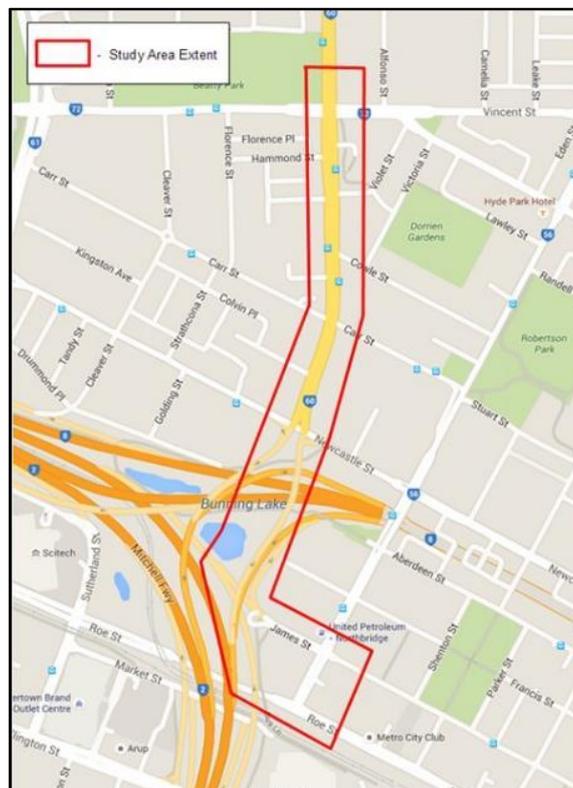
ACTION ARISING FROM May 2016 MEETING	RESPONSE AT JUNE 2016 MEETING
<p>Mapping of planned temporary and post construction cycling routes will be beneficial and we can help communicate them. This information will be shared by Charlie.</p> <p style="text-align: right;">ACTION: Charlie</p>	<p>This is an ongoing consultation process with cycling groups as part of design development. We met with representatives of cycling groups and individual cyclists recently who helped inform the project regarding acceptable management options for the PSP by Bunning Lake during construction. The meeting focused on PSP impacts of construction with a safety focus for cyclists and workers.</p> <p>Some other modifications of the PSP may also be required as a temporary deviation. This will be mapped and placed on the webpage and provided to this group when finalised.</p>

3. TRAFFIC MODELLING/MICROSIMULATION

John Macauley and Ronan Tyrie-Phillips of Aecom presented and explained Microsimulation modelling showing traffic movements along Charles St noting that:

- Purpose of the simulation was to study the forecast performance of the road network (which included the proposed Charles Street Bus Bridge and associated bus lanes) within the project area.
- The simulation modelled the operation of the road network using forecast traffic growth obtained from the Main Roads Regional Operations Model (ROM24) used for state-wide strategic planning.
- The upcoming demonstration shows the following scenario;
 - Network includes Charles Street bus bridge and bus lanes
 - Forecast year 2021 – AM and PM peaks
 - Assumes No MAX Light Rail

Modelling was shown for the morning and afternoon peaks as an animated video representation of traffic movements in the area identified below.



The following discussion resulted:

Q	Will south bound buses on Fitzgerald St still be able to turn right into James Street with current obstruction and congestion experienced by this movement?
A	Yes, with fewer resultant movements and traffic light phasing changes planned. This was seen in the Micro Simulation model.
Q	Janette Bayman expressed her support for the new Roe St freeway exit ramp as a positive initiative.
A	This was noted.
Q	Will the existing Fitzgerald St bus stops remain where they are?
A	Yes, with no changes proposed for bus stop locations on Fitzgerald St above the Graham Farmer Freeway tunnel portal.
Q	What is the indicative split of current vehicle movements coming from Mitchell Freeway and Graham Farmer Freeway into James St?
A	It is roughly a 50/50 split.
Q	How will pedestrian access be managed along Newcastle Street at Charles St.
A	Safe pedestrian access provisions will be made at all times. The intent is to encourage pedestrian movement along the northern side of Newcastle St and limit pedestrian movement along the southern side of Newcastle St. Pedestrian movement changes under consideration include the possibility of taking people under the freeway bridges to avoid crossing at a significant pinch point on the southern side of Newcastle St at Charles St. This will be further considered at a future meeting of this group. ACTION: Linton
Q	High speed traffic exiting the freeway heading to Charles St northbound creates a dangerous situation. Can anything be done about that?
A	We will consider installing rumble strips or other measures. ACTION: Dirk PTA have a role to ensure appropriate training is provided to bus drivers with PTA speed inspectors also playing a part. Further development of this is required.
Q	Is adequate storage provision made for buses northbound from the bus port turning left at Newcastle St?
A	This is a relatively small turning movement (only 2 or 3 buses at any one time) but will be considered further by the Project Manager with improved public transport access a project imperative. ACTION: Paul
Q	Will Carr St access be limited to buses only?

A	Cars and other private vehicles can use Carr St and will be able to turn right into Charles St from either direction. Vehicles travelling along Charles St in either direction will not be able to turn right into Carr St.
Q	Will buses be able to turn right from Fitzgerald St into Carr St?
A	No, but emergency vehicles will.
Q	Will the right turn movement from Charles St into Vincent St still be permitted?
A	Yes.

4. PROJECT UPDATE – EARLY WORKS AND SERVICE LOCATIONS

Dirk Baumgartel of York Civil provided a project update noting the following:

Design Update:

- Design being completed over 12 lots
- 15% design complete
- 85% design reaching peak – due for completion late August
- Landscaping design starting in July

Work on the Ground:

- Early work program has focused on work around Bunning Lake:
 - Approved clearing of vegetation
 - Stabilisation of embankment
- Benefits:
 - Removal of non-endemic species (mostly palms)
 - Removal and appropriate disposal of needle waste
 - Improved drainage
 - Embankment design allows for additional landscaping
 - Lake condition will be improved

A number of photographs of earlier work are provided below and over the page





Other work:

- Service location ongoing
- Dilapidation surveys largely completed
- Crib rooms in bus layover area installed and operational
- Roe Street kerb removal and roadworks
- Work at Pier 2, vegetation clearing and installation of barriers
- Traffic management planning on all work fronts
- Consultation for PSP management during construction
- Current workforce is 18-25 people per day, building to expected maximum of 60+ in October through to January

What's Happening Next?

Dates	Description
July	James Street roundabout work and Busport entry
July-August	Foundations for the bridge
September	Charles Street kerb removal and widening
September	Launch girder assembled
October	First segment of bridge launched

Further discussion resulted as follows:

Q	When will changes be made to James St roundabout and exit ramps?
A	The roundabout work is currently underway with bus driver training also underway. It is essential that planned work is completed within an agreed 10 day shutdown window to ensure buses can access the new busport from opening on 17 July
Q	Can a barrier be provided to protect the heritage value of the building in the north west quadrant of the Charles St and Newcastle St intersection?
A	Yes and will be addressed by Dirk. ACTION: Dirk

5. COMMUNITY AND STAKEHOLDER RELATIONS

Charlie Wilson-Clark of York Civil provided a community and stakeholder relations update noting the following:

- We have been receiving between 2-4 queries a week managed through project email address and calls to Main Roads CIC
- Key queries:
 - Bus services and changes to bus stops
 - Local traffic, turning lanes
 - PSP management during construction
- Additional meetings:
 - Cycle groups
 - DOT/ PTA meeting re Transport planning
- Notifications: GFF nightwork, Roe Street, James Street. Updates available on Main Roads website.

Further discussion noted that Andrew Main and Geraldine Box will meet with the Minister for Transport to discuss provision of cycling infrastructure and access in the area.

6. 15% DESIGN REVIEW

SCRG members participated in a 15% design review. The following key discussion topics resulted:

- Provision of right turn movement from Fitzgerald St southbound into Carr St is being investigated, with a Ministerial request to review turning movements at this location. Comment has been sought from Main Roads' Network Operations area. The City of Vincent has provided an interim response for consideration opposing the right turn movement as it will increase traffic on Carr St. Ongoing discussion is needed with City of Vincent input. The current intention is to encourage Fitzgerald St traffic travelling southbound and heading to the freeway to turn right at Newcastle St. Chris Raykos will provide ongoing updates and investigate options noting that CoV does not support it. The SCRG members expressed mixed views about this inclusion.

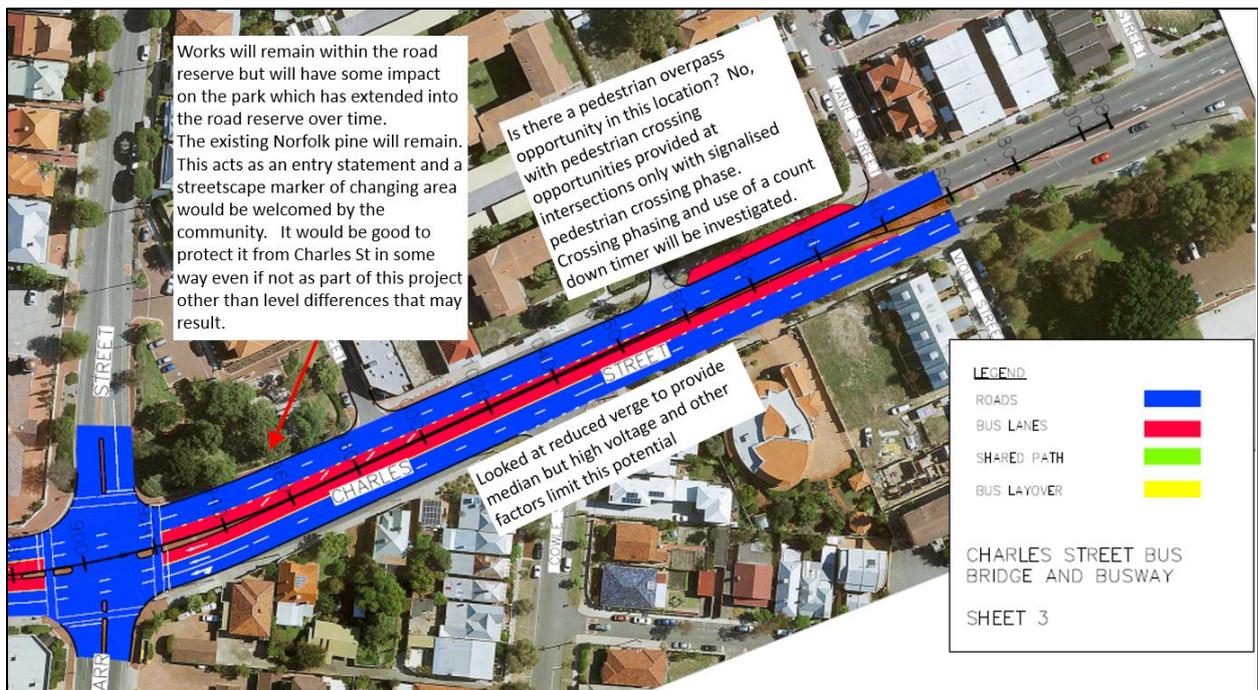
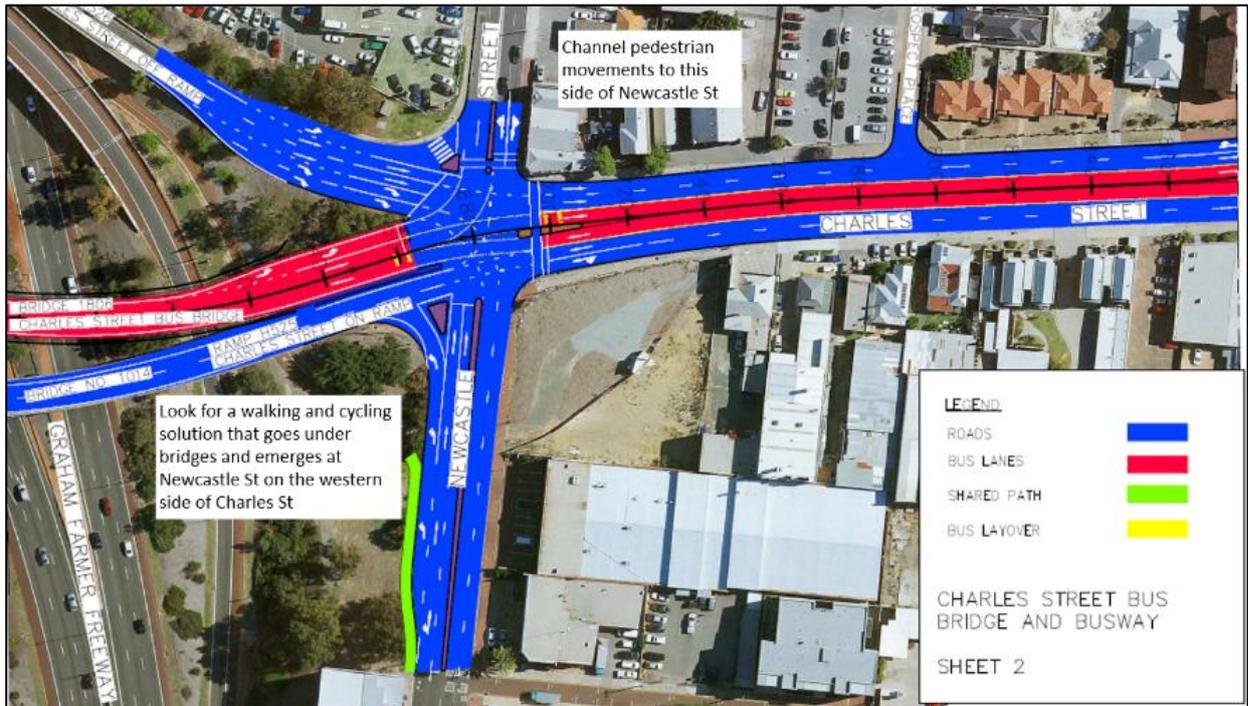
ACTION: Chris

- Information on progress regarding design work for traffic calming initiatives and how and where the available funds will be spent would be welcomed. The City of Vincent has already undertaken design and some local consultation on this work, the City of Vincent will be invited to present a rationale for planned local area changes at a future meeting.

ACTION: Linton to invite CoV

- Marie Slyth expressed concern at the impacts for Ivy St with car lights and increased crash potential resulting from turning movements.

A number of additional considerations are marked up on the images shown over the page.



Additional design comments and questions were provided by Mark Armstrong prior to the meeting and are even provided at Attachment Four with resultant responses.

7. SCRG MEMBER COMMENT

SCRG members were invited to provide comment as summarised in the table below.

Member	Comment
Bart Gabriel	<ul style="list-style-type: none"> Nothing to add to this meeting.
Janette Bayman	<ul style="list-style-type: none"> Very informative and good so far.
Graham Newson	<p>Key areas to consider:</p> <ul style="list-style-type: none"> Roe St proposed shared path with CPTED impacts Bus layover viability if other opportunities are missed – eg take Fitzgerald St buses through layover to avoid traffic signals and simplify the roundabout. Roe St at Fitzgerald St – has 3 lanes on approach in a constrained site. City of Perth would like to maximise the shared path space with less lane provision. This will be considered further. <p style="text-align: right;">ACTION: Dirk</p> <ul style="list-style-type: none"> Traffic management – adequate notice is required to enable the issue of obstruction permits with long lead times and consultation/engagement. Chris Raykos noted that time timeframes exist and York Civil has met with City of Perth who have been very co-operative to resolve this and will continue to work collaboratively to address this.
Alf Parolo	<ul style="list-style-type: none"> My issues addressed earlier and interested in Eleni's comment also for inclusion.
Lom Piggott	<ul style="list-style-type: none"> Operational impacts at John St and in other areas needs further consideration.
Mark Armstrong	<ul style="list-style-type: none"> Is a change proposed for the bus stop on Charles St near Cleaver St with walkability and Disability Discrimination Act compliance access key considerations? This is under review by PTA with consultation required. Some possible alternative sites are under investigation but are preliminary only. When will more detailed design drawings be available? They are available in the office and a meeting will be arranged in the office to discuss location specific matters.
Marie Slyth	<ul style="list-style-type: none"> Pedestrian access is an important consideration. The Vincent St and Charles St intersection is busy and congested with future traffic growth making this worse. Chris noted that this initiative will result in additional traffic with growth occurring over time.
Maggie McPhee	<ul style="list-style-type: none"> Local area traffic information would be welcomed as a future topic as noted previously. Protection and delineation of local residential areas and amenity with calming or other measures is needed. Carr St is family, café and aged care focused and the removal of buses from that mix is a positive, thank you.

Member	Comment
<p>Mike Somerville-Brown</p>	<ul style="list-style-type: none"> • Lots of different route solutions have been considered using pre-existing routes with the goal to maximise public transport benefits. • Running buses through the layover as suggested by the City of Perth effectively makes it embayed bus parking and is not supported by PTA. • The bus station opens on 17 July 2016 and this means we must be confident that works around James St will be completed prior to that.
<p>City of Vincent</p>	<ul style="list-style-type: none"> • While not present the City of Vincent asked that consideration be given to adopting their proposed design concept for the intersection of Newcastle St and Cleaver St. <div data-bbox="673 651 1114 1088" data-label="Image"> </div> <ul style="list-style-type: none"> • Positive feedback was provided by SCRG and Project Team members for the concept as shown with further design development required. <p style="text-align: right;">ACTION: Dirk</p>

8. NEXT STEPS

The next steps in the process include:

- Finalise and circulate the Meeting Summary;
- Continue with project development and implementation;
- SCRG members can visit the Project Office to discuss relevant matters where appropriate. Agreed meeting times are requested prior to arrival.

The meeting closed at 6:05pm.

ATTACHMENT ONE MEETING AGENDA

AGENDA – Charles Street Bus Bridge & Busway Project



Date:	28 th June 2016	Time:	3:45 for 4:00 to 6:00pm	Location:	Main Roads – Don Aitken Centre 1 Waterloo Crescent East Perth Please come to Ground Floor reception
Attendees:	To be provided as an attachment				

MEETING PURPOSE:

- Provide a project update;
- Review progress and seek comment on the 15% design.

TIME	ITEM / DETAILS	INPUT FROM
3:45pm	Arrival – tea and coffee provided	
4:00	Meeting purpose and process and introductions	Linton Pike
4:10	Previous meeting minutes and actions arising	All
4:25	Traffic modelling / Microsimulation	John Macaulay AECOM
4:45	Project update – early works and service locations	Dirk Baumgartel
5:00	Community & Stakeholder Relations	Charlie Wilson-Clark
5:10	15% design discussion	All participants
5:40	SCRG member comment	Each SCRG member
5:55	Next steps	Linton Pike
6:00pm	Close	

ATTACHMENT TWO MEETING PARTICIPANTS

Stakeholder Construction Reference Group

NAME	REPRESENTING
Eleni Evangel (until 5:30)	MLA Perth
Mark Armstrong	Local Resident
Alf Parolo	Cleaver Precinct Action Group
Bart Gabriel	Member of Council of Owners of Paddington Place & Local Resident
Graham Newson	City of Perth
Mike Somerville-Brown	Public Transport Authority
Lom Piggott (for Tom Pacy)	Public Transport Authority
Janette Bayman	Local Resident
Maggie McPhee	Carr Street Character Retention Streetscape Group & Local Resident
Marie Slyth	Local Resident

Project Team

NAME	REPRESENTING
Paul Diviney	Main Roads
Chris Raykos	Main Roads
Helen Brown	Main Roads
Miranda Nikolich	Main Roads
Dirk Baumgartel	York Civil
Charlie Wilson-Clark	York Civil
Jen Oxlade	Public Transport Authority
Linton Pike	(Facilitator) Estill & Associates
John Macaulay	AECOM – guest presenter
Ronan Tyrie-Phillips	AECOM – guest presenter

Apologies were received from:

NAME	REPRESENTING
Andrew Main	Local Resident
Mike Keiller	Chairman Business Improvement Group of Northbridge
Mike Seal	Local Resident
Matt Henderson	Local Resident
Saxon Mailey	Body Corporate rep The Mews Apartments
Sarah Smith	West Cycle
Sally Lake	Claisebrook Catchment Group & Local Resident
Paul Farinosi	Local Business Owner
Sean Epstein	Chairman of Council of Owners of 132 Carr Street, Member of Cleaver Precinct Group and Safer Northbridge Group
Adam Westroff	City of Perth
Rick Lotznicker	City of Vincent
Craig Wilson	City of Vincent

ATTACHMENT THREE

COMMENTS AND QUESTIONS FROM MEETING #1 SUBMITTED BY MARK ARMSTRONG

CHARLES STREET BUS STREET AND BUSWAY PROJECT - STAKEHOLDER MARK ARMSTRONG; FURTHER QUERIES			
Stakeholder Construction Reference Group [SCRG] Meeting Minutes Nos 1			
Item	Query	Comment	Response
1.	Traffic Impact on Cleaver Street Precinct	What will be the overall traffic impact on the Cleaver Street Precinct; Cleaver, Strathcona, Carr, Florence etc. Streets. A traffic Impact Study is required for comment. Do Transperth anticipate an increase in bus traffic to Cleaver /Vincent Street Intersection?	A Microsimulation of traffic patterns along Charles Street will be presented at the June SCRG meeting. Local area impacts are considered to be manageable with funding provided for local area traffic management if required. These measures will be installed after completion to allow any new travel patterns to emerge. Transperth do not anticipate any increase in bus traffic to Cleaver/Vincent.
2.	Charles Street Civil Engineering Design	Charles street is major artery leading into Perth City and adjacent freeway traffic networks – What further design investigations have undertaken since Meeting Nos 1 for a continuous landscaping strip between along Charles Street between Carr Street and Vincent Street? EG similar to Wanneroo Road avenue of palm trees. What is resultant impact on Ivy Park? What is resultant impact on existing pathways Meeting Minutes Nos 1 cites that as a separate meeting is to be held – please advise date	Detailed landscaping treatments will be developed as part of the detailed design process. Limited space is available for roadside furniture, landscaping and streetscape inclusions. The kerb line near Ivy Park will be modified with potential for minor change to the existing small wrought iron fence line to provide for pedestrian access. Existing park amenity will be retained. Existing pathways will be modified to accommodate the modified paved surface. Existing pedestrian connectivity will be retained. The meeting to discuss landscaping will be held when the final design is established. This is likely to be August.
3.	Bus Bridge - proposed design aesthetic	When can design drawings be submitted for review?	This has been done.
4.	Bus Traffic impact on existing Cleaver/Carr Street roundabout	Does existing roundabout radii and general engineering design comply with Transperth requirements?	Yes.
5.	Design details on proposed relocated Bus Stop to Cleaver Street [west side]	E.g. Impact on existing landscape, parking and pavement I am happy to receive Preliminary design drawings now showing proposed locations of new bus stop and revised designs to existing bus stops	New stop location information will be provided by PTA.

CHARLES STREET BUS STREET AND BUSWAY PROJECT - STAKEHOLDER MARK ARMSTRONG; FURTHER QUERIES			
Stakeholder Construction Reference Group [SCRG] Meeting Minutes Nos 1			
Item	Query	Comment	Response
6.	Newcastle/Cleaver St intersection	<p>Has noise from buses tuning on the corner been assessed?</p> <p>As requested at the Meeting what is the impact on traffic due to one lane being deleted for bus use?</p> <p>Will existing MRWA signal box or other services be relocated to allow compliant pedestrian accessibility to north east corner – the existing corner is very congested.</p>	<p>Noise modelling has not been undertaken as the current levels of service remain unchanged.</p> <p>The Microsimulation will show traffic impacts along Charles Street. Universal access will be provided wherever possible. Matters such as signal box relocation will be resolved as part of the detailed design.</p>
7.	COV Drawings TScleaver003, 004 and 005 PDF's	<p>Refer attached drawings submitted at COV Council Meeting 31.05.16</p> <ul style="list-style-type: none"> – Strathcona Street/ Carr Street Intersection This intersection is currently flawed with poor sight-lines. Existing car parking near the Café needs to be removed to improve sight-lines – All intersections shown on TS cleaver PDFs should have new materials to match existing – inserting new brick work infill will look unsightly. – All the street corners shown should have tree planting as entry statements 	<p>These are matters for the City of Vincent to resolve.</p>
8.	Compliance with Design Standards for Accessibility and DDA requirements.	<p>Will an Independent Access Consultant conduct an audit? EG on Kerb Ramps etc</p>	<p>An independent design peer review will be completed. This will consider all relevant codes and standards.</p>
9.	Pedestrian Pathway Design	<p>A number of existing pavements look like they will be impacted by the redesign of roads. What are resultant pavement design patterns, widths, materials, kerb ramp designs etc.</p>	<p>This is part of detailed design but will remain consistent with current treatments and recognised best practice.</p>
10.	Cycleway Design	<p>As requested by other Stakeholder at the Meeting;</p> <p>What is the impact of proposed traffic calming elements on cyclists</p> <p>What options have been assessed for Charles Street</p>	<p>There is no provision for cycling along Charles Street. Local area cycling routes and infrastructure are being managed in concert with LGA's.</p> <p>A separate meeting has been held to present and discuss cycling provision and multi-modal transport planning for the area</p> <p>Ongoing meetings with cycling stakeholders will be held as required.</p>
11.	Landscape Design	<p>Existing and proposed landscaping drawings are requested</p>	<p>This information will be provided subject to detailed design finalisation.</p>

CHARLES STREET BUS STREET AND BUSWAY PROJECT - STAKEHOLDER MARK ARMSTRONG; FURTHER QUERIES			
Stakeholder Construction Reference Group [SCRG] Meeting Minutes Nos 1			
Item	Query	Comment	Response
12.	Public Art Design	TBA by MRWA/PTA	This information will be provided subject to detailed design finalisation.
13.	Signage Design	TBA by MRWA?PTA	This information will be provided subject to detailed design finalisation.
14.	Construction Staging Proposals/Traffic Impacts	Community Interface Management Plan required - Construction methodologies are required with diagrams and related traffic studies	Relevant traffic and staging information will be made available to the SCRG and on the project webpage.
15.	Proposed Site offices, Construction workers and vehicle parking locations	Construction Interface Management Plan required before construction works commence. Community Interface Management Plan required to show noise mitigation	Relevant traffic and staging information will be made available to the SCRG and on the project webpage.
16.	Making good to pavements, roads, existing bus stops etc.	Detailed Dilapidation Reports required before and after construction works As built condition of existing roads, pavement, landscaping, fencing, lighting and signage Will adjoining residents require survey of their because of compaction equipment?	Dilapidation Assessments were offered to local residents along the corridor in May 2016. A sound level of takeup resulted with assessments subsequently completed.
17.	General Queries – When will Traffic Modelling [micro simulation] be available for viewing? – At meeting Nos 1 15% Design Documents were advised as being nearly complete – I am happy to receive these as A3 drawings and hard copy Reports immediately [stamped Preliminary] rather than receive later, only to be told design changes are not possible. – Item 8 [Mark Armstrong comments] last bullet point is not clear and includes comments made by other parties. – Is a Site “Walk About” proposed? - A site visit with the Design Manager explaining the proposed design would be of great benefit especially to those who are not familiar with design drawings.		MicroSim available at June meeting. Design information will continue to be provided as early as possible in a fluid and changing dynamic and tight timeline. The project scope is well defined by PTA with MRWA/York Civil in a delivery role with limited potential for significant change. Opportunities to comment on the minutes of previous meetings will be provided at the SCRG to include material changes. A project “Walk About” is not proposed but can be suggested at the June SCRG if you would like to raise it

ATTACHMENT FOUR
DESIGN COMMENTS AND QUESTIONS SUBMITTED BY MARK ARMSTRONG

CHARLES STREET BUS STREET AND BUSWAY PROJECT			
Design Review Comments Submitted By Mark Armstrong			
Item	Design Lot	Comment/Query	Response
1	IW 125400 ACC DG 0003	A. Suggest advise Stakeholders of Package 1 and 2 scope and status B. Is Package 1 at 85% Stage completion? C. There are large tracts of new berming and stone pitching to be installed alongside new civil works – it would highly beneficial to install new landscaping and trees within the stone pitching and berming.	A. Noted B. Yes C. This was discussed during face-to-face meeting. York's design has maximised landscaping opportunities.
2	IW 125400 ACC DG 0004	A. Is Package 2 at 15% Stage completion?	A. Yes
3	IW 125400 ACC DG 0009	A. Is continuous pedestrian access proposed across the southern edge of Newcastle Street where intersection with the Busway and Ramp 4525? B. If not what is being installed to stop public using this access? C. Is a signalled public crossing proposed to allow pedestrian access between SE and NE corners as well as SW and NW corner?	A. No, the intention is to encourage pedestrians to use the northern side of Newcastle St for local area access. B. No physical measures are in place currently C. Pedestrian crossing phases will be provided on the northern side of the intersection but no pedestrian crossing phase will be provided on the southern side of Newcastle St
4	IW 125400 ACC DG 0021	A. Kerb ramp not shown to NW intersection corner – there also appears to be clash with kerb ramps to the NE corner. B. At the SE corner the PSP may need widening to accommodate the kerb ramp intrusion	A. Taken on notice.
5	IW 125400 ACC DG 0025	A. As the existing intersection is being amended, will accessible kerb ramps be installed to all corners of the intersection?	A. Treatments will comply with the relevant standards and ensure safe and accessible solutions result.
6	IW 125400 ACC DG 0026	A. As the existing intersection is being amended, will accessible kerb ramps be installed to all corners of the intersection and to align with breaks in the median island?	A. Treatments will comply with the relevant standards and ensure safe and accessible solutions result.

CHARLES STREET BUS STREET AND BUSWAY PROJECT			
Design Review Comments Submitted By Mark Armstrong			
Item	Design Lot	Comment/Query	Response
7	IW 125400 ACC DG 0027	<p>A. Survey appears in complete. The NE corner has more pits, telegraph poles, traffic lights and existing property walls not shown.</p> <p>B. As the existing intersection is being amended and this NE pathway will become more heavily used because of the altered bus routes, it is anticipated that the pedestrian walkway to access the bus stops will be assessed for accessibility compliance – please confirm.</p> <p>C. The existing is unsafe due to the constrictions of the traffic light position</p> <p>D. Please submit large scale details and location of proposed new bus stop to Cleaver Street</p>	<p>A. Field survey and Dial Before You Dig information has been sourced. Taken on notice</p> <p>B. Treatments will comply with the relevant standards and ensure safe and accessible solutions result.</p> <p>C. Treatments will comply with the relevant standards and ensure safe and accessible solutions result.</p> <p>D. To be provided by PTA</p>
8	IW 125400 ACC DG 0032	A. Will landscaping to new banking follow PTA/ MRWA Wildflower themes?	A. Plantings will be consistent with practice used at other sites and will reflect local themes and indigenous species
9	IW 125400 BCC DG 0107	A. As the existing road network is being amended, will a fully compliant access way across Ivy, Hammond and Janet Streets to allow access to the new bus stop? I.e. compliant kerb ramps and hazard indicators.	A. Treatments will comply with the relevant standards and ensure safe and accessible solutions result.
10	IW 125400 GCC DG 0105	<p>A. It is highly desirable that a landscaped median strip be installed on Charles Street between Carr Street and Vincent Street to overcome the negative impacts of six lane road network. It would appear that the proposed southern kerb edge of Charles Street could be relocated further eastward to allow an increase in the median strip without compromise to pedestrian traffic.</p> <p>B. A larger scale plan advising impact on Ivy Park is required due to the road realignment including professional advice on impact to existing trees.</p> <p>C. Will pedestrian be deterred from crossing Charles Street by balustrading?</p>	<p>A. There is insufficient space for a central median while maintaining an appropriate verge. Further discussion on this occurred in a face to face meeting. York is assessing if more landscaping can occur on eastern side of Charles Street.</p> <p>B. Further discussion on this can occur in a face to face meeting.</p> <p>C. Not currently planned or included in project scope.</p>
11	IW 125400 GCC DG 0106	A. Refer Item A above - . It would appear that the proposed southern kerb edge of Charles Street could be relocated further eastward to allow an increase in the median strip without compromise to pedestrian traffic	A. There is insufficient space for a central median while maintaining an appropriate verge. Further discussion on this occurred in a face to face meeting.

CHARLES STREET BUS STREET AND BUSWAY PROJECT			
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12	IW 125400 SCC DG 0106	A. A much larger scale drawing is required before proper assessment of the Intersection can be made regarding accessibility compliance for pedestrian access. Levels , dimensions of kerb ramps , positions of obstructions etc.	A. Further discussion on this occurred in a face to face meeting.
13	IW 125400 SCC DG 0107	A. Is a bus shelter proposed to match existing provision? – More larger scale details are required including provision of a compliant access way. B. Has Traffic Safety Audit been undertaken in regard to the proposed bus lay-by been positioned so close to Janet Street [incorrect label for Hammond Street]?	A. Subject to PTA design advice and available space. B. Road Safety Audits are completed at project milestones eg prelim design, final design and post construction.
14	IW125400-STR- DG-0010	A. How will PSP be secured from MRWA property?	A. No change proposed in this area
15	IW125400-STR- DG-0012	A. Is it not possible for the massing of the Busway bridge columns to be reduced? EG Provide void in column as per other MRWA works? B. Has any Public Art opportunities been identifies to the Busway bridge columns? C. Is there any proposed lighting columns to be installed on the Busway Bridge?	A. The size of infrastructure such as piers is set to the minimum viable structural capacity needed. Further architectural modifications or enhancements (such as a v shaped pier) are not planned in this area as it is consistent with the piers of the existing bridge in a higher speed corridor. B. No, with treatments similar to the existing bridge likely to be adopted including anti-graffiti coating. C. Lighting of the busway bridge will be completed with current best practice solutions. LED lighting is being assessed for the bridge.