

**CHARLES STREET BUS BRIDGE & BUSWAY PROJECT
STAKEHOLDER CONSTRUCTION REFERENCE GROUP WORKSHOP #3
Venue: Main Roads Don Aitken Centre
4:00pm, Monday 15th August 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;
- Close out current matters; and
- Consider construction staging and timing.

Linton explained the meeting purpose and agenda (provided as Attachment One) and thanked all members of the SCRG for taking the time to participate in the group.

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

2. PREVIOUS MINUTES AND ACTIONS ARISING

Comment was invited on the previous minutes. No changes were requested.

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

ACTION ARISING FROM June 2016 MEETING	RESPONSE AT AUGUST 2016 MEETING
<p>Traffic modelling has been completed for the primary network, but it excludes the Newcastle / Cleaver Streets intersection and the local road network.</p> <p><i>Main Roads is prepared to consider the form of this intersection further with stakeholder input.</i></p> <p>Chris raised this for further discussion with Main Roads' Road Networks area for further consideration. Their response is pending.</p> <p style="text-align: right;">ACTION: Chris</p>	<ul style="list-style-type: none"> • Meeting to discuss changes to the Newcastle and Cleaver Street intersection have progressed. • The City of Vincent have provided input. • Their design is a good starting point and will set the scene for York work with traffic movement priorities respected. • There is minimal value seen in completing computer analysis for an intuitive response. • The CoV design is ready for adoption subject to final approvals.
<p>The 16th June Forum was held and well attended and The Minister for Transport discussed local area project impacts with participants.</p> <p>Eleni will provide a full list of items and questions raised by the community for circulation to this group.</p> <p style="text-align: right;">ACTION: Eleni</p>	<ul style="list-style-type: none"> • This has been done and the list forwarded to Main Roads for information and follow up where required.

ACTION ARISING FROM June 2016 MEETING	RESPONSE AT AUGUST 2016 MEETING
<p>How will pedestrian access be managed along Newcastle Street at Charles St?</p> <ul style="list-style-type: none"> • 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. <p>ACTION: Linton</p>	<ul style="list-style-type: none"> • A solution is possible but would require land acquisition with associated cost. • It could be pursued if seen to be of value. • It is being considered by MRWA. <p>Brief discussion and SCRG thoughts:</p> <ul style="list-style-type: none"> • The primary pedestrian desire line is along the northern side of Newcastle Street. • The group did not see a justification for this link which seems an expensive solution. • We need to look for safe crossing opportunities of Newcastle Street as a greater priority. • A pedestrian crossing at Newcastle Street would be of greater value and was supported by CoP for inclusion in 85% comments. This requires further consideration offline as it is a complex intersection and is worthy of consideration.
<p>High speed traffic exiting the freeway heading to Charles St northbound creates a dangerous situation. Can anything be done about that?</p> <ul style="list-style-type: none"> • We will consider installing rumble strips or other measures. <p>ACTION: Dirk</p> <p>PTA have a role to ensure appropriate training is provided to bus drivers with PTA speed inspectors also playing a part.</p> <p>Further development of this is required.</p>	<ul style="list-style-type: none"> • Main Roads advised that previous designs and experience show rumble strips to be unacceptable in an urban environment noting that they are unsuitable and fairly noisy. • It is an unusual situation. • Alf Parolo noted that earlier Ministerial support was given to considering rumble strips and fixed camera/s. • Data would be useful for further assessment and consideration with classifiers to be used. • Fixed light camera infrastructure to be considered (ie conduit and cabling provision for the future). <p>ACTION: Joe R</p>
<p>Is adequate storage provision made for buses northbound from the bus port turning left at Newcastle St?</p> <ul style="list-style-type: none"> • 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. <p>ACTION: Paul</p>	<ul style="list-style-type: none"> • This was considered in the design review. • Adequate storage is available for articulated and rigid buses to reflect timetabling with only one or two buses crossing at any one time. • It is also a constrained space with limited room for further modifications.

ACTION ARISING FROM June 2016 MEETING	RESPONSE AT AUGUST 2016 MEETING
<p>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?</p> <ul style="list-style-type: none"> • Yes and will be addressed by Dirk. <p>ACTION: Dirk</p>	<ul style="list-style-type: none"> • The area of interest is too constrained with space needed for pedestrian movements. • There is around a 2m space available and a barrier would consume at least 0.5m. • SCRG asked that consideration be given to adopting the Beaufort and Walcott bollard treatments. • It needs MR to agree to the proposed treatments to reflect relevant standards. <p>ACTION: Dirk</p>
<p>Provision of right turn movement from Fitzgerald St southbound into Carr St is being considered with a Ministerial request to include it.</p> <p>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.</p> <p>ACTION: Chris</p>	<ul style="list-style-type: none"> • This matter is with Main Roads' Metro Network Operations Group for further investigation with impacts for local and regional traffic movements. • It isn't funded as part of this project and would be quite expensive. • Mixed views remain amongst SCRG members with some strong views that it should not be included as it would increase traffic on Carr Street cutting through to Loftus, others feel that the connectivity to Carr St is important for local access.
<p>Information on progress regarding design work for traffic calming and how and where the available funds will be spent would be welcomed. The City of Vincent will be invited to present a rationale for planned local area changes at a future meeting.</p> <p>ACTION: Linton to invite CoV</p>	<ul style="list-style-type: none"> • Miranda will provide the CoV response later in this meeting.
<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>ACTION: Dirk</p>	<ul style="list-style-type: none"> • Roe Street shared path – was checked for CPTED and considered appropriate. • We looked at layover in detail with PTA. The design provides for layover entry via the rotary and via John Street. Buses will not be able to exit the layover to John Street. This provides good functionality for the bus port. PTA supports this and tried to maximise available layover bays. If the layover was created as a thoroughfare it would defeat the purpose. • Roe St at Fitzgerald St configuration has been discussed with CoP and this is being resolved with MRA input.

ACTION ARISING FROM June 2016 MEETING	RESPONSE AT AUGUST 2016 MEETING
<p>The City of Vincent asked that consideration be given to adopting their proposed design concept for the intersection of Newcastle St and Cleaver St.</p> <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>	<ul style="list-style-type: none"> The proposed design is sound and goes beyond the scope of contract work. It is with MR to consider including this in the project works. It provides better pedestrian access and traffic access to Cleaver St. If concept is adopted the design concept can be distributed. <p style="text-align: right;">ACTION: Project Manager</p>

3. PROJECT UPDATE

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

What's Been Happening

- Design approaching completion to 85%.
- Some lots are at 100%.
- Retaining wall at James Street complete.
- Bunning Lake work complete.
- Piling work commencing.

Project Wins

- Intensive night and day work to complete upgrades at James Street rotary completed in time for new Perth Busport opening (no complaints).
- Coordination with other agencies to minimise disturbances/ re-work; e.g. ATCO Gas and Water Corp.
- PSP detour implemented with minimal complaints.

- Landscaping design will consider additional vegetation on north-eastern side of Charles Street and improved landscaping at Bunning Lake.

Bunning Lake

Graham Farmer Freeway

Work fronts

James Street

4. COMMUNITY AND STAKEHOLDER RELATIONS



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

- Notifications:
 - James Street Rotary x 2; and
 - PSP Detour.

Date	Activity
16 June	Face-to-face consultation with cycling representatives
21 June and 14 July	City of Perth consultation
15 July, 18 July and 22 July	Email updates to cycling representatives and LGAs
26 July	Consultation/notifications to Newcastle Street businesses
27 July	Formal notification issued to project contact list
30 July	Detour implemented

Principal Shared Path Detour Map



Signage



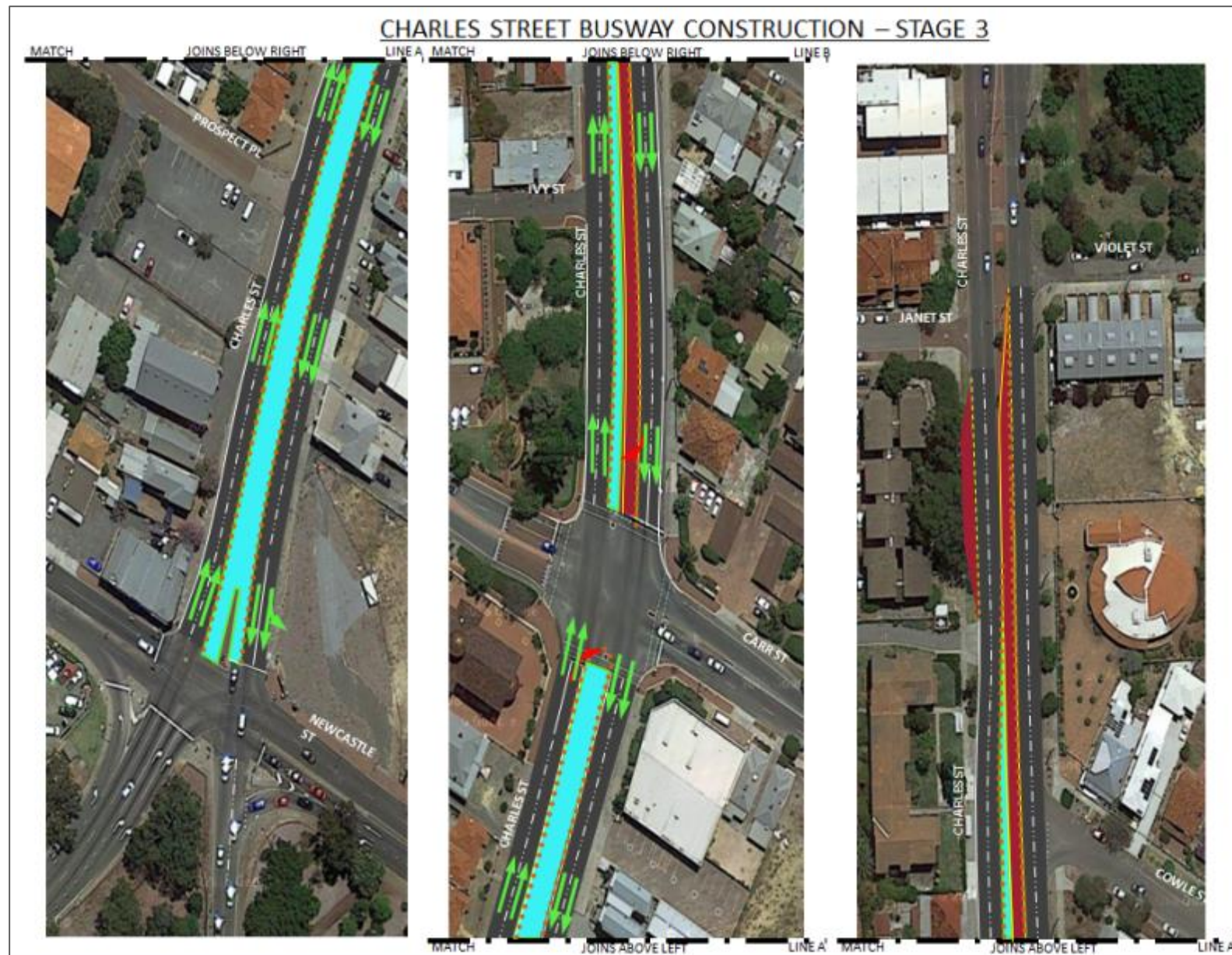
MIS A				
Area (m ²)	1453			
Density (plants/m ²)	1			
Species	Supply Size	Quantity	Average height (m)	Density % (per m ²)
SHRUBS				
Acacia laeviscapa	Medium	300	1.0	21%
Desulcia albaefolia	Medium	100	2.0	7%
HERBS				
Conoclinium glaberrimum Kuhn	Medium	200	0.6	14%
Parthenocarya corymbosa	Medium	150	0.4	10%
Parthenocarya pumila	Medium	155	0.2	11%
Parthenocarya pumila	Medium	100	0.1	7%
SEDGES AND RUSHES				
Lepidosiphon glaberrimus	Medium	200	1.0	14%
Lepidosiphon linearis	Medium	240	1	17%
Total Plants		1453		
MIS B				
Area (m ²)	2880			
Density (plants/m ²)	1			
Species	Supply Size	Quantity	Average height (m)	Density % (per m ²)
TREES				
Parthenocarya corymbosa	Medium	150	0.3	5%
SHRUBS				
Acacia laeviscapa	Medium	200	1.0	6%
Desulcia albaefolia	Medium	200	2.0	6%
Desulcia albaefolia	Medium	200	1.5	12%
Parthenocarya corymbosa	Medium	100	0.1	3%
HERBS				
Conoclinium glaberrimum Kuhn	Medium	200	2.0	12%
Parthenocarya corymbosa	Medium	250	0.6	8%
Parthenocarya pumila	Medium	230	0.1	3%
Parthenocarya corymbosa	Medium	200	1.2	12%
Parthenocarya corymbosa	Medium	400	4.0	12%
SEDGES AND RUSHES				
Ficus robusta	Medium	200	1.0	12%
Total Plants		2880		
MIS C				
Area (m ²)	892			
Density (plants/m ²)	1			
Species	Supply Size	Quantity	Average height (m)	Density % (per m ²)
SHRUBS				
Acacia laeviscapa	Medium	100	3.0	11%
Desulcia albaefolia	Medium	80	1.8	8%
Parthenocarya corymbosa	Medium	50	2.0	5%
HERBS				
Conoclinium glaberrimum Kuhn	Medium	100	1.0	11%
Parthenocarya corymbosa	Medium	50	0.4	5%
Parthenocarya corymbosa	Medium	100	1.0	11%
Parthenocarya corymbosa	Medium	100	0.4	11%
Parthenocarya corymbosa	Medium	100	2.0	8%
Parthenocarya corymbosa	Medium	50	0.1	5%
Parthenocarya corymbosa	Medium	30	0.0	3%
Parthenocarya corymbosa	Medium	80	1.3	8%
Parthenocarya corymbosa	Medium	50	4.0	8%
SEDGES AND RUSHES				
Ficus robusta	Medium	54	1.0	5%
Total Plants		892		
MIS D				
Area (m ²)	340			
Density (plants/m ²)	1			
Species	Supply Size	Quantity	Average height (m)	Density % (per m ²)
SHRUBS				
Acacia laeviscapa	Medium	120	1.0	15%
Desulcia albaefolia	Medium	100	1.8	12%
Parthenocarya corymbosa	Medium	120	2.0	15%
HERBS				
Conoclinium glaberrimum Kuhn	Medium	100	0.4	12%
Parthenocarya corymbosa	Medium	100	0.2	10%
Parthenocarya corymbosa	Medium	100	0.2	10%
SEDGES AND RUSHES				
Ficus robusta	Medium	121	1.0	14%
Total Plants		340		



6. CHARLES STREET STAGING



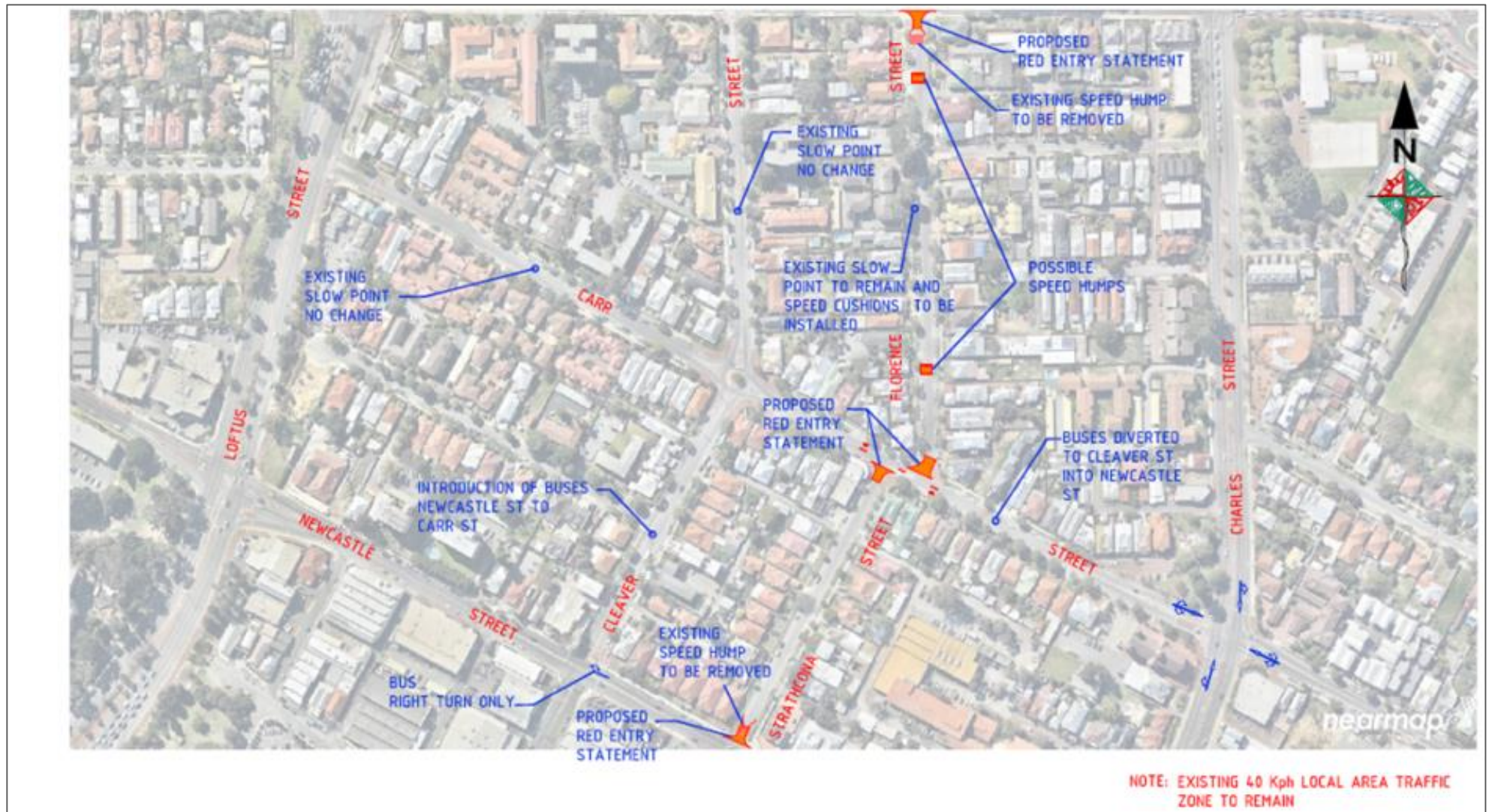


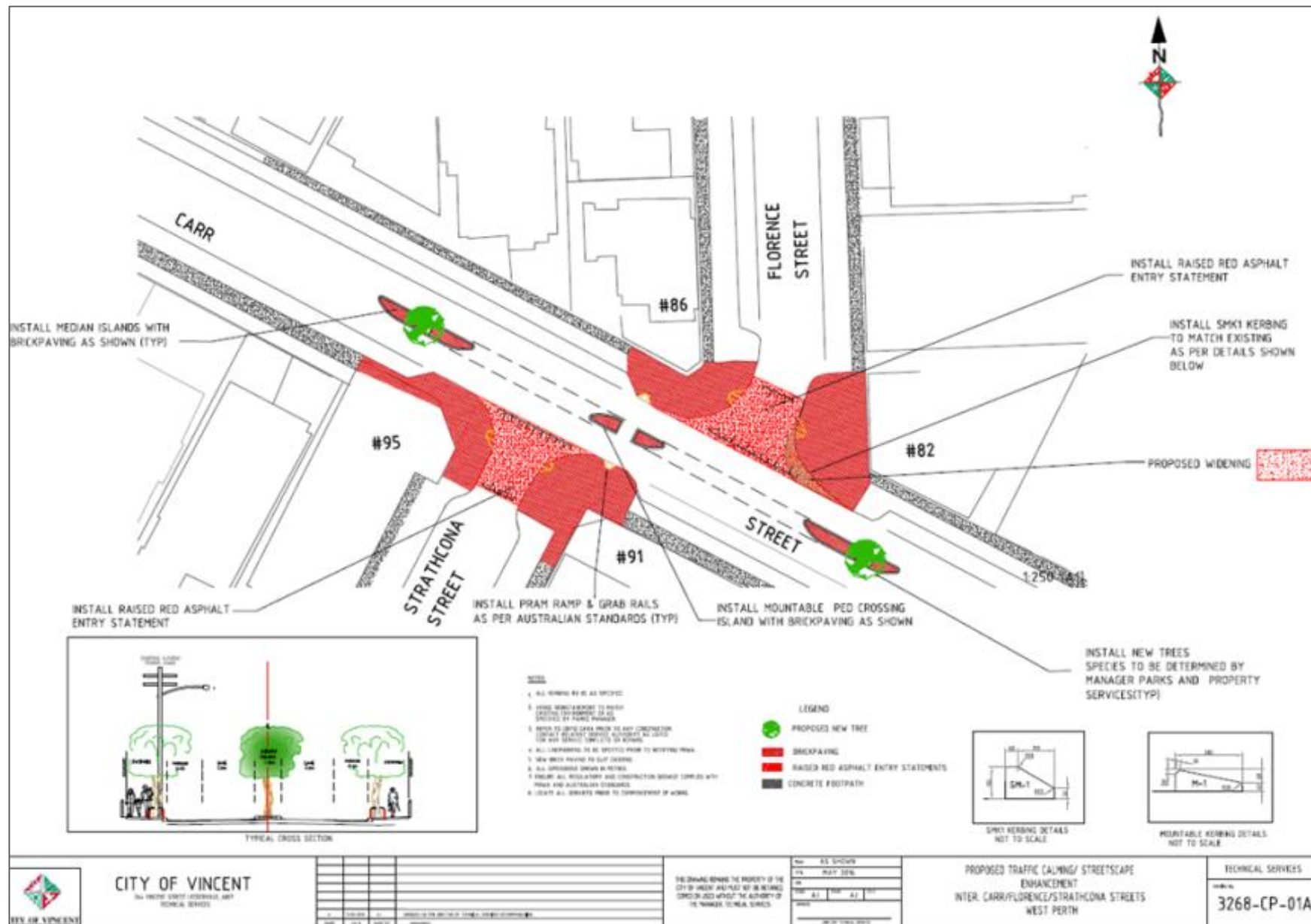


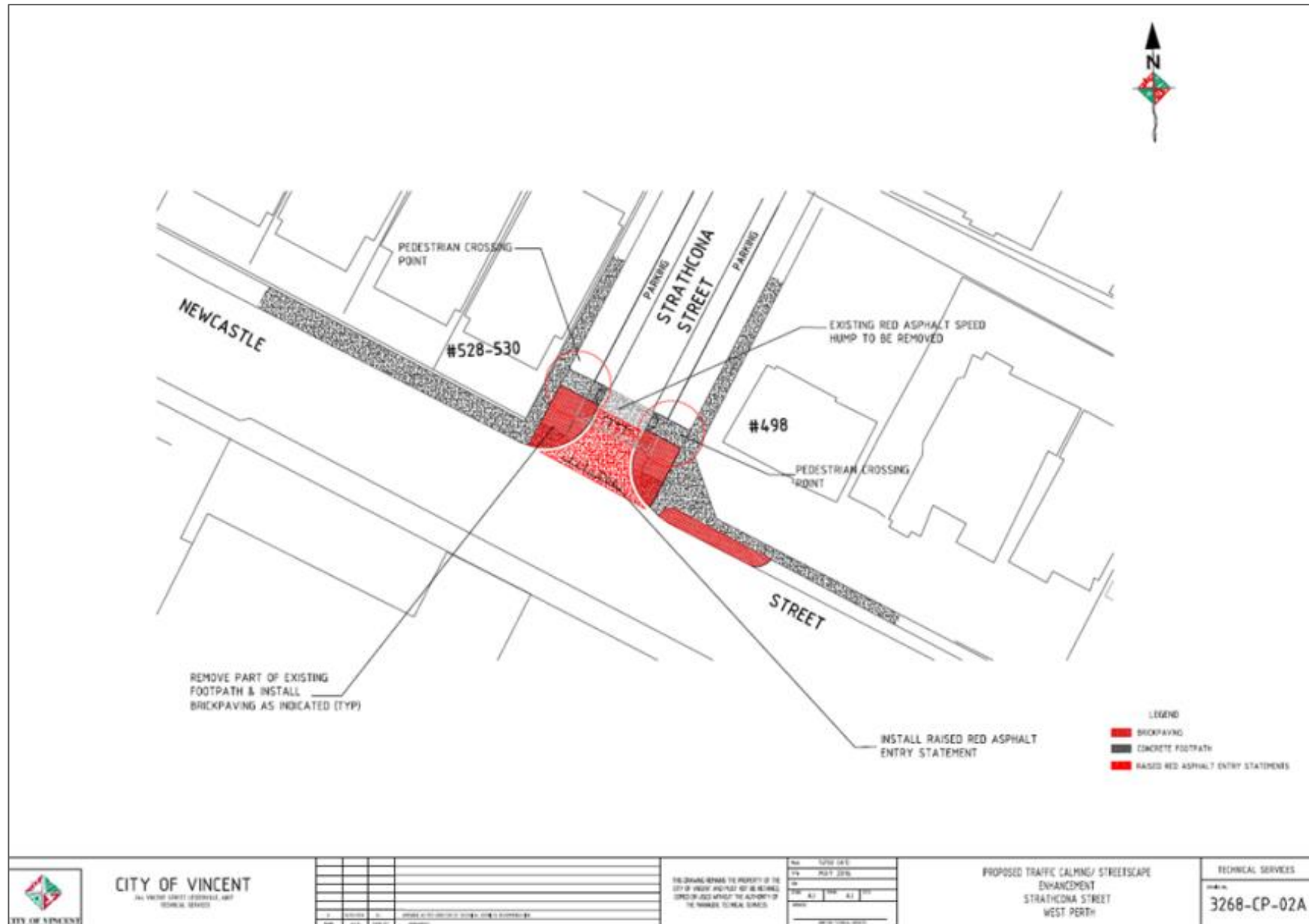


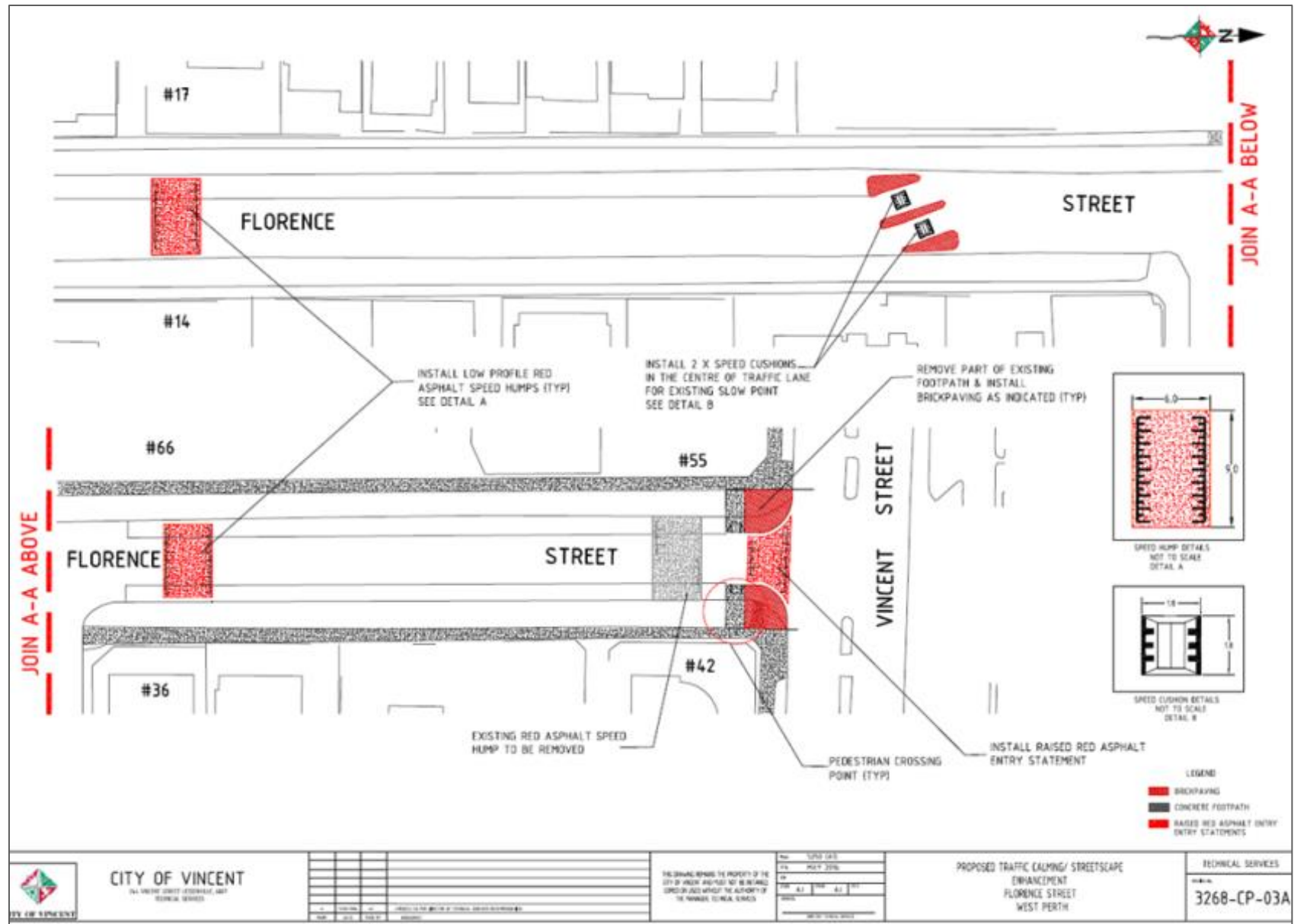


7. CITY OF VINCENT – LOCAL ROAD MODIFICATIONS









Further discussion resulted as follows:

Q	Fitzgerald and Newcastle Streets are dangerous for pedestrians, is there anything that can be done to address that?
A	More signage advising cyclists to watch for pedestrians would be useful. ACTION: Charlie The Traffic Controller was also used for first week. Joe to consider reposting the Traffic Controller. ACTION: Joe R
Q	What sort of bridge railing will be used?
A	Solid concrete barrier for buses with a higher centre of gravity.
Q	Are there any limitations for tree plantings?
A	Visibility and line of sight is an issue but the soil in the area is poor with lots of limestone. Tree planting closer to Bunning Lake works best or in larger continuous areas with a 5m setback required.
Q	What is the path shown at Bunning Lake?
A	It is for maintenance access only and the path will be open to the general public in a similar arrangement to those currently in place.
Q	Species mix looks good but need to keep or add replacement trees in larger species. Small Eucalypts and bee trees would be good.
A	We will pursue including larger trees with Main Roads guidelines applied.
Q	Claisebrook Catchment Group would like to see sedges included in the narrow spaces close to the water for perching birds.
A	There is rock stabilisation in this area as a constraint but will look at sedges at the water's edge with perches. ACTION: Landscaper (Syrinx) with Sally to visit the site to discuss There is rich top soil available to the project for use in appropriate places
Q	Line of sight and CCTV for buses is important and will influence the planting species and locations. The same applies for island areas for maintenance with degradation occurring over time.
A	Narrow or constrained areas may become stone pitching for maintenance and practical purposes.
Q	How long will new plantings take to reach maturity?
A	For smaller plants and shrubs around 3 or 4 years.
Q	Will existing trees that overhang the roadway be pruned or removed?
A	Main Roads has clear standards and will trim as required to retain trees wherever possible.
Q	Will the existing MR plaque remain where it is?
A	Yes, it is protected and banded off and will remain insitu.
Q	What lane widths will result?

A	Full width lanes of 3.5m.
Q	Can the red bus lanes be used as vehicle refuge at crossing points?
A	Yes.
Q	What impacts are anticipated for Ivy Park?
A	Minimal impacts are anticipated for the existing park although some of the park extends into the road reserve.
Q	Are road cross sections final and available?
A	<ul style="list-style-type: none"> • Yes, as provided in 15% design drawings. • We are trying to fit trees in the verges in the section from Cowle Street to Violet Street where possible. • All median trees go, but most in the verge stay. • SCRG requested a visual representation of Charles Street as a valuable resource possibly including a plan and a cross section <p style="text-align: right;">ACTION: Dirk</p> <ul style="list-style-type: none"> • Footpath width is generally around 2.5m but some pinch points exist at: <ul style="list-style-type: none"> ○ Newcastle /Charles St ○ Bus embayment –where it reduces to 2m.
Q	Will the Carr/Charles St pedestrian crossing have timers?
A	Signal design is underway but is detailed work and scenario dependent. Mid-point crossing refuge is provided. Ongoing monitoring and traffic light refinement will follow after completion. More pedestrian crossing information would be welcome by the community.
Q	Will cars be able to turn into Cleaver Street?
A	No, only buses will be allowed to turn with turning arrows and line marking provided.
Q	What is happening with planned Roe Street works with lots of discussion around Charles St but limited information for this area with a lot of residents and prevailing congestion?
A	<p>Discussion noted that:</p> <ul style="list-style-type: none"> • Micro Sim work is completed. • Roe Street works underway late August 2016. • Traffic management is required and work hours and other factors apply. • Work will continue through to November 2016. • Managing traffic flows is a challenge. • The removal of buses is a positive, however there is another set of lights to consider on Roe St with the new ramp.

8. SCRG MEMBER COMMENT

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

Member	Comment
Sally Lake	<ul style="list-style-type: none"> • Thanks for the opportunity to participate. • Landscaping and safe pedestrian crossing provisions are very important.

Member	Comment
Richard Spencer	<ul style="list-style-type: none"> Nothing to add, thank you.
Andrew Main	<ul style="list-style-type: none"> I met with the Minister for Transport with Eleni Evangel. I then submitted a request to the Minister to consider bike paths on both sides of Charles Street with priority to pedestrians and bikes at intersecting roads. I would like to see dedicated bus lanes in both directions from Vincent Street south and also accelerate the provision of dedicated bus lanes north of Vincent St. We need buses moving freely north of Carr Street.
Sarah Smith	<ul style="list-style-type: none"> Thank you, please continue to consult in cycling provision discussions. Please let us know about future changes to the PSP and engage with us.
Paul Farinosi	<ul style="list-style-type: none"> I am concerned at traffic impacts for Roe Street with congestion already experienced in the area. I am very happy with the work completed at James Street.
Mike Keiller	<ul style="list-style-type: none"> Nothing to add, thank you.
Maggie McPhee	<ul style="list-style-type: none"> Agree with Sally and need good conversation re pedestrian movements across Charles and Newcastle Streets. Pedestrian crossing provisions are of interest. Discuss pedestrian provisions at the next meeting. <p>ACTION: Dirk and Richard</p>
Alf Parolo	<ul style="list-style-type: none"> Thanks for the information. I am concerned at the speed for traffic leaving the freeway and we need a fixed speed camera at this location. I will pursue this with WAPol with co-ordination required now to make provision for future installation of detection equipment. Alf to provide a sketch of proposed location. Eleni may have also progressed this. <p>ACTION: Alf and MR - PM</p> <ul style="list-style-type: none"> A Precinct Group letter will be submitted supporting this approach. <p>ACTION: Alf</p> <ul style="list-style-type: none"> I am concerned at the Cleaver St / Newcastle St link and how we limit access to buses only.
Bart Gabriel	<ul style="list-style-type: none"> Provision of structured pedestrian crossing provisions at Carr and Charles Streets may incentivise people to adopt better and safer crossing decisions.
Tom Pacy and Jen Oxlade	<ul style="list-style-type: none"> Natasha Guerinoni will replace Jen at future meetings.
Marie Slyth	<ul style="list-style-type: none"> Happy with action to protect pedestrians at Newcastle and Fitzgerald Street. A concept to modify the Loftus and Vincent Street intersection was provided to MRWA for their information as an idea to minimise congestion. Miranda to provide to CoV. <p>ACTION: Miranda</p>

Member	Comment
Jan Bayman	<ul style="list-style-type: none"> • I am Frustrated at freeway flows at James Street. The James St and Fitzgerald St intersection needs to favour ex freeway flows with people using the petrol station as a short cut. • Merging is chaotic in this area and the speed camera is not working it seems. • Buses travelling along Roe St into Fitzgerald St generate queues and result in crashes. <p>Further discussion added that:</p> <ul style="list-style-type: none"> • This is a network operations issue with phasing under ongoing consideration and we aim to address this. We could ban the right turn from Fitzgerald St to James St to take traffic further along Roe St before accessing Northbridge via Milligan Street. • MR and CoP to consider the best configuration with signal phasing, turning limitations and other factors to consider. • Main Roads will review traffic conditions after the bus-bridge opens to consider resultant redistribution with ongoing review by Traffic Operations. <p style="text-align: right;">ACTION: Joe R</p>

9. NEXT STEPS

The next steps in the process include:

- Finalise and circulate the Meeting Summary;
- Establish the next meeting for late September 2016;
- SCRG members can contact the office for further information at their discretion.

The meeting closed at 6:05pm.

ATTACHMENT ONE MEETING AGENDA

AGENDA – Charles Street Bus Bridge & Busway Project



Date:	15th August 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;
- Close out current matters; and
- Consider construction staging and timing.

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
4:30	Project update	Dirk Baumgartel
5:00	Community and Stakeholder Relations	Charlie Wilson-Clark
5:15	Local Roads update	Rick Lotznicker
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
Janette Bayman	Local Resident
Richard Spencer	City of Perth
Sally Lake	Claisebrook Catchment Group & Local Resident
Andrew Main	Local Resident
Sarah Smith	West Cycle
Paul Farinosi	Local Business Owner
Mike Keiller	Chairman Business Improvement Group of Northbridge
Maggie McPhee	Carr Street Character Retention Streetscape Group & Local Resident
Alf Parolo	Cleaver Precinct Action Group
Bart Gabriel	Member of Council of Owners of Paddington Place & Local Resident
Thomas Pacy	Public Transport Authority
Marie Slyth	Local Resident
Garry Merritt	Public Transport Authority

Project Team

NAME	REPRESENTING
Dirk Baumgartel	York Civil
Miranda Nikolich	Main Roads
Paul Diviney	Main Roads
Jen Oxlade	Public Transport Authority
Mike Somerville-Brown	Public Transport Authority
Charlie Wilson-Clark	York Civil
Helen Browne	Main Roads
Jemma van der Loo	Main Roads
Joe Rapattoni	Main Roads
Kerry O'Flaherty	Syrinx
Helmut Acosta-Arrue	Syrinx
Rada Tomonavic	Syrinx
Linton Pike	(Facilitator) Estill & Associates

Apologies were received from:

NAME	REPRESENTING
Chris Raykos	Main Roads
Helen Brown	Main Roads
Matt Henderson	Local Resident
Saxon Mailey	Body Corporate rep The Mews Apartments
Eleni Evangel	MLA Perth
Mark Armstrong	Local Resident