

**CHARLES STREET BUS BRIDGE & BUSWAY PROJECT
STAKEHOLDER CONSTRUCTION REFERENCE GROUP WORKSHOP #4
Venue: Main Roads Don Aitken Centre
4:00pm, Monday 10th October 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
- Discuss construction progress.

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 August 2016 MEETING	RESPONSE AT OCTOBER 2016 MEETING
<p>High speed traffic exiting the freeway heading to Charles St northbound creates a dangerous situation. Further development of this is required.</p> <ul style="list-style-type: none"> • 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 style="text-align: right;">ACTION: Joe R</p>	<ul style="list-style-type: none"> • Vehicle classifiers were placed in four locations over the course of one week, this exceeds the routine monitoring period which is three days. • One was placed just north of the freeway exit to Charles Street. • The 85% percentile speed at this location was 59 kph. There was a small spike to 65 kph at 4am but no significant variation was observed. • WAPoI have considered the need to place a speed camera at this location but found it was not justified. • If speed was an issue MR would have to address this in its approach to TM. <p>SCRG feedback:</p> <ul style="list-style-type: none"> • The observation of the community is that there is still high speed with earlier fatalities in the area. • Crossing opportunities for pedestrians are limited and it is a struggle for fit and healthy people to cross Charles St. It may be a crossing phase timing issue rather than a speed issue.

ACTION ARISING FROM August 2016 MEETING	RESPONSE AT OCTOBER 2016 MEETING
<ul style="list-style-type: none"> Alf Parolo expressed concern at the speed for traffic leaving the freeway and expressed that a speed camera was needed at this location. Alf 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 style="text-align: right;">ACTION: Alf and MR - PM</p> <ul style="list-style-type: none"> A Precinct Group letter will be submitted supporting this approach. <p style="text-align: right;">ACTION: Alf</p>	<ul style="list-style-type: none"> Alf Parolo discussed this with WAPol where issues were raised with regard to the suitability of this location and Alf's concerns at the limited available lane length for traffic to wash off traffic speed. Alf to consider this matter further in light of Main Roads' speed zoning response above.
<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"> 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 style="text-align: right;">ACTION: Dirk</p>	<ul style="list-style-type: none"> Mark and Dirk met on site. The kerb line remains as is in this location and bollards would be non-complying traffic measure and we comply with AustRoads standards and any intervention must be code compliant. With a crash barrier there would only be around 1m of clear space remaining for pedestrians. A barrier would be problematic with limited value in erecting one in this location. Joe Rappatoni discussed the suitability of a crash barrier in this form with MR Traffic Branch. A guardrail on a tight curve is ineffective and it is not designed for this purpose. MR is trialling some frangible bollards in the CoP at the bus port. This may be an opportunity for the future.
<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"> 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>	<ul style="list-style-type: none"> To be discussed later in this meeting.

ACTION ARISING FROM August 2016 MEETING	RESPONSE AT OCTOBER 2016 MEETING
<p>Fitzgerald and Newcastle Streets dangerous for pedestrians</p> <ul style="list-style-type: none"> • More signage advising cyclists to watch for pedestrians would be useful. <p style="text-align: right;">ACTION: Charlie</p> <ul style="list-style-type: none"> • The Traffic Controller was also used for first week. Joe to consider reposting the Traffic Controller. <p style="text-align: right;">ACTION: Joe R</p>	<ul style="list-style-type: none"> • Additional signage has been placed on the footpath. • Traffic management is continuously reviewed by Joe Rappatoni and the response updated where required. • There is limited space for erected signage. • Feedback from the public including cyclists is considered by MR with very few complaints received so far. • CoP has not received complaints either and it is working well. • York received a commendation from a community member for the response.
<p>Are road cross sections final and available?</p> <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"> • York and Main Roads will continue to look for opportunities to plant additional trees with CoV but earlier trees died in this location.
<p>Pedestrian movements across Charles and Newcastle Streets</p> <ul style="list-style-type: none"> • Discuss pedestrian provisions at the next meeting. <p style="text-align: right;">ACTION: Dirk and Richard</p>	<ul style="list-style-type: none"> • To be discussed later in this meeting.
<ul style="list-style-type: none"> • 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 style="text-align: right;">ACTION: Miranda</p>	<ul style="list-style-type: none"> • This has been done. • Maggie noted her support for an inclusion such as this. • Alf added that this would help address possible rat running through residential areas. • Pedestrians would be impacted as a result. • Miranda to seek further comment from CoV. <p style="text-align: right;">ACTION: Miranda</p>
<p>Freeway flows at James Street.</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>	<ul style="list-style-type: none"> • This matter is ongoing and subject to review by CoP after planned modifications are complete.

3. PROJECT UPDATE

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

What's Been Happening:

- Design approaching completion to 100%
- Bus layover design 85% complete
- Piling works complete (longer duration than anticipated => impacts PSP closure)
- Piers now under construction
- First bridge segment being prepared for the end of month
- Charles Street widening works commenced
- Roe Street off ramp works 50% through. Target mid December opening
- Finishing works to James Street roundabout

Project Wins:

- Design almost complete
- Drainage work completed in Roe Street and good progress on new Roe Street off ramp
- Coordination with other agencies to minimise disturbances/ rework; e.g. ATCO Gas and Water Corp
- Charles Street work started - most significant area for community interface
- Bridge foundations (piling) completed
- Traffic management working well
- More wildflowers
- Rescued a shag and conserved three major trees

SCRG Initiatives:

- Signals modelling underway to assess feasibility of pedestrian crossing at Newcastle Street / Charles Street
- Signals modelling underway for alternative configuration of Cleaver Street / Newcastle Street
- Feasibility of alternative configuration (better for pedestrians) at Cleaver Street / Newcastle Street
- Changes to landscape design to include more trees / improvements at Bunning Lake
- Traffic management improvements for PSP diversion



Bunning Lake



Work Fronts



James Street

Questions and answers resulting from this session are summarised below.

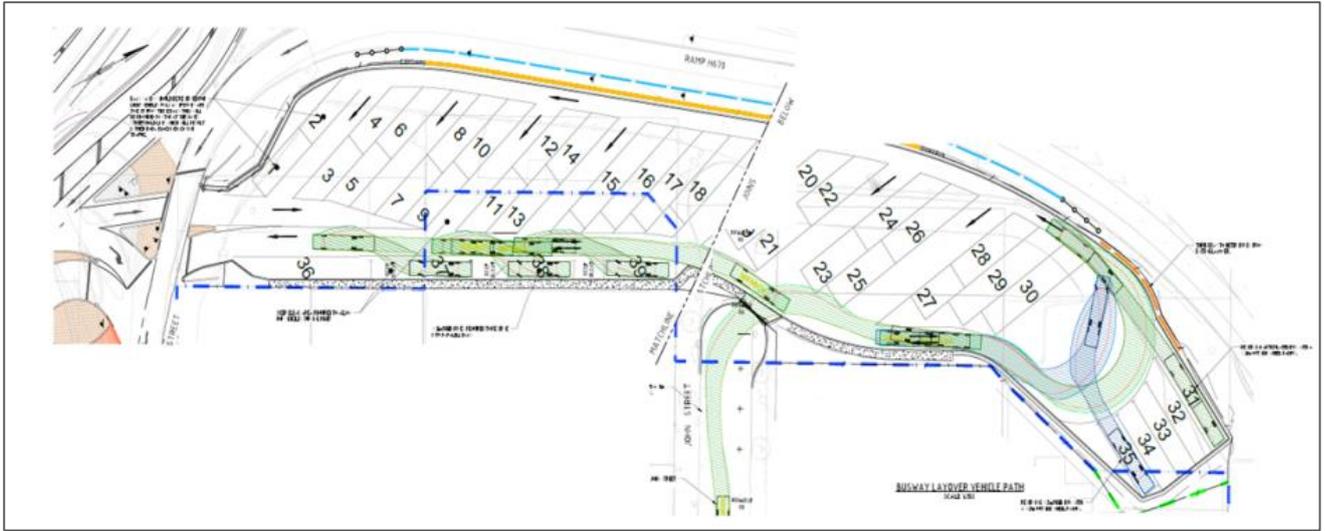
Q	What is the Roe St Ramp length and is it long enough to stack the associated traffic?
A	It is 130m long and has been modelled to 2031 and works effectively with: <ul style="list-style-type: none"> • Two lanes initially; and • Provision for three lanes ultimately.
Q	Will Bunning Lake offer public access?
A	No, but access for maintenance will be provided.
Q	David expressed his concern at the impacts of demolition of buildings in proximity to the circa 1911 building near the bus layover. How will this be managed?
A	We are entering final negotiations with the required property owned by MRWA. Tenant negotiations are also required with demolition planned for early 2017. A Building Condition Report has been done and we will monitor progress and any associated impacts.
Q	Who will do the demolition works?
A	York, subject to negotiation and award.
Q	Will the layover area be secured?
A	Yes, where required with security measures in place reflecting functionality as a layover.
Q	Will angle parking be provided along John Street to replace the lost parallel parking?
A	David to contact Richard Spencer at CoP to discuss this possibility. ACTION: David Richard noted that only 3 bays will be lost on John Street.
Q	Are the layover design drawings available for review yet?
A	Not sure, however Natasha to confirm via PM. <i>Note: response later provided to Mark Armstrong. Layover design drawings will not be provided for review as the layover will be operational and will not have any interface with the community.</i> ACTION: Natasha
Q	Will access be provided from John Street?
A	Yes.
Q	Will single or articulated buses use the layover?
A	Both maximum capacity of the layover is around 8 articulated and 26 regular buses.
Q	Is there swept path space for these vehicles?
A	Yes with an anti-clockwise circulation flow.
Q	Will it be noisy?
A	Some operational noise will result and we will meet with St Brigid's Church to discuss that soon.
Q	How many buses will move through the area?

A	15 or 20 at peak hour. The buses won't be carrying passengers and won't be idling in the layover with a mix of diesel and gas buses in use.
Q	How will Cleaver/Newcastle Street phasing be managed to suit the changes?
A	Phasing will be designed and modified to meet the forecast traffic flows.
Q	Will existing Newcastle Street parking remain?
A	The CoV supports one through lane with on road parking available. Main Roads supports two through lanes and a meeting will be held soon to discuss this with CoV.
Q	Does Bus Route 15 remain?
A	Yes, via the new bus bridge.
Q	Has the new Cleaver Street bus stop location been resolved yet?
A	Not yet sited but will be done soon. Tom Pacy to advise when known. <b style="float: right;">ACTION: Tom
Q	Can additional signage be provided in Prospect Place to manage speed through the area?
A	Dirk will look for possible options. <b style="float: right;">ACTION: Dirk
Q	What about the new location for the bus stop on Charles St near Ivy St?
A	We are looking to move it to a location north of Janet St in flat space with a shelter. This will be resolved with CoV tomorrow. <b style="float: right;">ACTION: Dirk

4. COMMUNITY AND STAKEHOLDER RELATIONS

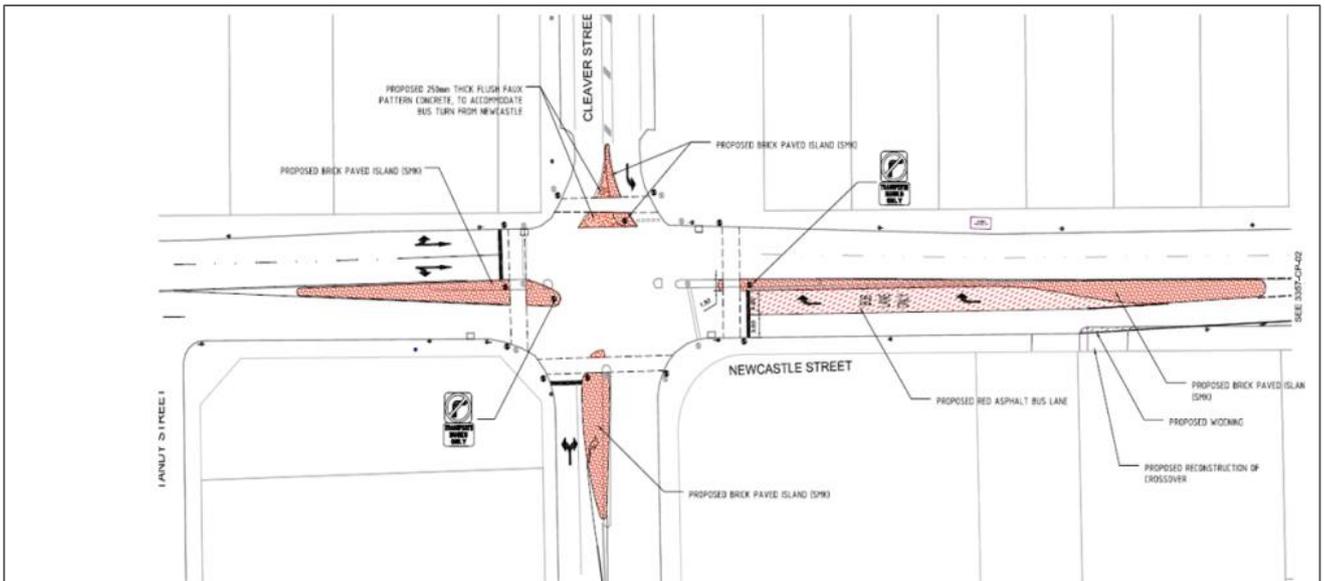
Charlie Wilson-Clark of York Civil provided a community and stakeholder relations update noting the following:

- Notifications released since the last SCRG meeting:
 - Newcastle Street Slip Widening
 - Roe Street Drainage Installation
 - Charles Street Roadworks
 - Prospect Place Temporary Closure
 - Newcastle Street Pedestrian and Cycle Detour Extension
 - Northbridge Nightworks



5. BUS LAYOVER

Dirk presented the following:



Bus Layover Area

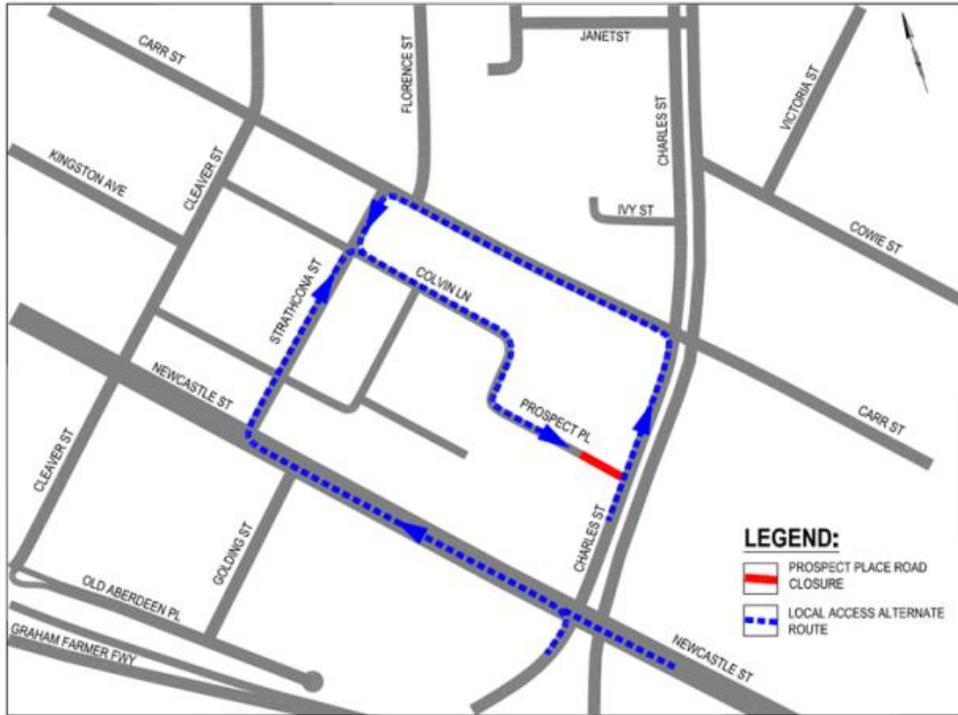
CoV Proposed Cleaver St Intersection Treatment

Charles Street Staging

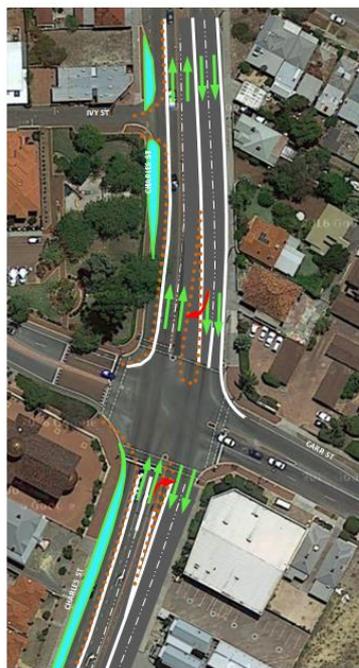
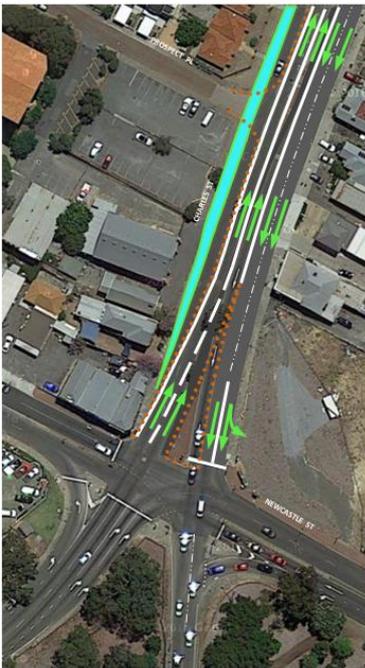
- Temporary closure of Prospect Place
- Removal of right hand turn into Carr Street
- Janet Street bus stop relocation
- Timeline
 - Newcastle Street to Carr Street (now until mid December)
 - Carr Street to Janet Street (November to Christmas)

- Median strip work Newcastle to Carr Street (November to February)

PROSPECT PLACE CLOSURE AT CHARLES STREET INTERSECTION



- Median strip work Carr Street to Janet Street (December to March)



Prospect Place Temporary Closure

Charles Street Bus Construction Stage 1

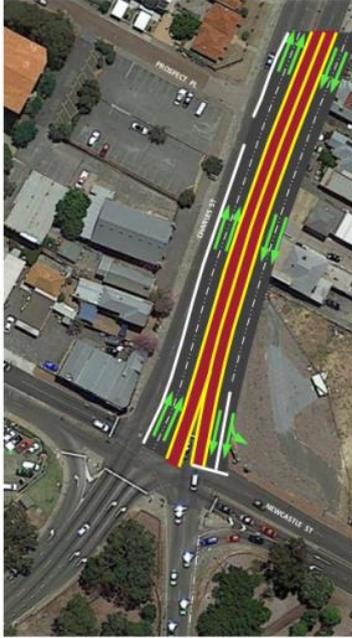


CHARLES STREET BUSWAY CONSTRUCTION – STAGE 3

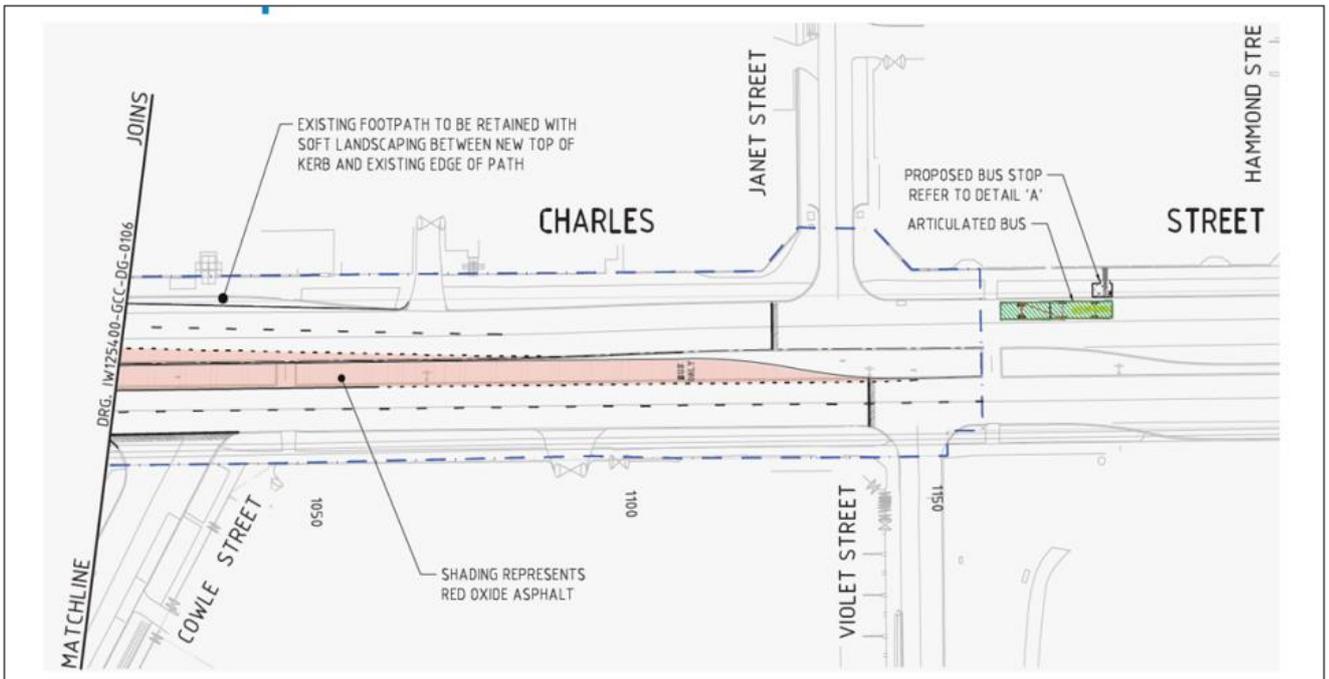
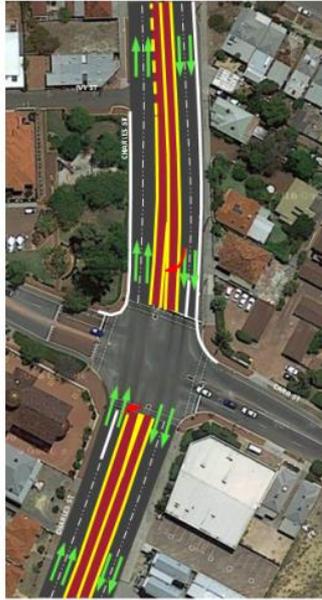


Charles Street Bus Construction Stage 2

Charles Street Bus Construction Stage 3

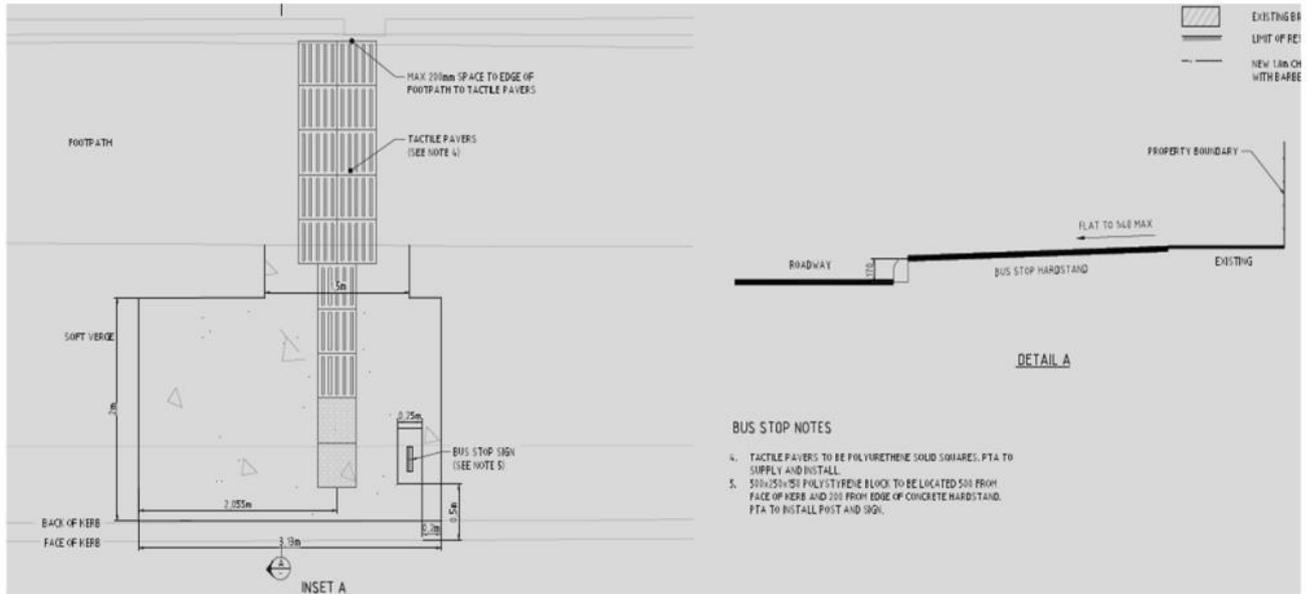


CHARLES STREET BUSWAY CONSTRUCTION – COMPLETE



Charles Street Busway Construction Completion

New Bus Stop



New Bus Stop

Questions and answers resulting from this session are summarised below.

Q	Ivy St access is tight with a narrow roadway and limited space for more than one car and limited separation to allow time to successfully indicate an intention to turn from Charles Street. Can Ivy St be widened at the Charles St end to provide adequate passing space?
A	This is a CoV and MR issue to consider with kerb modifications possibly required in this area. Dirk to raise for discussion with CoV. Access needs to be considered to allow for temporary closure of the intersection for construction to proceed with local access to be provided in some way. ACTION: Dirk

6. SCRG MEMBER COMMENT

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

Member	Comment
Saxon Mailey	<ul style="list-style-type: none"> Ivy St is constrained as noted above and action to address this would be welcomed. Centreline marking may also help. The existing bus bay location has verge modifications planned in proximity. Can vegetation be extended further south? This is a matter for MR to address in conjunction with CoV. James to discuss with CoV at a meeting planned for 11 October. <p style="text-align: right;">ACTION: James</p>

Member	Comment
David Brereton	<ul style="list-style-type: none"> Is it possible to provide angle parking at John St if existing parking bays are lost? Staging of the demolition work and need for condition reports is needed with an at risk building in the area (circa 1911 construction). Is there a sewer service easement in the area of the layover? Yes, with pit locations identified and some modifications required.
Richard Spencer	<ul style="list-style-type: none"> Nothing to add at this time.
Mark Armstrong	<ul style="list-style-type: none"> Is there a response to the questions I previously raised? Yes, with Main Roads and York soon to respond. I am keen to see the design drawings for Cleaver St/ Charles St intersection and Cleaver St bus stop location. <p style="text-align: right;">ACTION: Charlie</p>
Maggie McPhee	<ul style="list-style-type: none"> There is very limited pedestrian crossing time at Carr / Charles St intersection with limited time to cross. Can that be addressed? Signal phasing is being redesigned with standard times to be observed. Dirk to provide information when available. Bus movement and access in the area and right turn from Carr St to Charles St south bound with no turning filter is dangerous with limited sight distance. Adding buses seems to make this more dangerous. MR to consider signal phasing and intersection safety in design. <p style="text-align: right;">ACTION: Dirk</p>
Alf Parolo	<ul style="list-style-type: none"> I will pursue the speed camera issue. It would be good to see the crash statistic information. If there is no speed issue I am happy to accept it. It is surprising that the CoV isn't here with many relevant matters to consider. Can their participation be encouraged with a presence at this meeting important to the community? <p style="text-align: right;">ACTION: Linton</p> <ul style="list-style-type: none"> The right turn from Strathcona St has sight distance issues with fewer opportunities and it would be good to hear from CoV in this regard. St Brigid's impacts may be an issue with noise likely to be a problem with bus start/stop during funerals, weddings or services.
Marie Slyth	<ul style="list-style-type: none"> The Fire Station has around 20 call outs a day sometimes with buses accessing Carr St. This may become an operational or safety issue. Dirk noted that the Fire Brigade take traffic signal control at Carr / Charles only to provide safe access. I am still concerned at Carr and Fitzgerald St traffic flow and journey time as a result of loss of Carr St right turns from Charles St.

7. NEXT STEPS

The next steps in the process include:

- The next meeting will be held before the end of 2016.
- Suggested Agenda items for next meeting:

- Landscaping and finer detail drawings will be presented at the next meeting;
and
- Cleaver St bus stop details will also be provided for discussion.

The meeting closed at 6:00pm.

ATTACHMENT ONE
MEETING AGENDA

AGENDA – Charles Street Bus Bridge & Busway Project



Date:	10 October 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
- Discuss construction progress.

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	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
Richard Spencer	City of Perth
Maggie McPhee	Carr Street Character Retention Streetscape Group & Local Resident
Alf Parolo	Cleaver Precinct Action Group
Saxon Mailey	Body Corporate rep The Mews Apartments
Mark Armstrong	Local Resident
Marie Slyth	Local Resident
David Brereton	Rockface Climbing Centre

Project Team

NAME	REPRESENTING
Dirk Baumgartel	York Civil
Charlie Wilson-Clark	York Civil
James Houghton	Main Roads
Joe Rapattoni	Main Roads
Natasha Guerinoni	Public Transport Authority
Thomas Pacy	Public Transport Authority
Linton Pike	(Facilitator) Estill & Associates
Miranda Nikolich	Main Roads
Helen Browne	Main Roads

Apologies were received from:

NAME	REPRESENTING
Janette Bayman	Local Resident
Sally Lake	Claise Brook Catchment Group & Local Resident
Sarah Smith	West Cycle
Paul Farinosi	Local Business Owner
Mike Somerville-Brown	Public Transport Authority
Mike Keiller	Chairman Business Improvement Group of Northbridge
Bart Gabriel	Member of Council of Owners of Paddington Place & Local Resident
Eleni Evangel	MLA Perth
Matt Henderson	Local Resident