

**CHARLES STREET BUS BRIDGE & BUSWAY PROJECT  
STAKEHOLDER CONSTRUCTION REFERENCE GROUP WORKSHOP #5  
Venue: Main Roads Don Aitken Centre  
4:00pm, Monday 5<sup>th</sup> December 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
- Seek feedback on project delivery.

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:

<b>ACTION ARISING FROM October 2016 MEETING</b>	<b>RESPONSE AT DECEMBER 2016 MEETING</b>
<p>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> <ul style="list-style-type: none"> <li>• This has been done.</li> <li>• Maggie noted her support for an inclusion such as this.</li> <li>• Alf added that this would help address possible rat running through residential areas.</li> <li>• Pedestrians would be impacted as a result.</li> <li>• Miranda to seek further comment from CoV.</li> </ul> <p style="text-align: right;"><b>ACTION: Miranda</b></p>	<ul style="list-style-type: none"> <li>• CoV advised that this has been previously considered to limit turning movements with geometric constraints and limited space for buses to complete the through movement with traffic congestion resulting and lost traffic efficiency.</li> <li>• A free flowing left turn was not supported by the CoV in proximity to the GFF tunnel given the associated merging movements.</li> </ul>
<p>Will angle parking be provided along John Street to replace the lost parallel parking? David to contact Richard Spencer at CoP to discuss this possibility.</p> <p style="text-align: right;"><b>ACTION: David</b></p> <p>Richard noted that only 3 bays will be lost on John Street.</p>	<ul style="list-style-type: none"> <li>• Richard Spencer spoke with David and an email followed with no further contact.</li> <li>• Richard explained that parallel parking will be provided with angle parking not supported with minimal loss of parking either way.</li> </ul>
<p>Are the layover design drawings available for review yet? Not sure, however Natasha to confirm via PM.</p> <p style="text-align: right;"><b>ACTION: Natasha</b></p>	<ul style="list-style-type: none"> <li>• Layover design drawings will not be provided for review as the layover will be operational and will not have any interface with the community.</li> <li>• Mark advised that he has received further comment from PTA and expressed his thanks.</li> </ul>

<b>ACTION ARISING FROM October 2016 MEETING</b>	<b>RESPONSE AT DECEMBER 2016 MEETING</b>
<p>Has the new Cleaver Street bus stop location been resolved yet?</p> <ul style="list-style-type: none"> <li>Not yet sited but will be done soon. Tom Pacy to advise when known.</li> </ul> <p align="right"><b>ACTION: Tom</b></p>	<p>Brad Holden of PTA attended the meeting explaining that:</p> <ul style="list-style-type: none"> <li>The bus stop location is not yet fixed with indicative location to discuss further with CoV in the next week or so.</li> <li>Out bound stop prior to Vincent would be replicated for in-bound buses to provide opposing flow stops in proximity.</li> <li>Another set of stops will be provided south of Carr St. The assessment is made on a best for community basis.</li> <li>Further comment from SCRG members is welcomed and should be sent to Brad Holden at PTA.</li> </ul>
<p>Can additional signage be provided in Prospect Place to manage speed through the area?</p> <ul style="list-style-type: none"> <li>Dirk will look for possible options.</li> </ul> <p align="right"><b>ACTION: Dirk</b></p>	<ul style="list-style-type: none"> <li>Temporary signage was erected and worked out well for local residents.</li> <li>Some local damage has been reported to existing out-buildings along the lane and has been reported by the owner to York.</li> </ul>
<p>What about the new location for the bus stop on Charles St near Ivy St?</p> <ul style="list-style-type: none"> <li>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.</li> </ul> <p align="right"><b>ACTION: Dirk</b></p>	<ul style="list-style-type: none"> <li>The bus stop was relocated in December 2016 and the old shelter has been removed.</li> </ul>
<p>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.</p> <p>Can Ivy St be widened at the Charles St end to provide adequate passing space?</p> <ul style="list-style-type: none"> <li>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.</li> </ul> <p align="right"><b>ACTION: Dirk</b></p>	<ul style="list-style-type: none"> <li>This matter was discussed with CoV with no further changes proposed.</li> <li>Noted on site that temporary line marking has been done by an unknown person or people.</li> </ul>
<p>Ivy St is constrained as noted above and action to address this would be welcomed. Centreline marking may also help.</p> <ul style="list-style-type: none"> <li>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.</li> </ul> <p align="right"><b>ACTION: James</b></p>	<ul style="list-style-type: none"> <li>Addressed in Dirk's presentation later in this meeting.</li> </ul>
<p>I am keen to see the design drawings for Cleaver St/ Newcastle St intersection and Cleaver St bus stop location.</p> <p align="right"><b>ACTION: Charlie</b></p>	<ul style="list-style-type: none"> <li>Mark has viewed 100% design drawings.</li> </ul>

ACTION ARISING FROM October 2016 MEETING	RESPONSE AT DECEMBER 2016 MEETING
<ul style="list-style-type: none"> <li>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. <b>ACTION: Dirk</b></li> <li>Bus movement and access in the area and right turn from Carr St to Charles St south bound is dangerous with limited sight distance. Adding buses seems to make this more dangerous. MR to consider signal phasing and intersection safety in design. <b>ACTION: Dirk</b></li> </ul>	<ul style="list-style-type: none"> <li>Pedestrian crossing time was considered with MR and assigned pedestrian crossing time is regulated to ensure consistency.</li> <li>We comply with the relevant code which considers the many factors that apply with safety paramount.</li> <li>A median strip/pedestrian refuge will be provided.</li> </ul>
<ul style="list-style-type: none"> <li>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? <b>ACTION: Linton</b></li> </ul>	<ul style="list-style-type: none"> <li>Rick Lotznicker is here tonight to provide a CoV update.</li> </ul>

The following additional items were also discussed:

Newcastle Street Intersections with Cleaver:

- Local area traffic management will commence in the new year by CoV.
- The scope of work is described in earlier Council Minutes.
- CoV will include information through normal CoV communication channels.
- Mark will contact Rick to discuss his earlier comments and suggestions.

**ACTION: Mark**

Right turn from Fitzgerald Street to Carr Street:

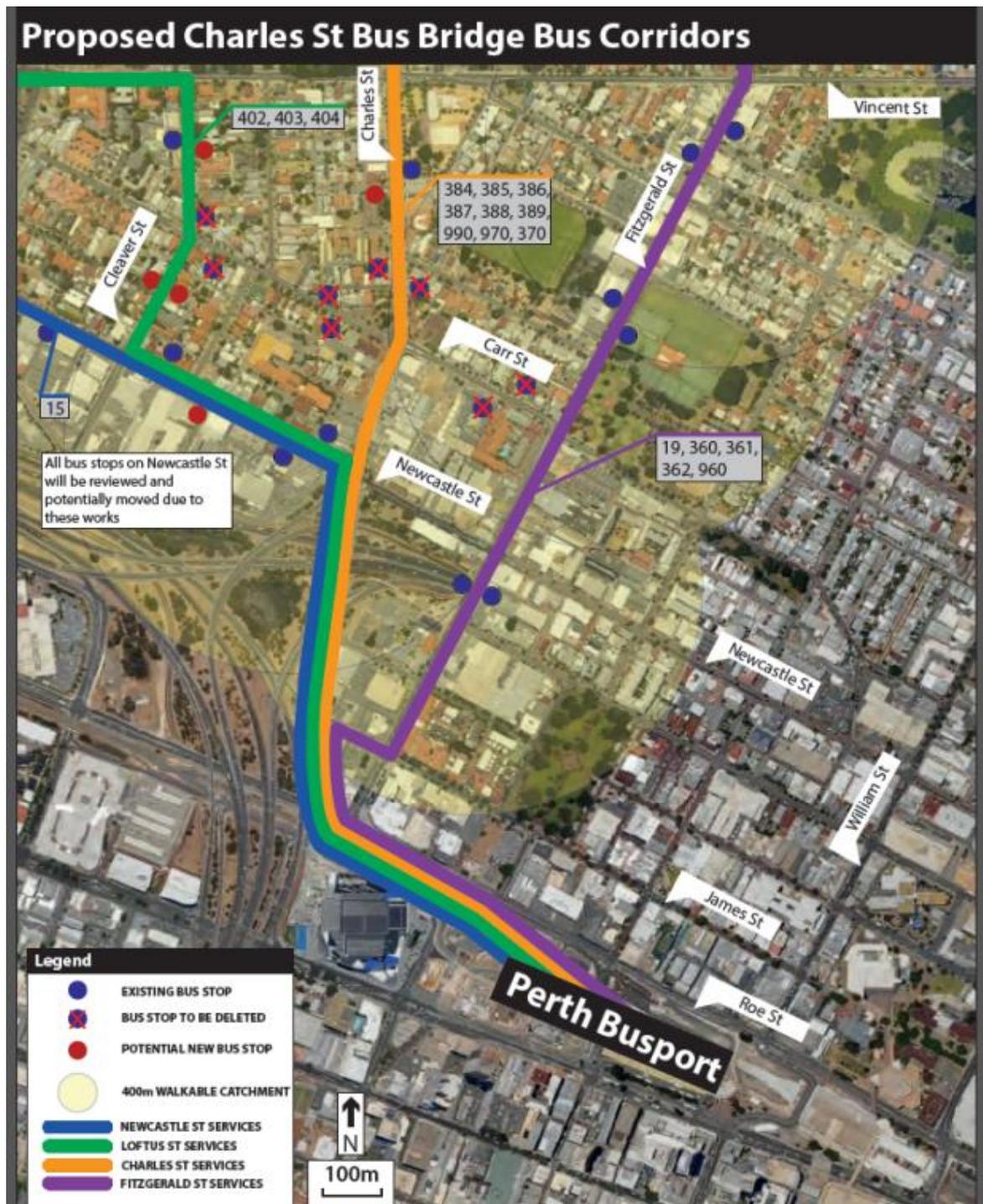
- No changes or works are included on the CoV long term plan and there is no current plan to make change to this intersection.
- Modifications to the intersections would be expensive and would be likely to bring more traffic into the area.
- Proposed local area traffic management changes have been about limiting traffic flow through the Cleaver precinct.
- Marie and Mark to discuss access for evening journey home from North Perth and impacts for local bus routes in light of planned development with CoV. For example, Cleaver near Vincent Street with traffic congestion and lost parking opportunities. Lots of independent attention but needs PTA, CoV and others to align their thinking.

**ACTION: Rick Lotznicker to arrange**

### 3. BUS ROUTE CHANGES AT PROJECT COMPLETION

Gary Merritt from PTA explained the bus route changes at project completion noting the following:

- The proposed bus route plan was previously circulated and still applies however, some bus stop locations have changed as shown in the mapping provided at the meeting. John St layover bus movements are not shown as they are not routes. The proposed routes and stops are shown over the page.
- The route changes will apply when the bus bridge is operational and includes planned bus stop changes.
- Final bus stop locations are subject to a site visit and agreement with City of Vincent to ensure it meets road, accessibility and operational standards / requirements.



SCRG members commented that:

- The plan looks good as presented.
- Wider communication to local community via SCRG members would be welcomed to raise awareness.
- Early signage for planned bus route changes would be welcomed. PTA has experienced challenges with communicating these changes and will align with MR/York communications to communicate proposed changes including Journey Planner and available Apps which are updated weekly.
- Final bus stop locations are dependent upon the meeting with CoV and should be resolved by the end of 2016.
- A new Adshel shelter may be provided subject to negotiations with Adshel and space provisions. It will be located on the property boundary if viable.

#### 4. PROJECT UPDATE

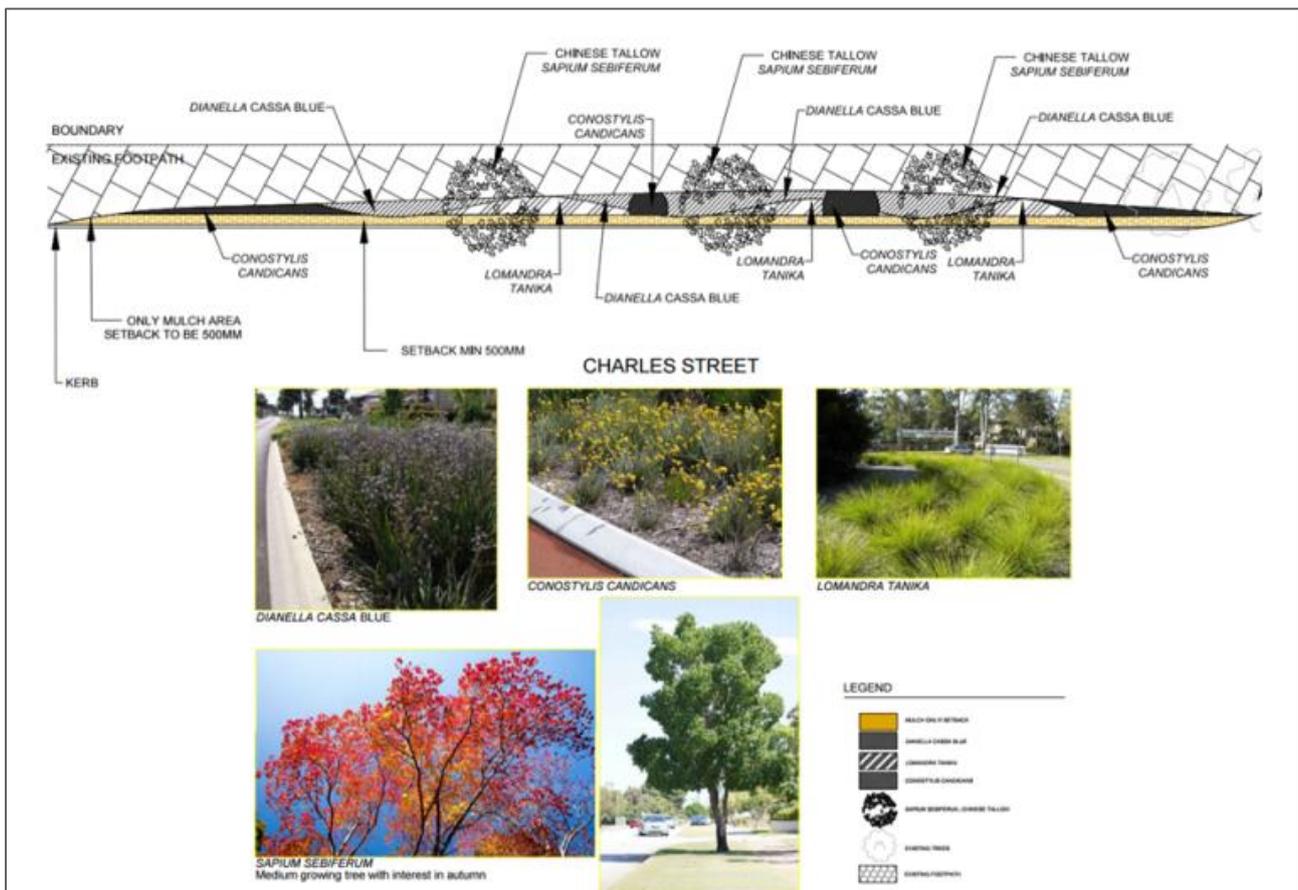
Dirk Baumgartel of York Civil provided a construction and project update noting the following:

What's been happening

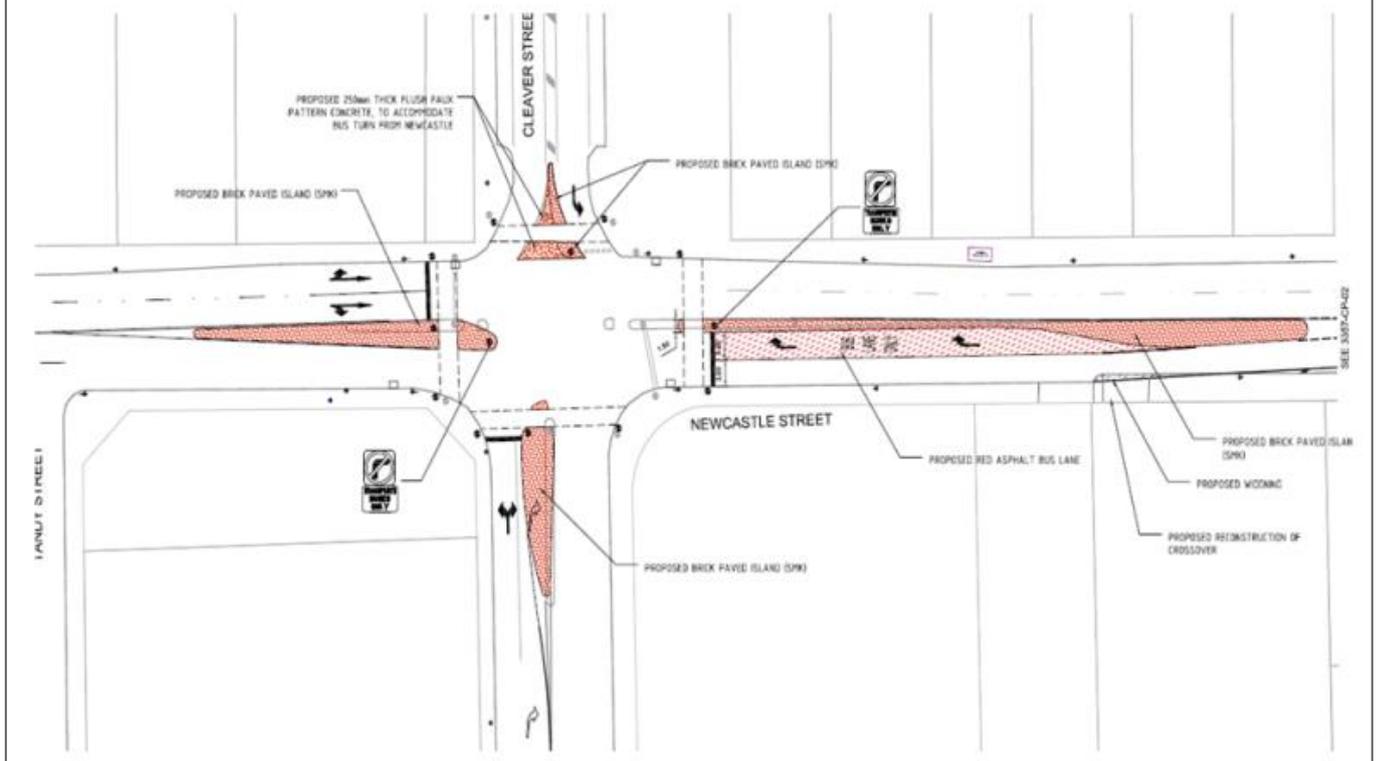
- First segments of the bridge have launched
- Piers under construction – Pier 3 and Pier 4
- Project design reached 100%
- Charles Street widening on western side well progressed
- New Roe Street off ramp almost ready – scheduled to open 18 December
- Demolition of John Street buildings next week, bus layover work starting

Project Wins

- Charles Street work progressing on schedule
- Aberdeen Street PSP reopened on 13 November
- Traffic management working well
- Landscaping has been maximised - more wildflowers, improved green verge on Charles Street
- Initial sustainability assessment (ISCA) has project on track for “commended” rating
- Pedestrian crossing of Newcastle St is proceeding



## Cleaver Street Intersection Update



Rick Lotznicker explained that:

- A seagull island was installed previously.
- Existing traffic signals will stay, but modifications to the islands may result.
- Left and right turning movements must remain clear if the island is extended.
- Flush kerbing is proposed but may sit slightly proud of the road seal.
- Traffic lights control is not clear with traffic lights and a Give Way sign present.
- A site visit will be held to consider this further. Rick to arrange and include Mark Armstrong, Alf Parolo, James Houghton and Joe Rapattoni.

**ACTION: Rick Lotznicker**

- Design comments are welcomed and the design is not yet finalised.
- Mark has submitted questions previously. Charlie to identify accountability for responding.

**ACTION: Charlie**





**Freeway Ramp Realignment**

- James Street off-ramp will be permanently realigned to Roe Street
- Removes 4,000 vehicles per day from James Street
- Provides motorists direct access to Northbridge
- Relieves congestion at James and Fitzgerald Street intersection
- At project completion, 1000 buses will be removed from James and Fitzgerald Street
- Broad advertising campaign and detailed signage to communicate change

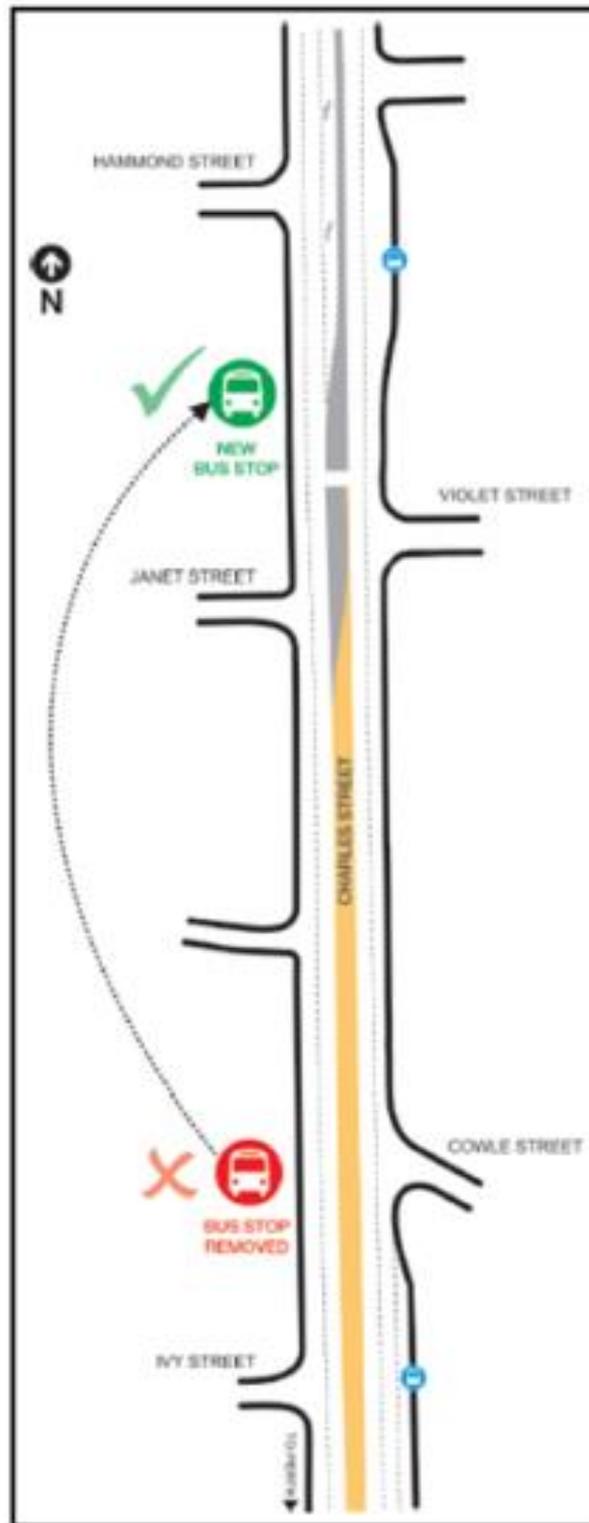
Traffic diagram for ramp realignment



Charles Street



New Bus Stop



**Charles Street Work to Come**

- Continue removal of median strip
- Installation of new lighting (slow progress)
- Verge works (footpaths)
- Resurfacing at major intersections – Carr and Newcastle

**Road to Completion**

<b>Dates</b>	<b>Activity</b>
December	Roe Street ramp opened
December	John Street demolition of buildings, bus layover work starts
December	Charles Street western widening of pavement complete
January	Roe Street shared path well progressed
January	Charles Street new lighting being installed
February	Bus bridge launching in final phase
February	Charles Street centre lanes installed
April	Project complete (with exception of layover)

Further SCRG discussion noted that

- The Cleaver/Newcastle Street design concept has been modified to reflect SCRG comments:
    - It is complex and has been traffic modelled.
    - Pedestrian crossing included when modelling proved viable.
    - A pedestrian refuge will be provided at the mid point on Newcastle Street.
  - The new freeway bridge will be incrementally launched and is curved with geometric challenges.
  - There will be lots of activity around James Street and road users are asked to find other routes if possible when the new ramp opens soon.
  - Freeway signage and variable message signs will be included to advise of change.
  - Charles Street asphalt will be completed at Ivy St in December 2016 if possible.
    - Median work is also underway.
    - Ivy Park tools were left on site. Dirk to raise with Supervisor.
- ACTION: Dirk**
- Newcastle St asphalting will be completed in 2017.

**4. COMMUNITY AND STAKEHOLDER RELATIONS**

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

- Lots of different communications methods to be adopted to communicate ramp and other traffic changes.

Notifications released since the last SCRG meeting:

- Notifications:
  - Northbridge Night Works;
  - Charles Street Night Works, new bus stop; and
  - PSP detour, opening Aberdeen Street path and then smaller closure at Pier 4.
- Face-to-face meetings:
  - St Brigids;
  - Sisters of Mercy;

- DFES scheduled next week;
- Department of Training and Workforce Development; and
- Rockface (additional structural assessment completed)

Questions and answers resulting from this session are summarised below.

<b>Q</b>	Will a rumble strip be provided for traffic leaving the freeway to access Charles St?
<b>A</b>	No – the use of a transverse rumble strip for traffic calming or as a speed attenuation device on this type of road is non-standard. Rumble strips and other surface treatments to create audible noise may occasionally be considered an effective traffic calming measure only in very specific, very low-speed environments. Standard application of rumble strips as safety measure within WA is along edge line of traffic lanes. Also based upon the available, recorded speed data, non-compliance with posted speed limit is not a significant issue.
<b>Q</b>	How will bus layover access to the bus port be provided?
<b>A</b>	Into James St at the roundabout as the only access point and vice versa.
<b>Q</b>	Will the new ramp exit to Roe St with a left turn lane to access Fitzgerald St?
<b>A</b>	Yes, final arrangement on Roe-Fitzgerald intersection east bound consists of a dedicated left turn lane and two through lanes (one additional through lane). James Street can then be accessed via a right turn from Fitzgerald St, though the continuation of the right turn movement from Fitzgerald St to James St will be reviewed further by CoP following completion of the Roe Street changes. Access to James St can also be gained via Milligan St as before.
<b>Q</b>	Modifications to John St bus movements and also truck movements in to John St. car impound facility?
<b>A</b>	<p>Bus movements in to the layover via Fitzgerald St will be minimal and will be out of service buses only at off peak times.. Richard suggested changes to default route of car towing vehicles in to John St facility. Suggested route to avoid right turn in to John Street from Fitzgerald St is to use Shenton St, John St then straight across intersection.</p> <p style="text-align: right;"><b>ACTION: Richard</b></p> <p>Joe Rapattoni to contact Richard to follow up.</p> <p style="text-align: right;"><b>ACTION: Joe R</b></p>

## 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"> <li>• What sort of lighting will result? It will be standard sodium lights although we are moving to LED but not quite there yet. Layover lighting will be LED to manage light spill.</li> <li>• Traffic management has been great at Charles St median works and field staff have been very helpful in assisting pedestrians in the area.</li> </ul>
Richard Spencer	<ul style="list-style-type: none"> <li>• Nothing to add.</li> <li>• CoP's traffic management interests will be addressed separately.</li> </ul>

Member	Comment
Alf Parolo	<ul style="list-style-type: none"> <li>Freeway egress crash statistics at Charles / Newcastle St have been sent to Murray Cocking from WAPol but no response to date.</li> <li>Traffic calming proposed as part of the CoV's local area traffic management would be beneficial.</li> <li>Bus stops relocated on Charles St need to reflect resident opinions with support for the status quo. Moving stops simply to align across the street seems pointless. Alf to discuss with PTA representative (Brad Holden) and CoV (Rick).</li> </ul>
Mark Armstrong	<ul style="list-style-type: none"> <li>Proposed landscaping on the western side is good. Can we do the same for the eastern side? This is not planned with no project changes to kerb alignment. This is a CoV matter, however MR can look for opportunities to do so subject to CoV input and support. The same may apply to Roe St to improve the streetscape if space is available. <b>ACTION: James</b></li> <li>Newcastle / Charles intersection doesn't have median grab rails when provided elsewhere. Is that an inconsistency? Not supported by CoV or MR in this setting.</li> </ul>
Bart Gabriel	<ul style="list-style-type: none"> <li>Nothing at this time.</li> </ul>
Jan Bayman	<ul style="list-style-type: none"> <li>I am impressed with the project and these meetings. Things are well organised and are impressive.</li> <li>Night works have been minimal in impact.</li> </ul>
Mike Sommerville-Brown	<ul style="list-style-type: none"> <li>Nothing at this time.</li> </ul>
Marie Slyth	<ul style="list-style-type: none"> <li>Prospect Place corner TM staff were very helpful, thank you.</li> <li>I have experienced some damage that is being addressed.</li> <li>I am concerned at the lack of a rumble strip for traffic leaving the freeway at Newcastle St.</li> <li>Will buses access the layover via John St with impacts for the convent? . All in service buses will access the layover via James St.</li> <li>Marie provided additional comment as shown at Attachment Three.</li> </ul>
Dirk Baumgartel	<ul style="list-style-type: none"> <li>Will pass on positive comments at the next Project Tool box meeting.</li> <li>Thanks for your input.</li> <li>Please contact us over Christmas period if any issues arise.</li> </ul>

## 7. NEXT STEPS

The next steps in the process include:

- The next meeting will be held in late February – date to be confirmed.  
**ACTION: Charlie**
- Suggested Agenda items for next meeting:
  - Cleaver St bus stop locations. Natasha to follow up and include in these minutes if possible.  
**ACTION: Natasha**
  - Landscaping and vegetation on Charles St.
  - Further information on Charles and Newcastle Sts.

The meeting closed at 5:50pm.

ATTACHMENT ONE  
MEETING AGENDA

AGENDA – Charles Street Bus Bridge & Busway Project



<b>Date:</b>	<b>5 December 2016</b>	<b>Time:</b>	<b>3:45 for 4:00 to 6:00pm</b>	<b>Location:</b>	<b>Main Roads – Don Aitken Centre 1 Waterloo Crescent East Perth Please come to Ground Floor reception</b>
<b>Attendees:</b>	<b>To be provided as an attachment</b>				

MEETING PURPOSE:

- Provide a project update;
- Close out current matters; and
- Seek feedback on project delivery.

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	Bus route changes at Project completion	Gary Merritt
4:40	Project update: <ul style="list-style-type: none"> <li>• Freeway ramp realignment</li> <li>• Newcastle Street intersections – Charles and Cleaver</li> </ul>	Dirk Baumgartel
5:00	Community and Stakeholder Relations	Charlie Wilson-Clark
5:10	SCRG member comment	Each SCRG member
5:50	Next steps	Linton Pike
6:00pm	Close	

**ATTACHMENT TWO  
MEETING PARTICIPANTS**

**Stakeholder Construction Reference Group**

<b>NAME</b>	<b>REPRESENTING</b>
Richard Spencer	City of Perth
Rick Lotznicker (until 4.55)	City of Vincent
Alf Parolo	Cleaver Precinct Action Group
Saxon Mailey	Body Corporate rep The Mews Apartments
Mark Armstrong	Local Resident
Marie Slyth	Local Resident
Janette Bayman	Local Resident
Bart Gabriel	Member of Council of Owners of Paddington Place & Local Resident
Brad Holden	Public Transport Authority
Natasha Guerinoni	Public Transport Authority
Mike Somerville-Brown	Public Transport Authority

**Project Team**

<b>NAME</b>	<b>REPRESENTING</b>
Dirk Baumgartel	York Civil
Charlie Wilson-Clark	York Civil
Jemma Van Der Loo	Main Roads
James Houghton	Main Roads
Joe Rapattoni	Main Roads
Chris Raykos	Main Roads
Miranda Nikolich	Main Roads
Garry Merritt	Public Transport Authority
Linton Pike	(Facilitator) Estill & Associates

**Apologies were received from:**

<b>NAME</b>	<b>REPRESENTING</b>
Craig Wilson	City of Vincent
Maggie McPhee	Carr Street Character Retention Streetscape Group & Local Resident
Sarah Smith	West Cycle
Sally Lake	Claise Brook Catchment Group & Local Resident
Mike Keiller	Chairman Business Improvement Group of Northbridge

**ATTACHMENT THREE**  
**MARIE SLYTH'S ADDITIONAL COMMENT**

Points to raise at meeting Dec 5, 2016

Relief that pedestrians not likely to be hit by speeding cyclists on south side of Newcastle Street now as bike bridge has been reopened. (only church goes likely to be injured by speeding cyclists again now.

Great need for right turn from Fitzgerald into Carr St Possibility of roundabout  
So buses do not need to wait at traffic lights (SEE PHOTOS OF THIS CORNER)  
And where it goes into Stuart Street

Dangerous turning from Vincent into Florence Street with traffic racing up behind, even though left indicator on for nearly half distance, drivers are still not prepared for Vehicle to turn left

NeighbourS with large family very concerned about crosswalk with timing to be installed south corner of Carr & Charles Street where it will be six lanes of traffic

Cars sitting on 80km still racing up Charles Street on Green light  
Desperate need for Rumble bar to be installed to slow down these speeding vehicles

- As pedestrians will be crossing at Newcastle and Charles Street on north side and six lanes with no median strip is a long distance to cross need of long timed lights and once again essential for rumble strip to slow 80km speeding cars down.

Ivy Park cut back on Charles Street Mother and child from Carr Street told me that Workers have been leaving tools, hammers etc on side of road (she is concerned that children may pick up these tools)

Damage to internal wall over top of my backyard toilet (inside/beside) my garage on Colvin Lane. This damage caused by the huge heavy YORK vehicles using our section of Colvin Lane to enter and depart when working on corner of Prospect Lane and Charles Street. Had Supervisor from Main Roads (York company) come to inspect.

He made a written report on this damage and when I saw him last Friday, he told me he had handed the report into Main Roads 3 weeks ago. He asked me if I had had any visit since then. I told him I hadn't.

What are further changes to the bus storage at the rear of St.,Brigids Church going to look like now?

Six storey Cleaver Street high rise interference with traffic and bus route 402 403 and 404 - continuous heavy use all day with vehicles entering and pulling out into Cleaver Street - creating very dangerous situation