

CHARLES STREET BUS BRIDGE & BUSWAY PROJECT
STAKEHOLDER CONSTRUCTION REFERENCE GROUP WORKSHOP #1
Venue: Public Transport Centre Theatrette, Public Transport Authority
4:00pm, Friday 6th May 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:

- Establish the Stakeholder Construction Reference Group (SCRG) for the Charles Street Bus Bridge and Busway Project;
- Discuss and provide comment on the SCRG Terms of Reference;
- Provide a project briefing and overview to SCRG members; and
- Identify and discuss key SCRG considerations.

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 CRG member provided a brief personal introduction.

2. PROJECT HISTORY AND MAIN ROADS' DELIVERY ROLE

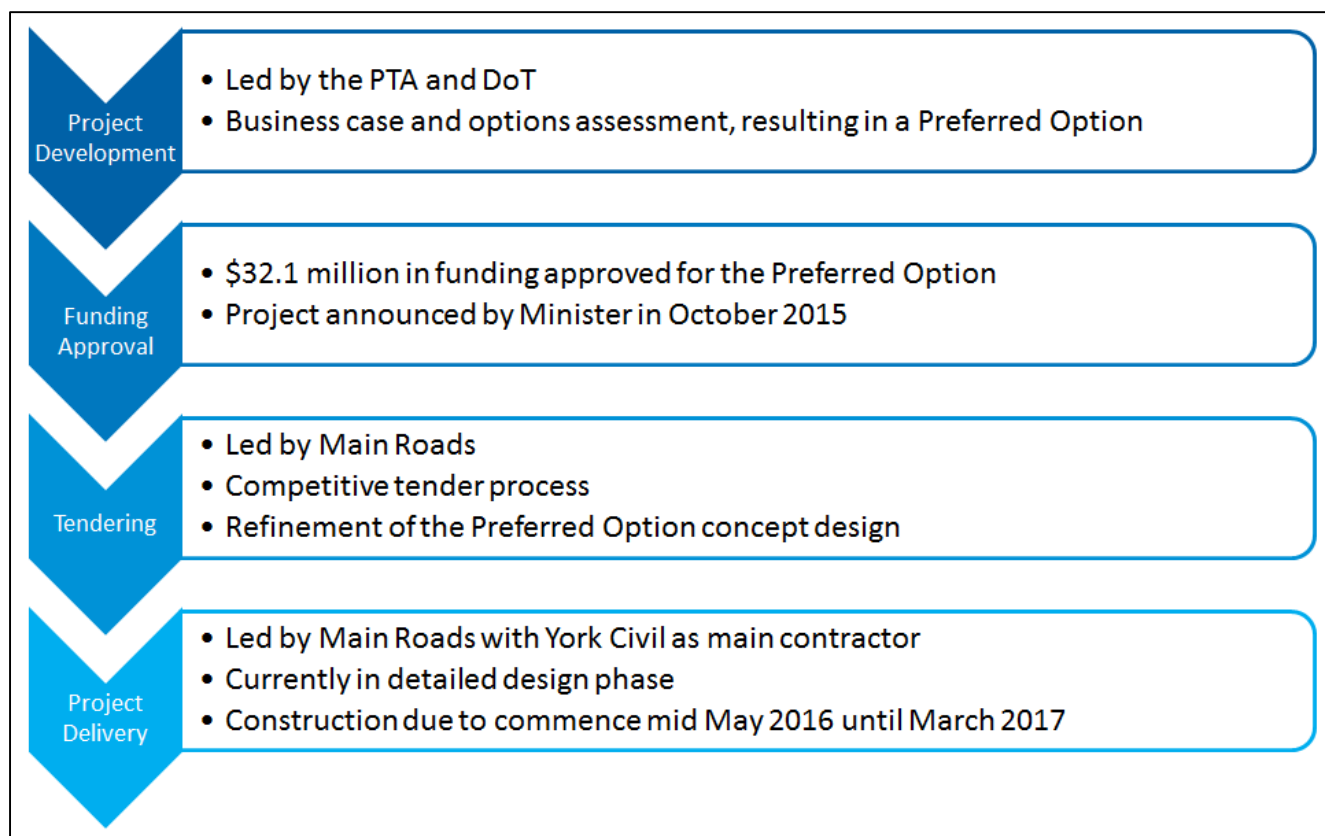
Chris Raykos from Main Roads, provided a summary of the history of the project and Main Roads' delivery role noting the following:

- Thanks to all SCRG Members for agreeing to meet on a Friday. We expect that this will be a one off with future meetings held earlier in the week;
- This has been a fast-tracked project and was put out to market very quickly for completion by March 2017;
- The Bus Layover Area work is part of the project scope;
- The Public Transport Authority with the Department of Transport completed the earlier project development work and Main Roads has now taken on the delivery role.
- The design concept is fixed as part of the contractual commitments but interface matters can be considered.

Project Introduction

- This project involves the construction of:
 - a bus only bridge – the **Charles Street Bus Bridge** – over the Graham Farmer Freeway;
 - a dedicated **busway** connecting the Charles Street Bus Bridge with the existing James Street Bus Bridge;
 - median **bus lanes** on Charles Street;
 - a **bus layover area** to service the new Perth Busport;
 - modifications to the road network, inclusive of a new Mitchell Freeway off-ramp to Roe Street, and;
 - a new shared path on Roe Street.
- The project will enable buses from Perth's northern and north-western suburbs to avoid congested roads and four sets of traffic signals in the Northbridge area.

Project History and Delivery Responsibility



Project Benefits - For Bus Passengers

- Over 1,000 buses per day will use the new Charles Street Bus Bridge and Busway.
- Over 16,000 bus passengers per day will travel along the combined Charles Street and James Street bus bridges.
- Up to six minutes per bus trip will be saved during peak hour travel.
- Reduced bus travel time = reduced bus operating costs and environmental benefits (bus fuel saving).
- On-time reliability improvements will have flow-on effects for public confidence in the public transport system.
- The bus bridge and bus layover will maximise the benefit of existing investments such as Perth Busport.

Project Benefits - For General Road Users (Cars, Bicycles and Pedestrians)

- Approximately one third of the assessed benefits are for general road users, through reduced travel time, particularly around James Street (west) and Fitzgerald Street (south).
- A significant connecting piece of east-west cycle infrastructure provided through the Roe Street shared path.
- Reduction in traffic on Carr Street and Fitzgerald Street (south) provides future opportunity for cycle network improvements.
- Pedestrian crossing improvements at the Fitzgerald Street / Roe Street intersection and improved phasing for general road users (including cyclists and pedestrians) at the James Street / Fitzgerald Street intersection.

- Design progressing well – complete by August 2016.
- Quarterly Newsletter with updated timeline.
- Charles Street:
 - Methodical program completed in small components to minimise disruption
 - Lots of communications for planned works
 - Lot of services – smaller equipment will be used and a gently-gently approach taken to avoid issues with services
 - Traffic management is an important part of the job, with a team to manage it.



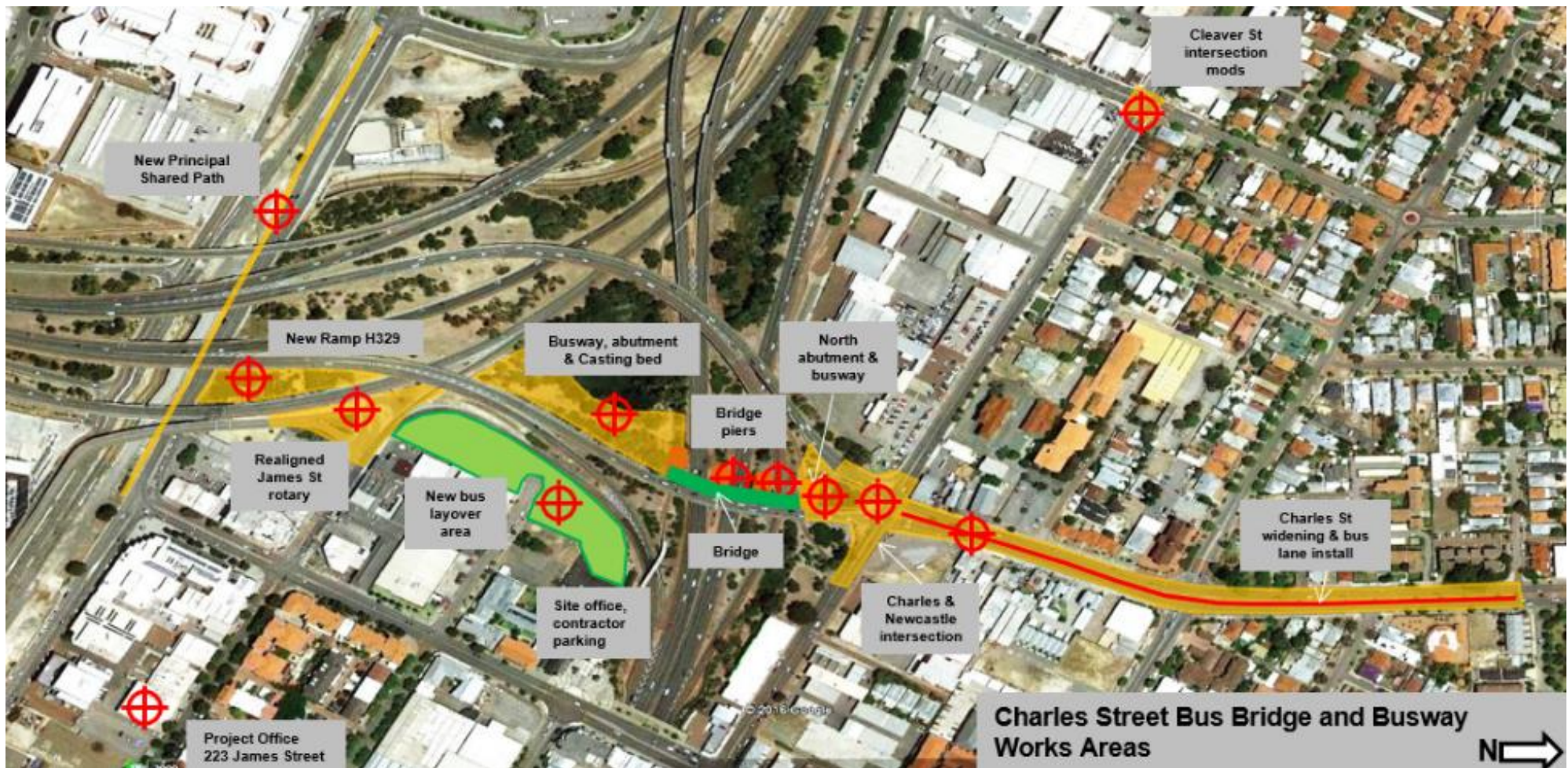
This Project is intended to provide a significant reduction in traffic congestion within the Northbridge area, by providing buses a direct and dedicated route from the newly constructed bus port on Wellington Street, through to the Charles and Newcastle Streets intersection.

From there buses will travel on dedicated “Bus Only” lanes in the centre of Charles Street.

It is anticipated that this will remove around 1000 bus movements per day from the James and Fitzgerald Streets area of Northbridge. The schedule for completion of the project is March 2017.

York Civil Pty Ltd is proud to be chosen to deliver this key Western Australian infrastructure project.

Works Locations



Construction Methodology

The Charles Street Bus Bridge and Busway Project will be constructed in several stages. Some of which must be completed sequentially and some which may run concurrent with others.

In short the Methodology is to:

- Construct and commission a new freeway off-ramp which will enter Roe Street in Northbridge to enable the closure of the existing James Street off ramp;
- The closure is required to allow the construction of the new busway which will run from the roundabout at James Street, under the Charles Street freeway on ramp bridge and swing north to the Graham Farmer Freeway;
- The bridge will span the Graham Farmer Freeway and land in North Perth where it will join the Charles and Newcastle Streets intersection;
- From this point dedicated bus lanes will run north/south on Charles Street to Janet Street;
- A key aspect of the project will be the re-alignment of the existing James Street roundabout to facilitate bus movements between the new busport and Charles Street while segregating this bus traffic from regular road users;
- Additional works that make up the balance of the project include changes to the intersection at Cleaver Street and Newcastle Street in North Perth, the widening of Charles Street to accommodate bus lanes, the creation of a new shared bicycle and pedestrian path along the south side of Roe Street in Northbridge and the construction of a bus layover area near James Street.
- A significant component of this project will be the bridge built across and over the Graham Farmer Freeway.
- Instead of using conventional methods of lifting prefabricated sections of bridge up and setting them onto piers; a process that would require several closures of the Graham Farmer Freeway, the bridge will be “incrementally launched” from the southern side to the northern side without disrupting traffic.
- In effect the bridge is cast in sections on the south side and as each section is ready, it is pushed out over the freeway. This is followed by the next and the next until the completed bridge “lands” on the North Perth side.

April 2016

- Establish main project office at 223 James Street;
- Clear and grub site of future bus layover, fence and establish site office and contractor area;
- Conduct services location and identification;
- Undertake survey of locations for new Ramp H329, southern bridge abutment and James Street rotary realignment;
- Advance bridge, roadway and services designs;
- Begin procurement processes;
- Develop traffic management designs and plans.

May 2016

- Advance the designs and continue above works;
- Clearing and grubbing of Ramp H329 works area;
- Clearing and grubbing of area to west of Bunning Lake between Ramp H528 and Graham Farmer Freeway;
- Begin works on James Street rotary, Ramp H329 earthworks and Bridge earthworks (Chainage 380 to 510);

June 2016

- Advance the designs and continue the above works;
- Start Roe Street realignment works;
- Begin South abutment piling;
- Improve pier location foundations;
- Begin works on Charles Street;
- Complete new pavements to James Street rotary.

4. COMMUNITY AND STAKEHOLDER RELATIONS

Charlie Wilson-Clark from York Civil, outlined the community and stakeholder relations noting the following:

- Two editions of a Project Newsletter has been distributed across a wide project area and is also available in electronic form on the website;
- Project related calls and queries so go to 138 138 (the Main Roads Customer Information Centre) and will go to Charlie;
- Anu Malaviya is the current Main Roads liaison. Charlie is working closely with Anu on project communications;
- We have now established the SCRG (this group);
- We are establishing links for digital communications and support from various Local Government Authorities with established communications networks in place;
- Variable Message Board and other project signage is also either in place or being established; and
- We have a broad stakeholder base to deal with and always welcome your comment and feedback.

5. QUESTIONS AND ANSWERS

A questions and answers session followed and is summarised below.

Q	How advanced are design documents?
A	We are at 15% design completion with 85% and 100% verification milestones to follow. This includes independent verification and Main Roads' endorsement. We are adopting an incremental approach to the verification process. There will be some design impacts for City of Perth, Town of Vincent and/or the PTA and the design will go to them for their information and comment.
Q	Will stakeholders get access to 15% design?
A	Yes, it will be available to the SCRG members for comment but with a limited period available for feedback in a fast tracked project.
Q	Will traffic modelling information be made available to this group?
A	Traffic modelling work has been completed for the primary network. Changes to network operations (such as traffic signal phasing adjustments) may result and will be considered in our design.

Q	<p>What re-distribution of traffic will result?</p> <p>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.</p>
A	<p>This will be a subsequent meeting topic.</p> <p style="text-align: right;">ACTION: Linton</p> <p>Traffic modelling has been completed for the primary network, but it excludes the Newcastle / Cleaver Streets intersection and the local road network. Main Roads is prepared to consider the form of this intersection further with stakeholder input.</p> <p style="text-align: right;">ACTION: Chris</p>
Q	<p>Are the various design reports available to this group e.g. landscaping, traffic, cross sections and if so in what form?</p>
A	<p>Our preference is to provide electronic documents but we can provide hard copy if required on request.</p>
Q	<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>
A	<p>There is a requirement to provide a Traffic Management Plan (TMP) for these works. Traffic control is also needed for specific areas and this process will be followed and audited by a Road Safety Auditor.</p> <p>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.</p> <p style="text-align: right;">ACTION: Dirk</p>
Q	<p>What level of design detail is currently in place?</p>
A	<p>Plans, profiles, cross sections and other related engineering drawings at an early design stage (approaching 15%).</p>
Q	<p>Could traffic modelling information please include broader local area roads and impacts please?</p>
A	<p>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.</p> <p style="text-align: right;">ACTION: Paul</p>
Q	<p>Mention was made of a reduction of traffic on Carr Street. How will that happen and in what form?</p>
A	<p>Loftus and Charles Street bus services will now use alternative routes (i.e. no longer travel east-west on Carr Street). Additionally, because of the Charles Street median bus lanes, there will be no right turn into Carr Street from Charles Street – further reducing general traffic on Carr Street. Left in / left out access at Carr Street will remain.</p> <p>This creates a potential “on-road” cycling opportunity for Town of Vincent.</p> <p>A pedestrian crossing cycle will be provided and traffic signals will be tweaked to accommodate traffic movement changes.</p>

Q	Traffic management work within the precinct has State Government funding but who will do the associated work - Town of Vincent or the project? Changes in rat runs and opportunities to address them should be sought.
A	The Town of Vincent will complete the work after the bus changes have occurred and the effects of the changes are better understood (i.e. redistribution of rat-running traffic) A report will go to Council on 31 May 2016 raising this matter for consideration. The Project has confirmed \$170,000 of the project budget will be set aside for City of Vincent to complete these works.

6. SCRG TERMS OF REFERENCE

The suggested Terms of Reference for the SCRG were presented and briefly discussed. The modified Terms of Reference for the SCRG are provided as Attachment Three.

MLA for Perth Eleni Evangel noted that she has arranged a Community Meeting with Transport Minister Dean Nalder present for 16 June 2016 at the Greek Hall on Charles Street, next to the Greek Orthodox Parish. All are welcome.

Eleni Evangel invited SCRG members to contact her if they have comments regarding project communications or if their questions are not being answered.

7. KEY SCRG MEMBER CONSIDERATIONS

Linton invited SCRG members to identify a preliminary list of opportunities and issues.

- Traffic management is a concern with more information required for management during and after construction;
- Traffic management needs to consider and include pedestrians and cyclists – particularly Charles Street north of Carr Street for local amenity and safety of pedestrians.
- The possible use of Charles Street by cyclists in the future with an earlier Integrated Transport Study by Government recommending bus lanes at the kerb side with cycle lanes along Charles Street. This concept precludes that with no median or cycling provision as a lost opportunity.
- 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. Further discussion with the Project Team noted that:
 - We have an approved concept and awarded contract with any further effort potentially wasted;
 - Conversations regarding the future role of Charles Street were held by PTA;
 - Charles Street is a direct feeder route to the freeway and key regional link;
 - PTA looked at a shorter median bus lane option (which did not extend past Carr Street) but this option did not become the Preferred Option (of median bus lanes to Violet Street); and
 - Cycling on the bus bridge is not an option and Government's cycling stakeholders didn't support Charles Street functioning as a cycle route in this context. 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.

ACTION: Owen via Steve Beyer

- 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.? 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.

ACTION: Chris/Paul

- 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 this is a potential matter for discussion at the MLA's Forum of 16th June 2016.

ACTION: Eleni via 16 June forum

- 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? 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.

ACTION: Owen

- Rat running and traffic redistribution through Carr Street on the western side of Charles Street. The Project Team noted that this is a Local Government Authority issue and will be addressed when bus changes are adopted with state funding (via the project) available to address rat running issues. This has been raised previously with the Minister and resulted in the funding for local area traffic management measures.

8. SCRG MEMBER COMMENT

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

Member	Comment
Mark Armstrong	<ul style="list-style-type: none"> • Will property condition surveys be done for houses and roadside furniture? Response: yes, condition surveys are standard practice and will be done by York and the first Project Newsletter will advise of this. • Will there be a new Cleaver Street bus stop with siting, levels and Universal Access requirements audited. Response: yes, this will be done by the PTA. • I am interested in bus bridge massing and design information. • Charles Street is a major arterial to the city but visual and other public amenity needs to be considered including the loss of trees. What happens in the future? Space is the key determinant and extra planting at the lake could result as a local offset. The same applies at Roe Street for City of Perth. Response: the Project Team is working with the Claisebrook Catchment Group regarding planting and revegetation design and opportunities in the Hamilton Lake area.
Graham Newson	<ul style="list-style-type: none"> • 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>ACTION: Dirk</p>
Paul Farinosi	<ul style="list-style-type: none"> • I am concerned at the traffic impacts for Roe Street as a key link with rail and other constraints. The impacts will be huge and need to be understood.

Member	Comment
Bart Gabriel	<ul style="list-style-type: none"> • DFES Fire Station and associated traffic management must be considered. • Further discussion noted that: <ul style="list-style-type: none"> ○ Liaison with DFES is currently underway via WAPC. ○ City of Vincent recently sought community comment with lots of community questions raised. WAPC will now progress this further. ○ Eleni has asked Joe Francis to consider this further and feedback expected soon. ○ A Facebook page has been established and is called the West Perth Fire Station Community Voice.
Sarah Smith	<ul style="list-style-type: none"> • How can we work together to minimise cycling impacts during as well as after construction with good information and signage including social media? • Sarah's group is able to assist with communications. • Fit for purpose outcomes are critical for temporary detours for pedestrians and cyclists. • 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 style="text-align: right;">ACTION: Charlie</p>
Andrew Main	<ul style="list-style-type: none"> • Thanks for establishing this group. • Is night work planned? Response: allowable work hours are 07:00am to 07:00 pm Monday to Saturday but work outside these hours (night-work) can still occur with Main Roads' approval. Some night-work will be required but it will be limited. • Are changes planned for Fitzgerald Street and James Street? Response: upon completion, approximately 80% of buses will use the bus bridge and busway instead of James Street (west) and Fitzgerald Street (south). General traffic will also be reduced on these roads through the closure of the James Street off-ramp (replaced with new off-ramp to Roe Street). Additionally, the central bus lane on James Street west will be removed and the phasing of the James Street / Fitzgerald Street intersection will be improved for general motorists, cyclists and pedestrians. • PTA started consultation on a new Fitzgerald Street route with a higher level of bus service to result along Fitzgerald Street in time.
Mike Keiller	<ul style="list-style-type: none"> • We all need to have faith that a better outcome will result with congestion at Fitzgerald Street and James Street intersection terrible. • Northbridge is a day time economy with a perception that it is night time only.
Alf Parolo	<ul style="list-style-type: none"> • Eleni's forum will be good with a level of community apathy and lack of understanding of the resultant local area parking and traffic issues.
Eleni Evangel	<ul style="list-style-type: none"> • SCRG members are welcome to call or email to discuss any project matters or concerns.

Member	Comment
Mike Somerville-Brown	<ul style="list-style-type: none"> Perth is growing and congestion worsening. Improving journey times and reliability of 1,000 buses a day is very significant and will result in more efficient people movement from the northern suburbs into the CBD. We need to work out how we can do more of this throughout the city and still provide walk and cycle options in a more liveable city.
Paul Diviney	<ul style="list-style-type: none"> Atco Gas and Water Corporation works are also planned in this area and we are seeking to align the effort to minimise disruption

9. NEXT STEPS

The next steps in the process include:

- Next meeting will be held earlier in the week possibly on a Tuesday or Thursday commencing at 4:00pm;
- The date of the next meeting will be established to reflect project progress and is likely to be late in June 2016; and
- All SCRG members agreed to have their names listed on the project website identifying members by name and project interest. It was noted that not all SCRG members were in attendance

The meeting closed at 6:05pm.

ATTACHMENT ONE MEETING AGENDA

AGENDA – Charles Street Bus Bridge & Busway Project



Date:	6 th May 2016	Time:	4:00 to 6:00pm	Location:	Public Transport Authority (PTA) Public Transport Centre Theatrette West Parade Perth Please come to Ground Floor reception for access to the Theatrette
Attendees:	To be provided as an attachment				
<i>Independent Facilitator:</i> Linton Pike					

MEETING PURPOSE:

- Establish the Stakeholder Construction Reference Group (SCRG) for the Charles Street Bridge and Busway Project;
- Discuss and provide comment on the SCRG Terms of Reference;
- Provide a project briefing and overview to SCRG members;
- Identify and discuss key SCRG considerations.

TIME	ITEM / DETAILS	INPUT FROM
4:00pm	Meeting purpose and process	Linton Pike
4:10	Brief personal introductions	All participants
4:15	Project history and Main Roads WA's delivery role	Chris Raykos/ Paul Diviney
4:25	Project briefing – scope, staging and construction program	Dirk Baumgartel
4:40	Community & Stakeholder Relations	Charlie Wilson-Clark
4:50	Question and answer session	All participants
5:00	SCRG Terms of Reference	All participants
5:10	Key SCRG member considerations	All participants
5:40	SCRG member comment	Each SCRG member
5:55	Next steps	Linton Pike
6:00pm	Close – light refreshments provided	

SCRG members are invited to stay on until 6:30pm for informal discussion and light refreshments.

ATTACHMENT TWO MEETING PARTICIPANTS

Stakeholder Construction Reference Group

NAME	REPRESENTING
Eleni Evangel	MLA Perth
Paul Farinosi	Local Business Owner
Mike Keiller	Chairman Business Improvement Group of Northbridge
Mark Armstrong	Local Resident
Andrew Main	Local Resident
Matt Henderson	Local Resident
Alf Parolo	Cleaver Precinct Action Group
Sean Epstein	Chairman of Council of Owners of 132 Carr Street, Member of Cleaver Precinct Group and Safer Northbridge Group
Bart Gabriel	Member of Council of Owners of Paddington Place & Local Resident
Sarah Smith	West Cycle
Rick Lotznicker	Town of Vincent
Craig Wilson	Town of Vincent
Adam Westroff	City of Perth
Graham Newson	City of Perth
Thomas Pacy	Public Transport Authority
Mike Somerville-Brown	Public Transport Authority
Owen Thomas	Public Transport Authority

Project Team

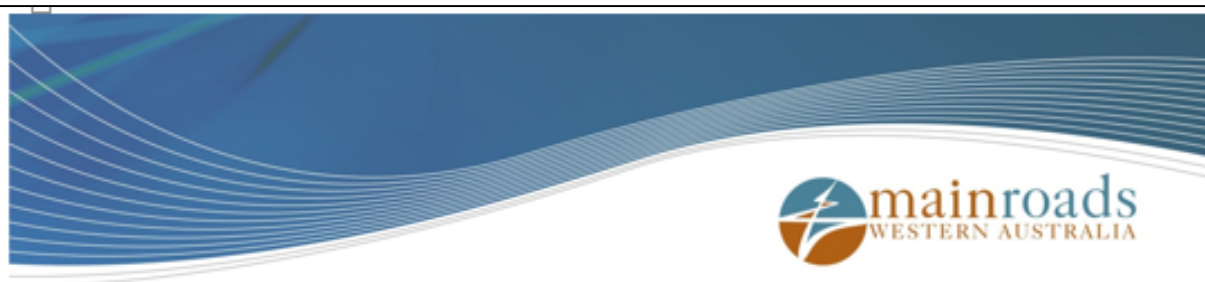
NAME	REPRESENTING
Paul Diviney	Main Roads
Chris Raykos	Main Roads
Yolanda Vos	Main Roads
Dirk Baumgartel	York Civil
Charlie Wilson-Clark	York Civil
Linton Pike	(Facilitator) Estill & Associates

Apologies were received from:

NAME	REPRESENTING
Janette Bayman	Local Resident
Maggie McPhee	Carr Street Character Retention Streetscape Group & Local Resident
Sally Lake	Claisebrook Catchment Group & Local Resident
Mike Seal	Local Resident
Anu Malaviya	Main Roads

ATTACHMENT THREE

TERMS OF REFERENCE



CHARLES STREET BUS BRIDGE AND BUSWAY PROJECT STAKEHOLDER CONSTRUCTION REFERENCE GROUP TERMS OF REFERENCE

INTRODUCTION

Main Roads (MRWA) has established a Stakeholder Construction Reference Group (SCRG) to inform and engage project stakeholders in the construction of the Charles Street Bus Bridge and Busway.

Main Roads is engaging with project stakeholders to ensure that regular and ongoing two-way communication activities provide relevant information and feedback about the project.

The SCRG will include local land owners and residents, business owners and operators, local government and other industry and government stakeholders.

The SCRG is a forum to discuss and bring to light relevant project matters and construction impacts. It does not serve as a decision making group and does not have project decision making authority.

The SCRG will meet approximately six times throughout the construction of the project which is expected to be complete by mid 2017.

TERMS OF REFERENCE

The SCRG is a forum to facilitate and improve communication between project stakeholders, Main Roads, PTA and York Civil (the appointed construction contractor) and is formed to:

- assist in identifying and discussing stakeholder considerations
- receive and share project information with the community and other stakeholders
- provide representative community and stakeholder input to some project design details
- assist in communicating project information to local residents where appropriate and possible

Charles Street Bus Bridge and Busway Project

The SCRG will consist of:

- community members who live close to the project area or have lived or worked in the area for a significant period of time. These members will include representatives of local community associations
- representatives of the City of Vincent and City of Perth
- representatives of relevant state government Agencies
- additional members may be included in the SCRG or invited to attend specific meetings where appropriate.

MANAGEMENT

SCRG meetings will be facilitated by an independent facilitator appointed by Main Roads. An agenda will be circulated five days prior to each meeting and a meeting summary report will be prepared and circulated in the week following each meeting by the facilitator.

DURATION

Meetings are expected to last for approximately two hours and will be held in the late afternoon to reflect the availability of the group members.

The number of meetings will reflect project timelines and milestones at approximately two monthly intervals or as required.

CODE OF CONDUCT

All SCRG members are asked to:

- be respectful and courteous to other group members and their opinions
- resolve matters for discussion before leaving meetings or advising the facilitator of residual concerns or considerations
- maintain confidentiality as required
- not speak to the media or other groups on behalf of the SCRG unless you are the project spokesperson
- direct any media contact seeking SCRG comment to Anu Malaviya at Main Roads on 9323 5863
- ~~set aside political or other vested interests. All issues relevant to the SCRG are to be directed to the independent facilitator Linton Pike and replace with~~
- Consider the broader context and impacts of changes for others as well as yourself.
- the nominated project spokesperson is Chris Raykos, Project Director, Main Roads

All project queries should be directed to Charlie Wilson-Clark on 9213 7600.

Minutes of SCRG meetings will be made available on the project page.