

MEETING NOTES – Mitchell Freeway Southbound Widening Project

Date:	1 November 2018	Time:	6.00PM	Location:	Mt Hawthorn Lesser Hall
Distribution:	Members of the CRG and MRWA project webpage				
Attendees:	Andrew Graham	BMD	Tom Barratt	Resident	
	Anna Massey	Resident	Vivian Warren	BMD	
	Brian Carty	Resident	Reena Roy	Resident	
	Cyril Eliopulos	Resident	Warren Apter	Department of Transport	
	Jamie Robertson	BMD	Eric Jensen	Resident	
	Jeff Williams	Resident	Feargal O'Hara	Main Roads	
	Kathryn Paddick	Main Roads			
	Peter Bull	Resident			
	Philip Taylor	Resident			
	Pina Christie	Resident			

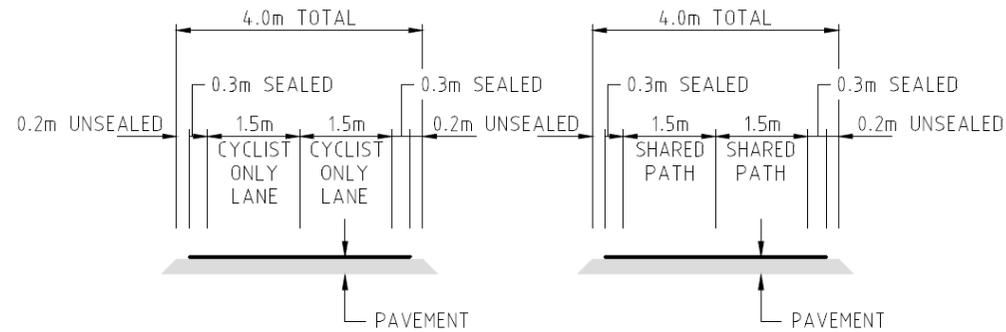
Apologies:	Anna Massey	Resident	
	Mark Nicholl	Main Roads	

NO.	ITEM / DETAILS	RESPONSE	FOLLOW UP	PROJECT COMMITMENT
1	ACTIONS ARISING FROM PREVIOUS MEETING			
	<ul style="list-style-type: none"> The 85% design for the noise wall was discussed at the meeting. (Complete) Britannia Park location was discussed and follow up conversation with Pina planned (Complete). Mitigations used for nightworks were emailed to participants (Complete) Disability requirements for the PSP are covered in <i>AS1428 Design for Access and Mobility and MRWA Disability and Inclusion Plan</i>. Jamie will prepare a response to Westcycle's questions and distribute to the group prior to CRG#4. The Landscaping Plan will be presented at next CRG (#4). MRWA will send out a response to the questions from first meeting as an attachment to the Meeting Notes for CRG #3. 			

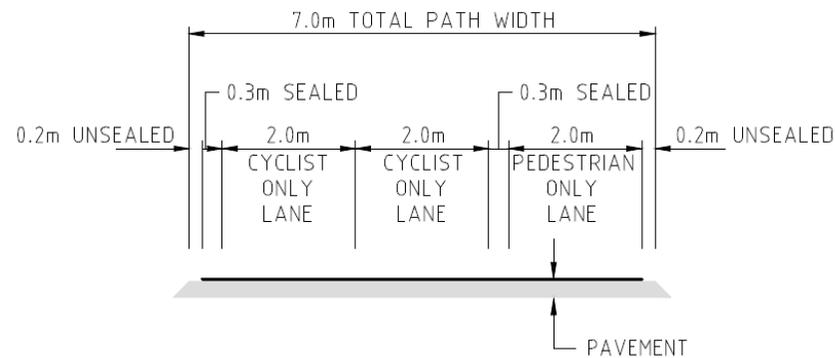
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2	COMMITMENTS			
	<ul style="list-style-type: none"> Main Roads will meet with participants who expressed an interest in exploring Main Roads related issues. The CRG will provide input on the noise wall colours We note the community's strong preference for noise mitigation and the retention of trees. Where it does not compromise the effectiveness of the noise mitigation, the project will select noise wall locations that minimise the amount of clearing. Residents that are likely to be impacted by afterhours works will be notified in advance of the works. 			
2	PROJECT UPDATE			
	Andrew advised the project is on schedule based on the update provided during CRG#2. Key designs are now at 85% (consultation stage). Traffic changes will start on the 5 th November, starting from Powis Street to Vincent Street.			
3	NOISE WALL DESIGN 85%			
	The 85% noise wall design was presented, members were invited to make comments and ask questions.	The closure of existing Melrose Street Access to the PSP spur impacts access to Richmond Reserve	What is the revised distance to the park from Melrose Street. Are there any engineering solution available to reduce the distance?	
	Several colour options and schemes were presented. Jamie explained the concept of using contrasting shades of green (in the northern section) where clearing was more significant and the impact on visual amenity greater.	<p>The group did not reach a consensus on colour. Generally, solid colours were preferred for shorter lengths, mixed colours for longer stretches.</p> <p>The option of using lighter colours where this may have a heat reduction advantage was suggested.</p> <p>A small minority of members expressed a preference for the use of brighter colours – oranges and yellows.</p>	Provide CRG feedback to the architect for their consideration in the design.	
4	PSP Design 85%			
	<ul style="list-style-type: none"> PSP Constructed from Glendalough Train Station (Goody Close) to Hutton Street (2.16km). 			

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- Separated from traffic by concrete barrier approximately 1m high.
- Includes two underpasses at Hutton Street ramps and one bridge over Scarborough Beach Road.
- Cyclists and pedestrians are separate by red asphalt (cyclists) and black asphalt (pedestrians) from Goody Close to McDonald Street.
- There are two designs – separated and split. The split starts at McDonald Street to Hutton Street.



PRINCIPAL SEPARATED PATH - SPLIT
N.T.S.



PRINCIPAL SEPARATED PATH

NO.	ITEM / DETAILS	RESPONSE	FOLLOW UP	PROJECT COMMITMENT
	<p>New Access Points</p> <ul style="list-style-type: none"> • Goody close • Scarborough Beach Rd • Roberts St • McDonald St • Hector St • Cape St • Hutton St <p>Closing Access Points</p> <ul style="list-style-type: none"> • Melrose St (to be relocated) 			
	<p>The 85% PSP plan was presented, members were invited to make comments and ask questions</p>	<p>There was a consensus that the PSP design is a good design and the infrastructure is a welcome addition to the network.</p>		
	<p>Andrew explained the colour options for PSP bridge over Scarborough Beach Road were limited because of the use of perforated aluminum screens – these require anodizing to achieve the durability and architectural requirements.</p> <p>The use of perforated screens allows for</p> <ul style="list-style-type: none"> • passive surveillance, • reduce security risks, • prevents objects from being dropped on the road below, and • does create a hazard for handlebars. 	<p>The majority feedback was to use contrasting colours, Sterling and Carrera, with the truss and frames painted white.</p>	<p>Provide CRG feedback to the architect for their consideration in the design.</p>	

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5	OTHER ITEMS			
	Landscaping options		Request for Grevilleas to be included in the landscaping plan for presentation at the next CRG meeting.	
6	DATE OF NEXT MEETING			
	To be confirmed, likely to be March 2019.			
7	RESPONSE TO WRITTEN QUESTIONS RELATING TO THE PSP FROM CRG#2			
	<p>1. Q. Will this project include an upgrade of the existing Principal Shared Path between Goody Place and Vincent Street to conform with new current standards?</p> <p>A. Changes to the existing PSP between Goody Place and Vincent Street are not included in the scope of this project.</p> <p>2. Q. If not, how does this adhere to the Main Roads Policy for Cycling Infrastructure, that states: "All new roadworks and upgrades involving road widening will meet the requirements of these guidelines" and "Existing roads and cycling facilities that do not meet the above requirements will be progressively upgraded"</p> <p>A. Department of Transport is responsible for cycling policy in Western Australia. The policy on Main Roads' website is out of date and being removed. We are following up your question with Department of Transport and will get back to you in due course.</p> <p>3. Q. In addition, if this section of PSP will not be upgraded as part of this project, will it be ensured that the construction of sound walls etc, allow for the PSP to be upgraded to current standard widths (4m) in the future?</p> <p>A. The noise walls and PSP between Goody Place and Vincent Street pass through areas that include roads, utility services, mature trees and residential boundaries. These are our design constraints. To meet community expectations, our design will balance all of these elements.</p>			

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	<p>4. Q. The Scarborough Beach Road (bus only) on-ramp is currently designed to be at-grade. Can you please provide an answer as to why it was determined unnecessary for this part of the shared path to be grade-separated?</p> <p>A. Where the PSP crosses the on-ramp, it will be the same grade as the ramp, but a different colour asphalt. The PSP will only be accessible to buses (bollards will be installed) being used as train replacement services. Design constraints and low vehicle use of the ramp do not justify grade separation at this location.</p> <p>5. Q. If it is decided that sound walls will block access to the shared path from a local street - can you please prepare answers and justification as to why this is absolutely necessary / no other alternative?</p> <p>A. It is a requirement of the Design and Construction contract for all current access arrangements to be maintained. The detailed design process is currently underway for the noise wall at Melrose Street.</p> <p>6. Q. During revegetation, could it be considered to select species that:</p> <ul style="list-style-type: none"> a. do not drop seeds or nuts that present fall/trip hazards and; b. species or design considerations to ensure that tree roots do not damage the shared path in the future, preventing trip hazards and future maintenance costs. <p>A. The comments have been forwarded to the Landscape Architect for consideration in the project's Landscaping Plan and the 85% design of this plan will be presented to the CRG for input.</p>			