

MINUTES OF MEETING – Construction Reference Group (CRG)
Mitchell Freeway Extension - Hester Avenue to Romeo Road
Meeting 1

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| Date: | 10 June 2020 | Time: | 17:00-19:00 Meeting Arrive from 16:45 | Location: | Main Roads Offices and video conference. |
| Distribution: | All CRG members and meeting visitors and guests | | | | |
| Attendees: | Ryan Buckland – Community Member | | Russ Willans – Community Member | | |
| | Brian Baily – Community Member | | Ellaine Jopling – Community Member | | |
| | Chris Howard – Community Member | | Derrek Slater – Community Member | | |
| | Robyn Dickson, Main Roads – Project Support Officer | | Chris Raykos, Main Roads - Project Director, Delivery | | |
| | Adrian Minogue, Main Roads - Project Manager, Planning and Development | | Yaqoob Siddiqui, Main Roads - Project Manager, Delivery | | |
| | Miranda Nikolich, Main Roads - Community and Stakeholder Engagement Manager | | Ben Sims, Main Roads - Project Engineer, Delivery | | |
| | Harminder Singh, City of Wanneroo - Director Assets | | Matthew Pike (MP), Estill & Associates – Facilitation Support | | |
| | Linton Pike (LP), Estill & Associates – Independent Chair/Facilitator | | | | |
| Guests: | | | | | |
| Apologies: | Alexander Figg – Community Member | | Dermot Munro – Community Member | | |
| | Neil Cooper – Community Member | | Claire Tottenham – Community Member | | |
| | Amanda Mouritz, Main Roads - Communications Specialist | | | | |

NO. ITEM / DETAILS

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| 1 | INTRODUCTIONS |
| | <p>Linton Pike welcomed CRG members and participants to the meeting and explained the meeting purpose as follows:</p> <ul style="list-style-type: none">• provide an overview of the role of this group• provide an project status update, and• identify and discuss community opportunities and issues associated with the project. <p>Linton requested permission from participants for the sessions to be audio recorded. No objections were noted. A list of workshop participants is provided above. The Workshop Agenda is provided at Attachment One.</p> |
| 2 | ROLE OF THE CRG |
| | <p>Linton Pike explained that the role of the CRG is to function as a community sounding board during the construction phase of the project. The key functions of the group include:</p> <ul style="list-style-type: none">• providing feedback on topics raised• raising concerns• indicating preferences• sharing information with other community members, and• reviewing processes and outcomes where appropriate. <p>Chris Raykos provided an overview of the CRG in the construction phase as follows:</p> <ul style="list-style-type: none">• many members of the Main Roads' team were members of CRG's established for the last two extensions of the Mitchell Freeway• main Roads takes this process very seriously• while this is not a decision making group it will inform and guide Main Roads decision making in the best interests of the local community• main Roads must work to a budget and a timeframe that will also drive this process• the CRG provides a key conduit to the local community and fulfils a vital two way communications role to address concerns positively, and• I look forward to working with you and meeting face to face in time. |

| NO. | ITEM / DETAILS |
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| 3 | TERMS OF REFERENCE |
| | <p>Linton Pike provided an overview of the Terms of Reference to all members of the CRG.</p> <p>Objective</p> <p>Main Roads is establishing a Construction Reference Group for local residents and business owners as part of the Mitchell Freeway Extension Project – Hester Avenue to Romeo Road.</p> <p>Membership</p> <p>The CRG will have an independent facilitator appointed by Main Roads. Relevant Main Roads project team members will attend as required. Other members may represent local landowners, community-based stakeholder groups, business operators or representative groups and/or special interest groups.</p> <p>Nominations for the CRG were advertised and members have been selected based on suitability, geographical and/or group representation. Membership was determined by Main Roads.</p> <p>Participation in the CRG is voluntary and Main Roads will make no payment for services or travel.</p> <p>Operation</p> <p>Meetings will be conducted by a facilitator who will lead, facilitate discussion and maintain the professional conduct of the group.</p> <p>Meetings are expected to be up to two hours, will be held after hours and at a local venue.</p> <p>The agenda is formulated by Main Roads and will be sent to participants in advance.</p> <p>Meeting records will be in the form of notes/actions, rather than a verbatim transcript, and posted on Main Roads' website.</p> <p>Meetings are closed forums. Members may transmit information that has been publicly released by Main Roads but are asked not to comment publicly on behalf of the group.</p> <p>Meeting Frequency</p> <p>The group was formed in early June 2020. Frequency of meetings will reflect the project program and are likely to be held quarterly.</p> <p>Accountability</p> <p>The CRG is a mechanism for the community to inform the project development and delivery phase.</p> <p>Details of activities and people involved with be publicly available.</p> <p>The full name of members on the CRG and meeting summaries will be published on Main Roads' website.</p> <p>The Mitchell Freeway Extension Project Construction Reference Group is not a decision-making body.</p> |

NO. ITEM / DETAILS

Code of Conduct

All members of the group agree to a Code of Conduct of the following standards of behaviours:

Respecting and being courteous to others and their opinions

Letting people have their say

Accepting and embracing differences

Resolving issues/differences before leaving meetings or advising the facilitator of issues/concerns

Maintaining confidentiality as required and;

Declaring all political or vested interests

Termination

The Facilitator may remove members from a meeting if they contravene the Code of Conduct.

If the breach is considered severe and/or there is frequent inappropriate conduct, members may be removed from the group entirely.

4 POLL EVERYWHERE ACTIVITY

Miranda outlined a project poll that the CRG was requested to participate in as follows:

- a link to the activity has been provided to the group and this will last 24 hours
- key or recurrent words are tracked as to identify the concerns and / or themes identified about the project, and
- up to four responses will be accepted per person and there is no pressure to participate.

The image below provides an overview of the most common themes commonly raised by CRG members.

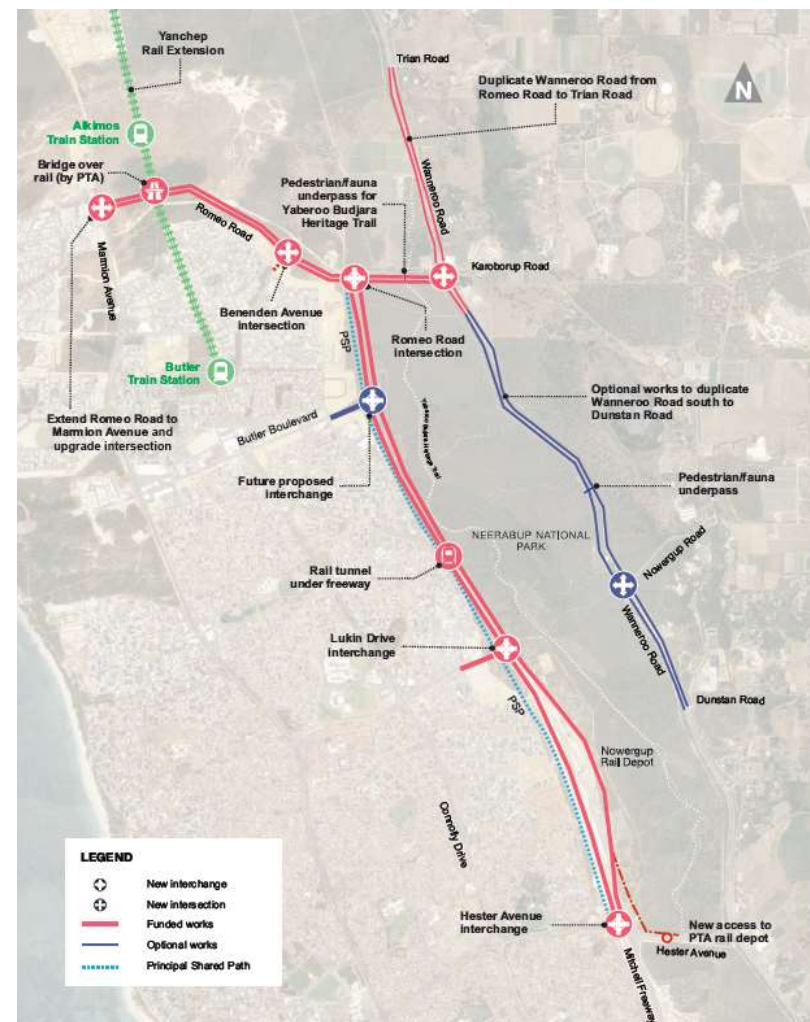


NO. ITEM / DETAILS

5 PROJECT OVERVIEW AND STATUS

Chris Raykos provided a project status and overview as follows:

- The project is being procured through a Design and Construction Methodology.
- Two preferred contractors will provide priced bids.
- These proposals will be received by July 17th 2020 with the contract to be award thereafter.
- Extension of Mitchell Freeway 5.6 km from Hester Avenue to Romeo Road, two traffic lanes in each direction and provision for future widening.
- Northbound (NB) on ramp and southbound (SB) off ramp at Hester Avenue interchange.
- Construction of new access road to Nowergup rail/bus depot and road bridge for freeway SB carriageway.
- Grade separated interchange at Lukin Drive.
- Construction of rail tunnel for the rail to exit the freeway median to Butler;
- At-grade freeway terminus at Romeo Road.
- Marmion Avenue and Romeo Road intersection modifications.
- Romeo Road from Marmion Avenue to Wanneroo Road four lane dual carriageway with intersection at Benenden Avenue.
- Fauna/Pedestrian underpass under Romeo Road.
- Wanneroo Road and Romeo Road intersection upgrade.
- 1.8km duplication of Wanneroo Road from Trian Road to south of Romeo Road.
- Principal Shared Path (PSP) on the western side of the freeway;
- PSP underpass at Lukin Drive.
- Noise mitigation, street lighting, safety barriers.
- Services relocation (major electrical and water services adjacent to Wanneroo Road).
- Link to concept map: <https://bit.ly/2Y5A1Lt>.



NO. ITEM / DETAILS

Option Works Package 1 – Wanneroo Road Duplication

Wanneroo Rd Duplication

- 3.6km duplication of Wanneroo Rd from Dunstan Rd to south of Romeo Rd, including:
 - Requires full reconstruction of both carriageways.
 - Fauna/pedestrian underpass under Wanneroo Rd.
 - Full street lighting, fencing, safety barriers etc.
 - Services relocations.



Mitchell Freeway Extension Project Map
Main Roads Website January 2020

Option Works Package 2 – Butler Boulevard Interchange Upgrade

Butler Boulevard

- Grade separated interchange at Butler Boulevard, including:
 - Bridge over the Freeway
 - PSP underpass with shared path connections to PSP, and
 - CD Roads between Butler Boulevard and Romeo Road.



Mitchell Freeway Extension Project Map
Main Roads Website January 2020

Option Works Package 3 – Lukin Drive Widening

Lukin Drive Widening

- Widen Lukin Drive to accommodate two traffic lanes in each direction, from Connelly Drive to the Mitchell Freeway, including:
 - Intersection modifications (Connelly Drive and Local Roads), and
 - Incorporation of 2 lanes travelling east bound over Lukin bridge and around the western roundabout.



Mitchell Freeway Extension Project Map
Main Roads Website January 2020

NO. ITEM / DETAILS

6 QUESTIONS AND ANSWER SESSION

A number of questions resulted. These are outlined below:

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| Q | Has any decision been made regarding noise abatement? Have any site inspections been done and is relevant for us to ask about this? |
| A | Please ask any questions you have. We want to provide you with the information you need. Main Roads' approach during conceptual design is to model traffic conditions at the time of opening and into the future as the basis for forecasting associated noise levels. This allows us to prepare forecast noise contours and the noise mitigation strategy. Our focus is on areas where we need noise walls where we expect that road and traffic related noise will exceed allowable noise levels. It is a legal requirement that we must comply with specific noise limits. Where the modelling demonstrates we comply we will provide any noise mitigations. We will continue to provide information on noise and other matters as we go. |
| Q | Ridgewood Rise Village is north of Hester Avenue and gets considerable noise from the railway bridge as well and from train noise at night too. When the freeway comes through the cars will add to that. There are no walls north of Hester Avenue with only residences fences and an earth mound near our village. |
| A | We will provide a noise wall along the western side of the freeway for its full length from Hester Avenue to Romeo Road. The height of the noise wall remains to be resolved but we have preliminary information and a conceptual design with noise walls shown. The contractor's detailed design of these walls will result in noise wall heights and construction details. This information will be made available to this group and we will seek CRG comment on the design. |
| Q | Could the noise team come to our Ridgewood Rise Village and hear the noise levels for themselves? |
| A | Yes, the Main Roads team is happy to visit the village. It is important to understand though that Main Roads will mitigate traffic noise only not noise from other sources including trains. |
| Q | What happens at the intersection of Romeo Road, Wanneroo Road and Karoborup Road? |
| A | The intersection will remain and be upgraded. |
| Q | How will access function if the optional work at Butler Boulevard and Lukin Drive is not completed? |
| A | There won't be a direct connection to Butler Boulevard via a Freeway exit but Romeo Road or Lukin Drive will provide access to these areas. |
| Q | Will the PSP be built to the same standard as Hester Avenue Extension? |
| A | Yes, 4m and LED lit with activation sensors. The activation sensors will dim lighting to 10% if there is no activation. |
| Q | Will the fauna and pedestrian underpass on Romeo Road between the freeway and Wanneroo Road align with Yaberoo Budjara Heritage Trail? Hester Avenue is fenced with no pedestrian or cycle access to the trail currently with access currently available from Wanneroo Road. Is there any provision for car parking and direct access to the trail from Romeo Road with trail usage increasing over time as demand grows? |

NO. ITEM / DETAILS

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| A | <p>We will look for opportunities to do so but local topography makes this challenging. We considered this at Neerabup Road to link to the trail with Local Government input. Main Roads may put in four or five parking places. There will be shared path access along Romeo Road.</p> <p>Some of this is a Local Government Authority consideration. Harminder Singh noted that the trail is in a National Park and is a Department of Biodiversity, Conservation and Attractions consideration. Discussions with them have commenced and are ongoing to agree an appropriate design response.</p> |
| Q | <p>Landscaping and vegetation alongside PSP's have been detrimental in some cases with the pavement lifting in some cases. The most recent freeway extension is great and done really well but we still see sand and mulch wash over the PSP as a hazard.</p> |
| A | <p>It is a matter for our landscaping design. This group will have input to the landscaping design.</p> |
| Q | <p>Why does Main Roads see the Butler Boulevard interchange as its third optional works priority?</p> |
| A | <p>From a Main Roads perspective Wanneroo Road should be dual carriageway throughout and connecting the current dual carriageway from Dunstan Road through to the new dual carriageway being built as part of this project to provide improved road safety outcomes as our highest optional works priority. Lukin Drive is our second optional works priority because a dual carriageway offers benefits for local access to the freeway southbound and business development in the area.</p> <p>Butler Boulevard has limited network operations benefit and is too close to the proposed Romeo Road intersection. It doesn't offer any traffic or safety benefit to the arterial network currently. While local business is important, Main Roads focus is primarily on the operational and safety aspects of the arterial road network. The design and construction of the freeway extension will allow for Butler Boulevard interchange to be retro-fitted in the future if funding is made available.</p> |
| Q | <p>Will work be done on the local roads? Particularly north and south moving traffic on single lane 50kph trying to get to Lukin Drive or Romeo Road. Will the traffic modelling or forecasting include local roads?</p> |
| A | <p>The Interchanges have been designed to suit the outcomes of the modelling. We have looked at local road impacts too.</p> <p>Connelly dual carriageway to access Lukin Drive has helped. The intersection of Benenden Avenue and Romeo Road is another consideration. Local road modifications are not within our scope but our modelling will ensure intersections can cope.</p> |
| Q | <p>Has there been any consideration for the Governments COVID economic response to expand the scope of work to include all optional scope items?</p> |
| A | <p>This project is as an economic stimulus project that is 'shovel' ready. \$215M expenditure goes into the economy as a result with state and federal pressure to get it happening as soon as possible. Environmental approvals and enabling works inform the program. We will review things when we get priced tenders. Main Roads expect it will be highly unlikely that we can include all three optional works packages but we will wait and see and report back to the Minister. We will know more by 17th July and assess it further then.</p> |
| Q | <p>Can we not get Federal, State and Local Government to co-operate to provide additional funding? Are the optional works packages priced and funded separately? The benefits for local business and estates would be valuable to the local community.</p> |

NO. ITEM / DETAILS

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| A | <p>The options are priced and then look at overall prices then report back to the government. There is federal, state and local government co-operation already with the budget announced previously, with some additional scope inclusions already, for example, the Lukin Drive upgrade. These priced options weren't included in the original scope. The project budget is finite and we work within that.</p> <p>The City of Wanneroo is unlikely to fund any of the optional works as they are not local roads. But we have asked the State and Federal Governments to include these works now rather than retrofit later. The city does not have any funding provision for this.</p> |
| Q | <p>Romeo Road is a vital link for public facilities east and west of the freeway and a congestion buster if a shared path of 4m resulted in support of regional open space near Wanneroo Road. Is that possible?</p> |
| A | <p>It probably wouldn't be possible due to the spatial constraints but we have allowed for some shared path facilities along there. Romeo Road is a City of Wanneroo road and local standards will apply.</p> |
| Q | <p>Are the relevant agencies sharing ideas and opportunities for the pedestrian / fauna underpass included as part of the optional works package along Wanneroo Road?</p> |
| A | <p>The concept design looked at different locations for the underpass with no ideal trail linking locations that are topographically suitable. We are trying to minimise clearing and remain within the existing road reserve. As a result, we are a little further south than we would like.</p> <p>The Department of Biodiversity, Conservation and Attractions agreed to then connect their trails to the crossing points. This will be looked at in more detail in the ongoing design and development. The location is not set in stone. Car park and facilities for trail head parking and turn round east of Wanneroo Road will result.</p> <p>We haven't started detailed design yet with opportunities for more input as we go and path locations may change over time.</p> |
| Q | <p>Recent Wanneroo Road works resulted in a narrow shoulder which is not safe for on road cycling. Can that be considered further?</p> |
| A | <p>It is quite narrow in a constrained space. The dual carriageway offers a good shoulder for this purpose.</p> <p>We noted this in earlier planning along with vehicle break down opportunities. We are looking for wider shoulder (3m) as a result as part of these planned Wanneroo Road works</p> <p>A future separate cycle path along Wanneroo Road is also planned.</p> |
| Q | <p>Where are the east - west pedestrian crossings of the freeway and are they safe? The divisive effects of the freeway limits walking and cycling potential and consideration to Hester Avenue solution and Romeo Road would be welcomed.</p> |
| A | <p>Hester Avenue path is only on the north side of the bridge currently. We have made provision for a path on the southern side too but not connected due to the current traffic flows in the morning and afternoon peak.</p> <p>The extension to Romeo Road will change the volumes through the Hester Avenue intersection, which should aid in our ability to offer improved pedestrian and cycle paths.</p> |

| NO. | ITEM / DETAILS | |
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| 7 | OTHER BUSINESS | |
| | CRG members provided comment as shown below. | |
| | Derrek Slater | <p>Most of my considerations have been covered. The railway extension resulted in rail split to change train drivers. Why did they not tunnel to one side?</p> <p>Answer: There are many design considerations but we are not aware of the reasons for their design.</p> |
| | Brian Baily | I am happy with what I am seeing and will be an easier drive for many people. Ready freeway access is important. |
| | Chris Howard | Reducing congestion is about attractive alternatives as a key focus for me. |
| | Ellaine Jopling | <p>Noise impacts at Hester Ave are a concern for us with a large interchange planned. Noise walls are important to me and need to be quite tall. Please come visit the village – Chris committed to visit the village to discuss this further.</p> <p style="text-align: right;">ACTION: Chris Raykos</p> |
| | Russ Williams | The PSP along previous sections of the freeway is great. Freeway access and cycle and pedestrian safety are critical for new works. If we can get the other optional works items included within budget that will be great. |
| | Ryan Buckland | I am a long-term resident of the area and the freeway has moved closer over time with Butler Blvd starting to activate and good to see it happen with good connectivity. |
| | Harjinder Singh | Thank you to Main Roads for including the optional works package at Lukin Drive, it is a good start and we will continue to push for these works to be included within this package. |
| 8 | NEXT STEPS | |
| | <p>Discussion topics:</p> <ul style="list-style-type: none"> • Noise walls; • Traffic modelling information – in overview for connecting roads and freeway feeders. One on one discussions are possible if appropriate; • Freeway interface with Yanchep Rail noting that it is likely that the rail geometry will remain centrally in the reserve. We have accommodated future rail expansion and the East Wanneroo rail link planned for the future with our bridge designs allowing for that; and • Some PSP geometry and underpass design information would be valuable for CRG members. <p>Next steps:</p> <ul style="list-style-type: none"> • Finalise and circulate the Meeting Summary via Miranda Nikolich and then post it to the project webpage; • Miranda Nikolich is the main point of contact, please contact Miranda via email or mobile with any follow up questions; • The project delivery team is also available to the CRG; and • The next meeting will be held on a Wednesday, with the date to be confirmed by Miranda. <p>The Workshop closed at 7:00pm</p> | |

ATTACHMENT ONE

MEETING AGENDA

| Agenda | | |
|--------------------------------|------------------|----------------------|
| Topic | Presenter | Time Allotted |
| Introductions | All | 15 mins |
| Role of CRG | Chris / Linton | 5 mins |
| Terms of Reference | Linton | 5 mins |
| Poll Everywhere Activity | Miranda | 5 mins |
| Project Overview and Status | Chris | 35 mins |
| Question and Answer Session | Linton / all | 40 mins |
| Other Business | All | 10 mins |
| Meeting Close and Next Meeting | All | 5 mins |