

MEETING MINUTES

Subject	Community Liaison Group meeting (South/Eastern Freeway)		
Venue	Box Hill Town Hall 1022 Whitehorse Road, Box Hill	Date	22 June 2018
		Time	10am – 12noon
Chair	Mike Marasco		
Coordinator	Gemma Boucher	Tel	1800 105 105
		Email	community@northeastlink.vic.gov.au

Attendees

Kim Jordan (North East Link)
 Gemma Boucher (North East Link)
 Mike Marasco (CLG Chair)
 Noel Treacy (North East Link)
 Andrew Korr (Transport for Victoria)
 Phil Sturrock (Transport for Victoria)
 Ashley Onori (North East Link)
 Anitha Viswanathan (VicRoads)
 Bruce Plain (community representative)
 Clare Davey (Boroondara City Council)
 Frank Vassilacos (Manningham City Council)
 Jeff Green (Whitehorse City Council)
 Matt Maguire (community representative)
 Sandra Massimini (community representative)
 Melissa Anderson (North East Link)
 Tina Garg (community representative)
 Lynne Baker (community representative)
 Simon Exon (Yarra City Council)

Apologies

Cam Giardina (Business representative)
 Andrew Kelly (Yarra River Keeper)
 Charley Wolmore (Wurunjderi Council)
 Aunty Gail Smith (Wurunjderi Council)
 Jane Waldock (Yarra City Council)

ACTIONS

#	Action	Owner	Due	Status as at 4 July 2018
1	To arrange a separate briefing for Yarra councillors regarding busway designs.	NT	Next meeting	Complete
2	Arrange a briefing for Boroondara on busway detail, pre-community sessions	GB/NT	Next meeting	Underway
3	To update CLG group when design update comes out for more detailed NEL designs.	GB	TBC – ahead of sessions	
4	To communicate to Andrew Korr and Phil Sturrock any specific issues the community of the North CLG group might be interested in before the North session.	GB	27 June	Closed
5	To circulate report from the Manningham city council meeting <i>North East Link – Preliminary Issues and Opportunities Report</i> to CLG members	GB (via FV)	Next meeting	
6	To distribute community feedback put together by Lynne Baker material digitally to Gemma	LB	27 June	Closed
7	To distribute community feedback (see #6). Internally, to TfV and to all CLG members.	GB	Next meeting	
8	To meet and discuss links on walking and cycling.	BP, TG	Next meeting	

MINUTES

Item	Agenda
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1	Introduction
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- Noel Treacy: Opened the meeting with an Acknowledgement of Country.
 - Mike Marasco: Welcomed everyone to the meeting and thanked community and business representatives for attending a project bus tour a week earlier. Mike confirmed from this meeting onwards distributed minutes will clearly include which NELA team member will be responsible for actions listed.
 - Minutes from the last CLG meeting on 18 May were adopted.
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2	Future planning for public transport
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Phil Sturrock and Andrew Korr from Transport for Victoria (TfV) gave the group a background on the work TfV has been doing as a strategic transport planning agency. In particular they spoke about:

- How North East Link fits into a variety of transport improvements happening in the city and North Eastern Suburbs in particular and how this fits into TfV future planning.
- How North East Link dedicated busway along the Eastern Freeway will function
- Challenges and considerations for designing new Park and Ride facilities
- Why a dedicated busway is preferable to building a train line at this point in time and that the busway infrastructure does not preclude a future train line.

In response to a number of questions:

- Although existing bus services in the North Eastern suburbs may change due to the new infrastructure, this would be done in a way that improves on access, efficiency and reliability from those currently in place.
 - New routes will take into account north and south side access across the Eastern Freeway.
 - TfV will be the responsible authority for future bus service planning.
 - Time savings listed may be something like a 'two to five minute saving' but the point of difference is really the far greater reliability and safety on the road with the dedicated busway will ensure. The busway will eliminate the conflicts with vehicles exiting and entering the freeway at interchange ramps. Commuters are less likely to be stuck behind an accident in traffic. Reliability will be especially important for those on their way to work in the mornings though it will improve for both directions.
 - Connecting Eastern Freeway bus routes to Victoria Park station is a long-term option being considered by TFV.
 - The Doncaster Rail Study (conducted by PTV in 2011) stated the need for more people commuting by public transport to make Doncaster Rail feasible. The
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busway won't preclude a train but the busway will improve the patronage, which in turn will help justify the train.

- The busway will also allow more buses to be added to the network.
- Capacity on the existing train network is also not adequate at this point in time for a new line from Doncaster to be added. The busway will act as a stepping-stone, providing the ability to increase public transport provision to the Doncaster corridor.
- Bus route options are being explored which provide higher service and performance levels within the Doncaster corridor. This would encourage more walking access to bus services and reduce the parking pressure on the 'Park and Ride' facilities in future.
- New Park and Ride options and locations are also being considered.
- Any new large Park and Ride facilities would likely be placed to the north of the Eastern Freeway due to less disruption of existing residential areas and better existing serviceability.
- Width and capacity of North East Link will take into account needs of a future train line, as well as space for stations.
- Busway services would come first after the infrastructure is built, followed by improving the integration of 'feeder' services.
- Getting integration between trains and buses working well at key stations is a priority for TfV.
- Removing bottlenecks at Level Crossings is helping spread the load of traffic and helps the network as a whole.
- A new method of contracting private bus operators will mean they will be more accountable for performance levels. The role of the private operator is to show costs and alterations within local constraints of a service proposed by TfV. TfV then take into account private operator feedback before services are approved.
- TfV is currently working on communications about the next steps for transport improvement in the North Eastern suburbs. Some improvements are likely to occur before North East Link is completed.

- Kim Jordan: Keep in mind these issues do not have to be finalised at this point in the process. Currently we're dealing with the 'concrete' aspects of the project as a part of the EES right now. Urban Design considerations will be ongoing and finalised after the procurement process.

- Mike Marasco: confirmed to guest speakers from TfV that most people asking questions in today's session were the CLG community representatives who will be feeding today's discussion directly back to their community networks.

Noel Treacy: Outlined the considerations and progress so far for developing walking and cycling connections as a part of the North East Link. Noel's presentation covered:

- Existing state government planning policy and Plan Melbourne, including the concept of 20 Minute Neighbourhoods.
- NEL taking existing council and TfV strategies, policy and prioritisations into consideration as a part of the design process.
- Detailed approach and findings from NEL February Community Workshops.
- The Community Technical Discussion Group's (CTDGs) purpose to get technical experts and cycling enthusiasts together to provide direct feedback, and specific critiquing for NEL to consider.
- Other stakeholder groups interested and involved with walking and cycling design, and how NEL is involving them. Including Bicycle Network Victoria, VicRoads, local bicycle user groups and Melbourne Water.
- Feedback from workshops and community information sessions is telling NEL that walking and cycling are considered by many to be the most important modes. NELA is tasked with delivering a road but active transport is nonetheless very important to NELA.
- The NELA team are looking to deliver improvements as a part of new walking, cycling and shared use paths, and improving old paths.
- Development of connections to suit different active transport needs, including commuting to work and to sports facilities.
- Difference in process for core NEL infrastructure, which goes through EES process, and 'complimentary projects' which go through separate approvals processes.
- Next steps for designs of walking and cycling infrastructure include:
 - Refining the design
 - CTDGs ongoing meetings
 - Upcoming info sessions to provide the next level of detail
 - Further developing complimentary projects

In response to various questions:

- No-Go zones are in place to protect sensitive environmental and significant heritage areas.
 - Where path connections in sensitive 'No Go' areas are proposed, NEL will be required to seek approval separately from the EES. These proposals will be subject to existing council/state policies and environmental controls.
 - Many of these informal paths are used more for informal recreation as opposed to commuting.
 - Effect of construction on local walking and cycling connections is not yet fully understood.
 - Three new signalised crossings on Bulleen Road include: Veneto Club, Avon Street and Marcellin College. These will greatly improve pedestrian safety.
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4 **Other business**

- Frank Vassilacos: Manningham is putting together a report for NEL which encompasses an initial response from Manningham City Council. Everything from grades, trails, public art, and impact on Bulleen industrial estate.
- Frank mentioned that the report going to council meeting on 26 June is now available on council's website.

5 **Next steps and close**

- Next CLG South/Eastern Freeway meeting: Friday 3 August 2018.
 - Mike Marasco: closed the meeting.
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