

MEETING MINUTES

Subject	Community Liaison Group meeting (North)		
Venue	Elder Street Pavilion Watsonia	Date	29 June 2018
		Time	10am – 12noon
Chair	Mike Marasco		
Minute Taker	Ashley Onori	Tel	1800 105 105
		Email	community@northeastlink.vic.gov.au

Attendees

Mike Marasco (CLG Chair)
 Kim Jordan (North East Link)
 Aaron Roozenburg (North East Link)
 Ashley Onori (North East Link)
 Tallis Richmond (North East Link)
 Chris Soderstrom (North East Link)
 Michael Wickerson (North East Link)
 Andrew Korr (Transport for Victoria)
 Phil Sturrock (Transport for Victoria)
 Mahesh Kaudal (VicRoads)
 David Bailey (Banyule City Council)
 Jonathan Risby (Nillumbik Shire Council)
 Gabrielle Callahan (business representative)
 Michael Girdler (community representative)
 Allan Hunter (community representative)
 Jeremy Richards (business representative)
 Johanna Tabares (student representative)
 Zoe Cassar (Resolve Rosanna Road)
 Michelle Giovas (Warringal Conservation Society)
 Dennis O'Connell (Friends of Banyule)

Apologies

Gemma Boucher (North East Link)
 Fred Buono (community representative)
 David Hall (community representative)

ACTIONS as at 12 July 2018

#	Action	Owner	Due	Status
1	Prioritise providing information on the urban design approach and processes for the next meeting, including council collaboration processes	GB, KJ	Next meeting	Underway
2	Establish a way for CLG members to ask Phil Sturrock and Andrew Korr questions	GB	Next meeting	
3	Provide a submission from Resolve Rosanna Road about walking and cycling connections on Rosanna Road to NELA staff	ZC		
4	Circulate information on Technical Reference Group and Community Technical Discussion Groups, how they work and how they fit into the EES process	GB, KJ	With minutes	

MINUTES

Item	Agenda
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1	Introduction
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- Johanna Tabares, Michael Girdler and Zoe Cassar introduced themselves to the group as first time attendees.
- Minutes from the last CLG meeting on 18 May were adopted.

2	Future planning for public transport
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Phil Sturrock and Andrew Korr from Transport for Victoria (TfV) gave the CLG a rundown on work TfV had done as a strategic transport planning agency and how it works with NELA. In particular they spoke about:

- How TfV fits into past State Government transport associations.
- How the existing bus services are delayed on the Eastern Freeway (weaving in and out of the shoulders near on and off-ramps) and how Doncaster Busway will address this.
- How NEL fits into a variety of transport improvements happening in the CBD and north-east suburbs, including the Mernda Line extension, Hoddle Street improvements and the new Victoria Park bus route.
- How it fits into future transport planning, and how it responds to population growth and freight movement.

Phil Sturrock and Andrew Korr outlined how NEL's dedicated busway along the Eastern Freeway will function including:

- Considerations and challenges of designing the new Park and Ride facilities.
- Why a dedicated busway is being proposed and how busway infrastructure does not preclude a future train line.
- Station Street, Box Hill and Tram Road, Doncaster are an important bus route providing a link between Doncaster, Box Hill and Deakin University.
- TfV is looking at improving bus routes in the eastern suburbs as part of a key transport artery plan, including Level Crossing Removal and Hoddle Street upgrades.
- The importance of reducing travel times and improving reliability for buses, as well as their synchronisation with train arrivals.

Phil Sturrock and Andrew Korr discussed planned changes and improvements at the north end of the project:

- Some bus routes and connections may change around the Watsonia railway station precinct as a result of NEL, and TfV are reviewing bus routes in the area.
- Improvements to Hurstbridge railway line to allow more trains and make public transport a more desirable option.

In response to a number of questions:

- The planned new Box Hill interchange will include options to improve the urban environment. It has been identified as having inadequate accessibility. Connections between the railway station and shopping centre need to be improved and brought up to standard.
 - Existing dedicated busways, such as the Brisbane Busway, have provided a service every 15 seconds. Buses having their own right of way could enable this to happen, as well as opportunities for different types of fleet, e.g. buses twice the length.
 - The *Doncaster Rail Study (2014)* showed that there's not enough demand right now for a railway line, but it's important to leave space for that possibility in the future. The busway is an important way to increase the patronage for the future train.
 - Rosanna Road, Heidelberg fits into the package of improvements that was announced by State Government earlier this year. Some improvements include red light cameras and infrastructure upgrades undertaken by VicRoads.
 - Rosanna Road will continue to allow for heavy vehicles, as it will be the route for over dimension and placarded loads. However, the project will shift significant volumes of heavy vehicles off local roads, including Rosanna Road. Over dimension and placarded loads are only a very small proportion of heavy vehicles.
 - When TfV looks at new transport options, it will seek feedback from the community and council to understand local knowledge.
 - The NEL project isn't looking at the design of Watsonia railway station itself. It is looking to improve its carpark, pedestrian links, intersections and the surrounding roads used by buses.
 - The NELA urban design strategy will provide guidance on the quality of the user experience of walking and cycling bridges.
 - The NELA reference design is a tool to ensure that the infrastructure requirements are feasible, and successful tenderers may have a different solution to achieving those requirements.
 - Forums such as the CLGs are setting standards for NELA early on and will help ensure the work adds value to the community.
 - NELA is currently running urban design workshops with council officers as a means of collaboration.
 - The design of interchanges continues to be refined and NELA's staff reiterated that better local access is a project objective.
 - Kim Jordan reiterated nothing is off the table at this point of the design and EES process, including truck bans.
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3 **Walking and cycling connections**

Aaron Roozenburg outlined the considerations and progress so far for developing walking and cycling connections as a part of NEL. Aaron's presentation covered:

- Existing State Government planning policy and Plan Melbourne, including the concept of 20-Minute Neighbourhoods - giving Melburnians the ability to 'live locally'. The idea of driving not being the only option for getting somewhere.
- NELA had identified complementary projects, issues and opportunities, and mapped walking and cycling opportunities. It has taken existing council and TfV strategies, policy and prioritizations into consideration.
- Missing walking and cycling link between Grimshaw Street and Yallambie Road.
- NELA's design process continually refining and taking into account community feedback:
 - February walking and cycling workshops
 - April/May information sessions
- Feedback from workshops and community information sessions confirms the importance of walking and cycling when planning NEL.
- The Community Technical Discussion Group (CTDG) brought technical experts and cycling and walking enthusiasts together to provide feedback to NELA regarding:
 - The required types of paths
 - Where the paths are needed
 - Design and user requirements
- Broader stakeholder groups interested and involved with walking and cycling design, and how NEL is involving them.
- Outlined scope of complementary projects for Watsonia, Greensborough, Macleod, Yallambie and Heidelberg including on-road paths and overpasses interacting with NEL, including main east-west and north-south connections.
- NELA is looking to deliver improvements as a part of new walking, cycling and shared use paths, and improving old paths.
- Development of connections being done to suit different active transport needs, including commuting to work, for recreation and to sports facilities.
- Next steps for designs of walking and cycling infrastructure include:
 - Refining the design
 - CTDG ongoing meetings
 - Upcoming info sessions to provide the next level of detail
 - Further developing complimentary projects

In response to a number of questions:

- NELA is considering future transport modes in its designs, e.g. E-bikes might be taken up in which case people would consider paths with higher grades.
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- There will be a number of complementary projects, while some are further from NELA itself, none are planned for Rosanna Road at the moment. The project will connect Rivergum Walk and other bike paths in the vicinity.
 - Working with councils will be a large part of complementary project planning.
 - NELA will not be acquiring land to extend complementary cycling routes (e.g. Power Easement Trail).
 - NELA has not looked into further local connections to take advantage of the proposed signalisation near Strathallan Rd. However, the project will provide future opportunities for this.
 - NELA will be engaging with councils about the route for an east-west walking/cycling connection between NEL and La Trobe University (e.g. Erskine Street or an alternative route).
 - Further to the north, NEL is proposing land bridges that will with signalised crossings across Greensborough Road.
 - Land bridges will be quite wide. They won't just be used as walking and cycling paths, but also open spaces and garden areas.
 - Paths will be relocated where existing ones are impacted, such as along the Eastern Freeway. However, no paths in Banyule parklands should be impacted.

 - Kim Jordan clarified that there will be no ventilation structures in the suburbs of Heidelberg and Rosanna as only sub-surface impacts will occur there.
 - Complementary projects do not fit under the scope of the EES - there is a difference in process for core NEL infrastructure, which goes through EES process, and 'complementary projects', which go through separate approvals processes.

4 **Next steps and close**

- Kim Jordan addressed interest in urban design and committed team to addressing this in next meeting.
- Mike Marasco drew attention to scoping requirement for the EES.

In response to final questions:

- NELA's engagement team is open to do one-on-one meetings with community groups as required in the preferred format.
 - Kim Jordan described Technical Reference Groups (TRGs), how they work as a part of the EES process and who makes up the group.
 - Kim Jordan also described Community Technical Discussion Groups (CTDGs) and how they came to be.

 - Next CLG North meeting: Friday 10 August 2018
 - Mike Marasco closed the meeting.
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