Minutes: Thornlie-Cockburn Link (East) Community Reference Group

DATE  Thursday 22 August
LOCATION  Yale Primary School, Sage Road, Thornlie
TIME  6pm – 8pm

INVITEES  Name  Representing
Steve MacKenzie  Public Transport Authority
Jen Oxlade  Public Transport Authority
Nick Churchill  Public Transport Authority
Brad Gleeson  City of Gosnells
Kishin Bhavnani
Kirsty Connell
Rebecca Druce
Kelly Ibbitson
Anoop Malaviya  Ramsys Technologies
Amanda McCormack  Yale Primary School
Derek Muttitt
Ernest Nnadigwe
Molly Tebo
Veronica Ye

APOLOGIES

RESIGNATIONS

Minutes

<table>
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<th>Item</th>
<th>Description</th>
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<td>1</td>
<td>Welcome</td>
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<td>• Acknowledgement of Country.</td>
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<td></td>
<td>• Introductions. Each member of the group introduced themselves and explained their particular area of interest.</td>
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<td></td>
<td>- There was a representative from the City of Gosnells.</td>
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<td>- A number of people had property close to the proposed works and the existing freight line and were interested in potential impacts.</td>
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<td>- Interest in environment, noise, security and social impacts.</td>
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<td>- Interest in the local road network and connectivity to buses.</td>
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<td>- Interest in functional and accessible station design.</td>
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## Meeting governance

- CRG Terms of Reference – confirmed that the details were understood.
- Confidentiality forms - signed and completed.
- Declaration of conflicts of interest forms - signed and completed.

## Project overview and progress

- Thornlie Cockburn Link Project Delivery Manager Nick Churchill provided a high level overview of the project, while referencing a detailed map of the proposed track alignment.
- METRONET is in the final week of the Alliance Development stage with the two short-listed tenderers and will award the contract by the end of the year (2019).
- Once the contract has been awarded, the Alliance will progress to detailed design and at this point greater input/involvement from the community and stakeholders would be sought.
- **ACTION:** The Alliance will be invited along to future CRG meetings to present on project progress and seek feedback.
- Construction will be a staged approach – beginning with earthworks and relocation of the freight track. There are around 300 service relocations to take place, which represents a project in its own right.
- The work will take place within the PTA rail corridor – the majority in the freight corridor. The new passenger rail will be built on the southern side of freight corridor. The challenge is to fit the passenger rail within the existing rail corridor as it is a constrained area.
- There was concern about the project’s impact on the parking at Thornlie Station, as its existing capacity does not meet commuter demand. PTA advised that it expected the new Nicholson Road Station to take some of the demand pressure off Thornlie Station.
- Thornlie Station will be the focus of some significant remedifications, as it will no longer be the ‘end of the line’. The end wall will be removed to accommodate the new rail line and the platform will be extended. New lifts will be installed. The major challenge will be to maintain a ‘business as usual’ approach and keep the station operational and safe while this work takes place.
- A new rail bridge at Canning River needs to be built and it is an Aboriginal Heritage site. Aboriginal Heritage approval has been gained. Specialist Aboriginal people will be engaged to monitor the initial ground work to further ensure there are no heritage sites or artefacts disturbed within these areas.
- A new pedestrian overpass will be built over the rail track at Elliot Place and Cameron Street, Canning Vale. There are a number of issues that need to be considered including cycling, disability access and privacy of nearby residents. The bridge design will be developed by the Alliance when it is appointed.
- There was concern that the noise walls would impact on fauna passes. PTA advised that this was not expected to be a major issue. Habitat impact for Carnaby's black cockatoos was a priority environmental concern.
- Issues were raised about traffic congestion at Nicholson Road. There was a suggestion that the traffic light sequencing at the intersection of Roe Highway and Nicholson Road should be altered to improve
the situation. **ACTION:** PTA will invite MRWA representatives to a future CRG meeting to present on traffic management issues.

- There was interest in the future of Tom Bateman Reserve. The City of Gosnells advised that this recreational area was the centre of baseball in WA and the home of Perth Heat and that the facility would continue to grow. **ACTION:** City of Gosnells will get more detail on what was planned for this facility and report to the CRG.

- The PTA advised that some night works might be required for the project’s construction, but that it would be limited. Where night works were required, impacted local residents would receive adequate advance notice. However, most of the work on the rail corridor would be done on ‘rail possessions’, which are intense periods of scheduled maintenance during temporary rail line closures.

- Sage Road, opposite the Yale Primary School, is busy during peak hours and there was concern for student safety if extra trucks started using it at this time during construction. **ACTION:** PTA advised that it will work with the Alliance to ensure that truck movements in the area are minimal during peak hours. No access will be permitted from Sage Road as it is a cul de sac - access will only be from Spencer Road.

- The CRG advised that pedestrian access to the station off Kidman Court was a useful and convenient ‘short cut’ used by a number of local residents. **ACTION:** PTA will liaise with the Alliance to maintain pedestrian access to Thornlie Train Station through Kidman Court during the station upgrade.

- PTA advised that it was likely that a number of parking bays at Thornlie Station will be temporarily closed during station upgrade works. **ACTION:** The City of Gosnells to investigate options to accommodate more temporary street parking during this time.

- Crime and personal safety, particularly around Thornlie Station, was identified as an important issue and better lighting and use of CCTV was suggested as a possible mitigation.

- PTA was aware that the presence of asbestos might be an issue during construction, so it had management plans in place to deal with this contingency.

- There was concern that the proposed 1,000 bays for Nicholson Road Train Station might not be adequate. The PTA advised that modelling suggested that the available parking bays would not reach capacity until 2031. ‘On-spill’ parking affecting streets near the station would be managed by the City of Gosnells if required. **ACTION:** Further discussions to occur with the City on potential local traffic impacts.

#### 3 Identifying areas of community concern

- The PTA clarified the intent of the Confidentiality Agreements signed by the CRG membership. From time-to-time, PTA may share with the CRG membership documents or information that it will specifically identify as confidential. This information should not be made public. All other information and documents provided to the CRG membership may be shared with the public.

- Areas of interest. The CRG membership wrote on post-it notes the issues and concerns that were their priorities. These topics included:
- Traffic management
- How to get in and out of Nicholson Station
- Antisocial behaviour
- Environment
- Safety
- Noise
- Security – lighting/provision of CCTV
- Cycling and pedestrian access
- Noise impacts
- Waste reduction during construction
- Remediation of land contaminated by old rubbish tip
- Disability access at stations
- Noise restrictions of freight line – between 10pm – 6am
- Train diesel emissions
- Train speed in residential areas

• Further information

Social media groups

PTA advised that it has a Thornlie-Cockburn Link community Facebook page, which is designed to update the community on project milestones, construction impacts or general project updates. Join by searching ‘METRONET Thornlie-Cockburn Link community group’ in the Facebook search bar or type this URL in your browser:

www.facebook.com/groups/thornliecockburnlink/

PTA advised that it was taking information roadshows to local shopping centres in August/September. This included:

- 31/8 – Forest Lakes Shopping Centre
- 7/9 – Thornlie Shopping Centre
- 14/9 Livingston Market Place
- 21/9 – Cockburn Gateway Shopping Centre

4 Questions/feedback

- The CRG wanted to know if there could be train curfews for the freight train traffic – restricting movements between 10pm - 6am? **ACTION:** PTA will seek response from Arc Infrastructure.
- Can turnstiles/Smartrider gates be installed at the Spring Road end of Thornlie Station to improve pedestrian accessibility? **ACTION:** PTA investigating.
- Is it possible to have free public (bus) transport at the new Thornlie-Cockburn Link train stations? PTA advised that this was not possible as it would set a precedent for the rest of the bus network.
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<th>Next steps</th>
<th>PTA</th>
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<td>• <strong>ACTION</strong>: PTA to invite representatives from its Environment team to present at next CRG meeting.</td>
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<td>• Next CRG meeting will be held in early November 2019. The CRG membership indicated that it was happy to keep using the Yale Primary School as a venue.</td>
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<td>• PTA advised that it would circulate the draft minutes to the CRG membership for review and comment. If no comments were received by the due date, the PTA would assume approval and release the minutes publicly.</td>
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<td>6</td>
<td>Other business</td>
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<td>7</td>
<td>Meeting close</td>
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<td>Meeting closed at 7.40pm</td>
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