

Minutes

Subject: May Community Liaison Group Meeting
Date: Thursday 15 June 2023 **Time:** 5:30-7:30pm
Location: WGTP Information Centre

Attendees

Community Members	Group/Association Members
(BB) Bert Boere, Brooklyn	(GB) Garry Brennan, Bike Network Victoria
(MDL) Marlon De Leon, Tarneit	(GY) Glen Yates, Maribyrnong Truck Action Group (MTAG)
(DR) Dennis Ryan, Altona North	(GM) Geoff Mitchelmore, Friends of Lower Kororoit Creek (Online)
(KR) Kevin Redfern, Seabrook	
(FA) Fran Araneda, Kensington (Online)	MTIA Representatives
(AB) Arthur Bregiannis, Yarraville	(SDR) Shane D’Rosario, West Gate Tunnel Project, Major Transport Infrastructure Authority (WGTP MTIA)
(PG) Peter Gerrand, West and North Melbourne (Online)	(LE) Liz Evans, WGTP MTIA
	(DM) Douglas Morris, WGTP MTIA
	(AS) Ashleigh Simpson, WGTP MTIA
	(HT) Harley Thomas, WGTP MTIA
	(ES) Ebru Saglam, WGTP MTIA
	(CA) Cyrus Alorro, WGTP MTIA
	(AR) Alicja Riegert, WGTP MTIA
	(SC) Sheldon Clark, WGTP MTIA
	(MSA) Mohammed Saleh, WGTP MTIA
Council Members	Transurban Representatives
(NH) Neil Hutchinson, City of Melbourne (Online)	(MR) Melanie Ryan, Transurban
(AH) Adrian Havryluk, Maribyrnong City Council	(CM) Christopher McKenna, Transurban
	(CL) Craig Longmuir, Transurban
	(ABS) Andrew Banks, Transurban.
	Joint Venture Representatives
	(CD) Christian Dolezal, CPBJH Joint Venture (CPBJH JV)
	(TS) Tim Spawton, CPBJH JV

Apologies

Community Members	Group/Association Members
(FS) Ferdinand Saliba, Deer Park	(SW) Steve Wilson, Friends of Stony Creek
(CF) Con Frescos, Yarraville	
(SS) Senthill Sundaram, Point Cook	
(KR) Kevin Redfern, Seabrook	
Council Members	Transurban Representatives
(EM) Eloise McGurn, City of Melbourne	(LS) Lachlan Sturt, Transurban
(IB) Ian Butterworth, Hobsons Bay City Council	
(AA) Adrian Ashford, Brimbank City Council	Joint Venture Representatives
	(MU) Mario Urban, CPBJH Joint Venture (CPBJH JV)
	(CF) Charlie Fairbairn, CPBJH JV

Agenda items

Time	#	Item detail	Owner
5.30pm	1	Welcome, introductions and apologies	Chair
5.40pm	2	WGTP MTIA update	WGTP MTIA
5.50pm	3	Construction update: Tunnels	CPBJH JV
6:05pm	4	Construction update: West	CPBJH JV
6:20pm	5	Construction update: East	CPBJH JV
6:35pm	6	Actions update	CPBJH JV
6.40pm	7	BREAK	All
6.50pm	8	Member questions	Community members
7.30pm	9	Thank you and close Next meeting: 27 July	Chair

Actions

Name	Action	Owner	Status
AN8	CPBJH to confirm total number of trees to be replaced and removed.	CPBJH	Open.
ALL3	CPBJH / TU to follow up an earlier than end 2023 re-opening of Federation Trail between Millers Road and Fogarty Avenue	CPBJH/TU	Open. All project parties working toward a solution.

Minutes

Action item	Item detail
1	<p>Welcome, introductions and apologies</p> <ul style="list-style-type: none"> ▪ KJ welcomed attendees in person and online and stated apologies for the night. ▪ KJ gave an Acknowledgement of Country.
2	<p>WGTP MTIA update</p> <p>Grants and Partnerships</p> <ul style="list-style-type: none"> ▪ DM highlighted that there have been many events and projects delivered over the last month through the West Gate Neighbourhood Fund, including Wynspeak's student public speaking event in Altona, Africause African Cultural festival in Footscray, and more. ▪ The fund will be launching the next round of partnerships shortly and WGTP MTIA will reach out to CLG members to see if they would like to be involved in the assessment of projects in their designated areas. <p>Community Outreach</p> <ul style="list-style-type: none"> ▪ DM also spoke to community outreach over the last 5 weeks. ▪ On 27 May, project staff attended Spotswood Farmers Market. ▪ Three cyclist pop ups were held on 23, 25 and 26 May on the Footscray Road walking and cycling path to inform cyclists of the upcoming traffic switch. ▪ Two coffee cart pop ups at North Melbourne Station were held on 6 and 8 June to talk to residents and rail passengers about upcoming Dynon Road disruptions and provide the impacted attendees with a free coffee. ▪ WGTP MTIA staff have also been at Footscray Station on 7 June, Williamstown on 13 June and Werribee on 14 June. Across these 5 station pop ups, nearly 1000 notifications were distributed to rail passengers to communicate the upcoming works program. ▪ Our project partners have also purchased coffee vouchers from Williamstown, Footscray, and North Melbourne businesses to provide to commuters as a thank you. ▪ WGTP MTIA staff will be at North Melbourne and Newport Stations next week handing out more coffee vouchers and notifications and Belmont Market on 18 June in Geelong to get the disruptions messages out to regional commuters. <p>Spotswood Traders Association</p> <ul style="list-style-type: none"> ▪ Sheldon Clark, WGTP MTIA Senior Stakeholder Engagement Officer was a guest at the meeting to discuss our pilot engagement program with Spotswood Traders Association. ▪ WGTP MTIA continues to engage with the Association and recently led a social media and Spotswood Village trader campaign with regular trader and profile posts on Instagram and Facebook from 19 April to 9 June. ▪ The project builder is also continuing their engagement with the Association with support initiatives, including offer of a business mentoring program, locally purchased gift vouchers and a dedicated project contact. ▪ LE highlighted that collaborating with Spotswood Traders Association has been a positive way to build the projects relationship with Spotswood. The social media campaign was a pilot program with the potential to support other areas near to project works. ▪ There are current vacancies in CLG for member positions from Spotswood, Footscray and Docklands and we will be seeking expressions of interest for the positions in the coming months. ▪ GY provided positive feedback on the reach and impact of the Spotswood Traders Association social media campaign.
3	<p>Construction update: Tunnels</p> <ul style="list-style-type: none"> ▪ CD provided an update on recent community engagement across the tunnels zone, including face to face engagement with Frederick Street residents regarding verification drilling (outlined further below) and communicating with businesses along the transportation route for the dismantled sections of TBM Bella. <p>CD provided an update on the below activities taking place across the tunnels zone:</p> <ul style="list-style-type: none"> ▪ Cross passage rectification works have been underway since the minor movement of rock and soil on 2 June. Frederick Street verification drilling begun today, 25 metres down to check if works have been successful and collect data. Yarraville is on basalt rock so is generally very stable however this work is required to check what is happening underground.

- Inside the inbound and outbound tunnel, seven cross passages out of 21 have been completed. The inbound road deck is 80% complete whilst the outbound road deck is 59% complete. Electrical fitting is ongoing.
- TBM Vida's cutterhead is over 60% dismantled at the citybound tunnel entry. One TBM gantry has been removed with two remaining. Back-end gantry removal will commence in July.
- All soil from the southern outbound portal has been cleared out and the cradle has been prepared to push the TBM out for dismantling. The last truck of tunnel soil excavation was sent from the tunnelling hub to Hi-Quality's Eco-Hub on 25 May.
- The outbound ventilation structure has been built up to 6.55m in May. The northern portal structure at the West Gate Freeway has not yet started. The first ventilation structure form will be visibly taking shape within a year. MR advised the group that there will be a communications and engagement strategy rolled out around informing the community about project works.
- The dismantling process of the conveyor belt on Whitehall Street will commence soon and a portion of Somerville Road will close to allow this to happen. Dates are not confirmed for this yet and will be advised at the next meeting.
- Cross passage soil still goes to Hi-Quality, however, is categorised differently to tunnel boring soil. There is approximately another 5-6 months to go on the construction of cross passages and their excavation produces a comparatively small amount of soil.

Tunnels questions

Q: (DR) Are the cross passages for pedestrians only?

A: (CD) Yes.

Q: (GY) How will the cross-passage soil be transported if the conveyor belt is being deconstructed?

A: (TS) Cross passages produce a lot less soil and the bins do not need to be utilised for this amount. Soil will be moved directly out in the trucks.

Q: (GY) Can you please provide more information relating to the burial process for TBM Bella? **A:**

(TS) The TBM partial burial process is common across the industry. Reasons for burying this cutterhead include the portal being close to a live road and the extra space there allows burial to be possible. From a planning perspective, there was no requirement to go through a formal planning process to provide public notice. There was a rigorous and substantial approval process that was undertaken with DTP, VicRoads and the EPA, in terms of planning for safely encasing parts of the TBM in concrete.

(LE) The area is already excavated and the cutterhead is the only portion to be buried – the gantries and remainder are being removed.

(CD) Burial results in demobilisation having a lower impact to the community with less super loads needed and allows us to exit the area quicker. We can provide more information at the next CLG meeting and in follow-up engagement with MTAG.

Note: A Fact Sheet for this activity is online at: [TBM breakthrough and demobilisation](#)

Construction update: West

- MR spoke to recent community engagement activities in the West zone, noting a focus on looking ahead and planning engagement activities around project completion works.

Craig Longmuir (CL) – West civils manager, Transurban provided an update on the below activities taking place across the West zone:

- Nighttime closures of Williamstown Road and Williamstown Road ramps are ongoing throughout the upcoming months. Works are required to continue building Hyde Street ramps over Williamstown Road. Works are also ongoing on a new retaining wall at the west abutment beneath Williamstown Road Bridge.
- Roadworks are continuing the south side of the Williamstown Road inbound entry ramp, including pavement construction, reinstatement of rock beaching, new drainage, and kerbing.
- The first traffic switch on Hyde Street and Douglas Parade was completed on 19 May and traffic has now been reinstated to a contraflow arrangement. Pavement re-construction is progressing well. Work continues on stormwater drainage and service relocation at the intersection between the new Hyde Street inbound exit ramp and Hyde Street.
- The majority of the new deck slabs have been poured on the Hyde St inbound exit ramp bridge. Works are continuing with installation of concrete barriers at the Hyde Street outbound entry ramp bridge.
- The West Gate Freeway outbound between Kyle Road and Grieve Parade underwent a traffic switch on 25 May. The West Gate Freeway inbound between Grieve Parade and

	<p>Newport rail overpass underwent a traffic switch on 4 June. The site compound west of Grieve Parade is to be decommissioned and reinstated to its previous arrangement.</p> <ul style="list-style-type: none"> Works have commenced installing retaining wall panels north of the Kororoit Creek bridge. Concrete path surfacing is underway and will continue over the next few months as sections of path upgrade are prepared. The M80 and M1 traffic switch was completed successfully on 4 June. The lane reduction at the Princess Freeway inbound to Old Geelong Road ramp has been removed and there are now two dedicated lanes inbound and another two dedicated lanes to Old Geelong Road. <p>West questions Q: (BB) When will the shared user path under the Grieve Parade bridge be open? A: Item for follow up.</p>
5	<p>Construction update: East</p> <ul style="list-style-type: none"> MR spoke to recent community engagement activities in the East zone, including wrapping up of Footscray Road closures and moving into the Dynon Road occupation. The project has provided cyclists with bicycle lights and free coffees for commuters at train stations at information pop ups across the disruption area. <p>Christopher McKenna (CM) - East project manager, Transurban provided an update on the below activities taking place across the East zone:</p> <ul style="list-style-type: none"> The final girders are very close to connecting over the Maribyrnong River. The girders connecting towards Footscray Road will be completed in the coming months. Footscray Road eastbound carriageway will reopen on 16 June. The westbound carriageway and shared user path will remain diverted underneath the elevated road until late-2024. (DM) There is now banned left and right turns onto Dock Link Road from the Footscray Road westbound carriageway. Victoria Police have advised that there will be an increased presence in the area. There will be a full closure of Dynon Road traffic between Dryburgh Street and the City Link exit ramp from 16 June until 31 August. This work is needed to strengthen and widen the existing bridge, build the new pedestrian bridge and install safety barriers. From 23 June until 9 July, there will be disruptions to the Sunbury, Williamstown, Werribee, Craigieburn and Upfield train lines. Single lane closures are ongoing in both directions along Wurundjeri Way. In Q4 this year there is planned to be an 8-week closure of the Dudley Street and Wurundjeri Way intersection to install steel girders over the intersection connecting to the Wurundjeri Way extension. <p>East questions Q: (PG) With the widening of Dynon Road bridge above the railway, will it be closed entirely or only restricted? A: (CM) Dynon Road will be fully closed to traffic between Dryburgh Street and the City Link exit ramp from 16 June until 31 August.</p>
6	<p>Actions update (KJ) Informal actions from the May 11 meeting were answered via emails to members on 26 May, 8 June and 14 June.</p> <ul style="list-style-type: none"> AN8 – CPBJH to confirm total number of trees to be replaced and removed. (TS) The offset tree landscaping design package is still in process. The CPBJH sustainability team is currently working through secondary approvals. We are looking at the cultural heritage management plan and receiving advice on culturally sensitive areas. The sustainability team has gone out to the proposed replanting areas and have been looking at risks, mitigations, and opportunities. The next step for this package is for it to go through the Issue for Construction (IFC). Action to remain open. ALL3 – TU/JV to follow up an earlier than end 2023 re-opening of Federation Trail between Millers Road and Fogarty Avenue. No update. Action to remain open.
7	<p>BREAK</p>
8	<p>Member questions and comments Comment: (GB) Bicycle Network has received a reduced number of complaints regarding shared user paths and diversions which supports that the project has been doing a good job of</p>

communicating regularly. The project area looks neat and tidy, congratulations to the project parties for achieving this.

Q: (BB) The pedestrian crossing at Paringa Road and the Millers Road outbound entry ramp is an ongoing issue with pedestrians having green lights at the same time as vehicles and only a short time frame to cross. There is a give way to pedestrian's sign, however many vehicles ignore it. Can the light sequencing and set up of the crossing be reviewed from a safety perspective? Can you also please remove the black plastic coverings on the signs?

A: CPBJH and WGTP MTIA to follow up.

Comment: (AB) Traffic on The Avenue is being held up due to the bollards that have been left in place in the left turn slip lane.

Q: (GY) Following on from the 11 May meeting, why is Air Quality (AQ) Station 1, which is close to the Northern Portal only measuring PM2.5 and PM10 (diesel particulates) while AQ Station 4 in Brooklyn is measuring PM10, PM2.5, NO, NO2, NOX, CO, and VOC's (diesel particulates and vehicle emissions). Can all air quality monitoring stations be upgraded to monitor both diesel particulates and vehicle emissions to provide baseline data for comparison post project completion?

A: Transurban and CPBJH to follow up.

Q: (AH) The EPRs (Environmental Performance Requirements) mention that air quality monitoring may continue for 5 years post project completion, what determines if this happens or not?

A: (TS) Air quality monitoring will continue for 5 years post opening.

Q: (NH) After the Dynon Road campaign, will there be more left to do in terms of closures under Dynon Bridge and will the shared user path be open at the end of this campaign?

A: (CL) There will be more work to do, and the shared user path will not open at the end of this campaign on 31 August. It is projected to open before the end of 2023.

Q: (AH) There is still a lot of graffiti around the project area, is there an update on how this is being managed? The same areas were raised at the March and May meetings. The areas in question are Harris Street and Fogarty Avenue.

A: Transurban and CPBJH to follow up.

(CL) Offensive graffiti is removed in a timely manner and other graffiti needs to be removed in larger batches as it may require lane closures to safely access. This is a topic that is currently being discussed internally.

(SDR) Moving into completions, there is a State Government requirement for Transurban to submit proposed maintenance standards including the proposed time frames for graffiti removal post project completion.

Thank you and close

Next meeting: 27 July

KJ closed the meeting by thanking members in person and online.

Informal actions:

- a. CPBJH to provide information relating to the burial of some components of TBM Bella.
- b. CPBJH to follow up the opening date of the shared user path under the Grieve Parade bridge.
- c. WGTP MTIA to follow up with the Department of Transport and Planning regarding the pedestrian crossing at Paringa Road and the Millers Road outbound entry ramp.
- d. Project parties to review the appearance and safety of temporary measures at the Millers Road/ Paringa Road traffic lights.
- e. Project Parties to provide a response regarding upgrading the Air Quality monitors.
- f. CPBJH to provide an update on the graffiti removal process.