

SUMMARY OF DISCUSSION

Byford Rail Extension
Community Advisory Group – Armadale

Meeting Number: 05
Date: 27 March 2024
Time: 5:30pm
Location: 41 Commerce Avenue Armadale

ATTENDEES:

Community Representatives	Project Representatives
Trudi Brand	
Kym Fletcher	Tania Anglin – MetCONN
Ken Hebburn	Christina Azar - MetCONN
Lynda Rose	Brad Cheabb – Public Transport Authority
Angela Walsh	Terika Horwood - MetCONN
Paul Sanders – City of Armadale (observer)	Simon Paglioli - MetCONN
	Rebekah Price – Public Transport Authority
Apologies	
Katina Baker	
Heather Brown	
Dean Huizinga	
Annie Knoth	
Eby Mathew	

Item	Description
1	Welcome <ul style="list-style-type: none"> Welcome and acknowledgement of country
2	Public Art Update <p>Public art status is as follows:</p> <p>Activation Artwork (artwork incorporated into the landscaping)</p> <ul style="list-style-type: none"> Expressions of Interest only open to Aboriginal Artists 13 submissions received 5 Artists shortlisted Shortlisted Artists interviewed by members of the MetCONN Local Cultural Advisory Group Awarded to Aboriginal Artists, Dellas Bennell (Armadale Station) and Nigel Chadd (Byford Station) These Artists will work with a mentor. The mentor will guide the Artists through the artwork development and implementation process including ideas generation, concept development and fabrication/installation. This approach provides emerging Artists with the opportunity to gain experience in public art and assist them to be well equipped to apply for future public art projects. The Artists will also work with the Local Cultural Advisory Group who will share their knowledge and stories with the Artists to guide and inspire their artwork.

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	<p>Seventh Road (community art project)</p> <ul style="list-style-type: none"> • Artwork to be incorporated into groundplain and walls at the southern end of the viaduct. • Artists will work with students from Armadale Senior High School. • Three Artist teams shortlisted by the Artists Selection Panel which included the Mayor of City of Armadale, the Art Coordinator of Armadale Senior High School (James Atkins) and Alison Snell (member of Armadale Society of Artists). • Artists will present their concept proposal to the Selection Panel on 9 May. • Successful Artists will be notified in June.
3	<p>Aboriginal Engagement</p> <ul style="list-style-type: none"> • Recognition, respect and inclusion of Aboriginal people and culture is a priority for the Byford Rail Extension Project. • All METRONET projects are guided by the Gnarla Biddi Strategy and METRONET's Noongar Reference Group. The Gnarla Biddi Strategy focuses on five streams of engagement including Noongar Cultural Recognition, Noongar Cultural Input into Place Making Aboriginal Procurement, Aboriginal Employment, and Land Access and Sites Management. • MetCONNx has established a Local Cultural Advisory Group to work directly with the Byford Rail Extension project team to ensure project design, landscaping and public art acknowledges, considers and celebrates identity, culture, and connections to place. The group has seven members and provides cultural input, guidance and advice by sharing traditional knowledge and stories through yarning. They also provide recommendations for revegetation and landscaping based on traditional ecological knowledge. The project Aboriginal Engagement Team makes sure the Elders in the group are supported as required. • Before clearing we need to make sure there are no artefacts or other items of significance and ensure the land is blessed prior to works commencing. • The project includes a Section 18 site at Wungong Brook. Cultural Monitors with connections to the Whadjuk and Gnaala Karla Booja lands provided cultural advice to the project team during initial ground disturbance activities in this location. Aboriginal groups also requested that the project engage Cultural Monitors to monitor ground disturbance activities on the Byford Station site and in the work area near Harber Drive in Brookdale. • Every employee and sub-contractor working on the Byford Rail Extension participates in a three-hour cultural awareness training session facilitated by a locally-owned Aboriginal business. This training provides the project team with an appreciation of the local Aboriginal culture and connection to the land. • MetCONNx actively employs, trains and mentors Aboriginal people with a focus on long term retention and ongoing professional development. We have a target of greater than 3% Aboriginal employees and greater than 3% of total hours to be undertaken by Aboriginal employees. • We currently have 5 Aboriginal trainees working in the project across a range of office and site-based roles. There is a strong focus on making sure Aboriginal employees feel supported. • We identify and engage with Aboriginal businesses with potential goods, services and skills that can support the project. The project has a target of more than 3% of contracts over the value of \$50,000 are awarded to Aboriginal businesses. We are

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	<p>currently exceeding this target. The project team supports Aboriginal businesses to help develop them and upskill them to better place them for winning future contracts.</p> <ul style="list-style-type: none"> At commencement of works Aboriginal Elders performed Welcome to Country Ceremonies in Byford and Armadale for the project team. Smoking ceremonies were held as part of this welcome. The project actively celebrates NAIDOC Week and Reconciliation Week. Last year staff participated in the 2023 WA Museum Boola Bardip Aboriginal Tour and watched screenings of The Last Daughter and The New Boy. Staff also participated in the 2023 Walk for Reconciliation at Kaarta Koomba (Kings Park).
4	<p>Construction Update</p> <p><u>Design update:</u></p> <ul style="list-style-type: none"> Design of the pedestrian bridge is progressing to 100% and should be finalised in May. DA for Armadale Road pedestrian bridge submitted in February. The two-week public comment period ended on 22 February. 5 submissions were received – 3 supportive, 2 not supportive. <p><u>Line-wide Rail</u></p> <ul style="list-style-type: none"> 33km of new rail is required to construct the Byford Rail Extension. Rail started to be delivered in mid-March. The team has commenced welding the rail together using a welding technique known as flashbutt welding. 27.5m lengths of rail are welded together to form 110m long pieces of rail. Rail laying will commence in June. <p><u>Elevated Rail</u></p> <ul style="list-style-type: none"> Construction of 1.5km viaduct progressing well. <ul style="list-style-type: none"> Piling has finished (131 piles completed). This is a major milestone. Piling started in September and finished in March. Column installation is approximately 50% complete. Installation of headstocks is about 25% complete. The first beam will be delivered and installed in mid-April. 350m of retaining walls at each end of the viaduct are being built to support the ramps. The retaining walls are L-shaped. The footings for these walls have commenced north of Armadale Road and adjacent to Hobbs Drive just south of Church Avenue. <p><u>Armadale Road</u></p> <ul style="list-style-type: none"> Widening of Armadale Road between Church Avenue and Abbey Road (Stage 1) is underway and will continue to the end of April. Stage 2 of these works will commence in May and will involve Orachard Avenue moving further west. There will still be no right turn form Orchard Avenue into Armadale road during Stage 2 of the works. <p><u>Church Avenue</u></p> <ul style="list-style-type: none"> The rebuilding of the section of Church Avenue where the level crossing was removed (between Commerce Avenue/Hobbs Drive and Wungong road/Green Avenue) is

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	<p>progressing well. The closed section of Church Avenue is scheduled to reopen late April (3 weeks early).</p> <p><u>Forrest Road</u></p> <ul style="list-style-type: none"> The rebuilding of the section of Forrest Road where the level crossing was removed is scheduled for mid-year. Forrest Road will be rebuilt in three stages to ensure traffic flow is maintained. It won't close but the road will be reconfigured with a diversion road in place. <p><u>Neerigen Street</u></p> <ul style="list-style-type: none"> There are some works required on Neerigen Street due to required utility service relocations. Significant coordination of these works is required to ensure impacts to road users and the community is minimised. Staging of these works and any associated traffic impacts will be communicated well in advance. <p><u>South Western Highway and Byron Road</u></p> <ul style="list-style-type: none"> Main Roads is installing traffic lights at the intersection of Stone Street and South Western Highway. These works are being undertaken on behalf of METRONET. The intersection of Dickens Place and South Western Highway is also being modified to include additional turning lanes. Byron Road level crossing will permanently close when the traffic lights at the intersection of Stone Street and South Western Highway are operational. Byron Road level crossing will permanently close in June. <p><u>Eleventh Road</u></p> <ul style="list-style-type: none"> At Eleventh Road we have a temporary bypass road in place to enable traffic to continue to use Eleventh Road while we complete stage 1 of the bridge works. Bridge piling is completed. Over the coming months we will commence installing abutment panels and bridge columns. To enable safe bridge construction, Eleventh Road will be closed for 12 months commencing mid-2024. Detours will be in place for the duration of the closure. Detour routes will include Thomas Road to the south and Church Avenue to the north. Main Roads is currently installing traffic lights at the intersection of Eleventh Road and South Western Highway. These works are being undertaken on behalf of METRONET and are scheduled for completion mid year.
2.35	<p>Environment & Sustainability</p> <p><u>Dust suppression</u></p> <ul style="list-style-type: none"> MetCONNx has implemented a number of controls to manage dust. The weather, particularly the strong easterly winds are particularly challenging. Watercarts start early (around 5am) and work Monday to Saturday. We have between 10 and 12 watercarts operating every day. Low speed limits on site. Crushed bitumen placed at site entrance and exit points.

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	<ul style="list-style-type: none"> The team is using gluon and hydromulch. Hydromulch is used in locations where there is high exposure to wind but will be undisturbed for a period of time. Shadecloth is installed in some areas but the use of shadecloth is restricted to permanent fencing only. The temporary fences can not withstand the windloads if shadecloth is attached to them. MetCONNX has trialled various dust suppression products. Some have worked well; some have not been as effective as we would have liked. Options for dust suppression will continue to be investigated. Gluon used – forms a crust. Dustbloc on crane pads. Material mixed in with crane pad and stops dust from rising to the surface. Will spray gluon before Easter long weekend. Monitor weather and wind forecasts. <p><u>CRG Feedback</u></p> <ul style="list-style-type: none"> I live a few hundred metres from the Armadale Station site and haven't noticed any additional dust. I have friends who live near the rail line in Armadale and they haven't mentioned or complained about noise or dust. I can hear noise from the project works but it is not intrusive and can only be heard if I am outside.
6	<p>Sustainability initiatives</p> <ul style="list-style-type: none"> The project is focussed on working as sustainably as possible. A number of sustainability initiatives have been implemented including re-using crushed recycled concrete in the Armadale Station temporary carpark and reusing concrete rail sleepers on the project. 510 tonnes of crushed recycled concrete has been used in temporary carpark construction to date. The project is using a ballast box spreader which significantly increases efficiency. The equipment shapes and distributes the track ballast. The spreader increases labour efficiency and reduces the amount of equipment required compared to the standard method of laying ballast. The advanced technology used in the spreader reduces fuel consumption, material waste and water usage. The project is trialling the use of two HYDI Hydrogen Technology Units. The units reduce fuel consumption, particulate and carbon monoxide emissions in machinery. The units use electricity from the machine engine to produce hydrogen which is then added to the diesel to reduce carbon monoxide emissions. The project is also undertaking a HVO100 (Renewable Diesel Trial). This 100% biofuel achieves up to 90% CO2 reduction. This trial is a first for WA. Food Organics, Garden Organics (FOGO) office waste recycling is set up across all of the project offices. We are also establishing vege gardens at some of our project offices.
4	<p>Q&As</p> <p>Q Does the Armadale Road pedestrian bridge design have to go to the City of Armadale for review?</p> <p>A: Yes – the bridge design went to Council on Monday night.</p> <p>Q: When will the viaduct ramp retaining walls be finished?</p>

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	<p>A: Mid-year. They will take about 4 months to complete.</p> <p>Q When will the viaduct beams be placed across roads including Armadale Road and Forrest Road?</p> <p>A: The first beams to be installed will be directly behind the project office at 41 Commerce Avenue. Placement of beam across the roads is scheduled for mid-year. Installation of the beams over the roads will take place overnight or on weekends to minimise impacts on traffic. Road closures will be required to ensure the safety of road users and workers.</p> <p>Q: What type of grout is used between the columns and headstocks?</p> <p>A: A very high strength grout.</p> <p>Q: The project team has been fortunate with the dry weather over the past few months. When the rain starts, how will the team's approach to managing the worksites change?</p> <p>A: Management of drainage will be a priority for the team.</p> <p>Q: Will there be a cycle path in any parts of the project?</p> <p>A: Yes. A new 8km long shared path will be built along the western side of the rail line from Byford to Armadale. The project also includes extension of the equine path that was built as part of the Thomas Road over Rail Bridge project. The equine path will extend from the Thomas Road equestrian underpass to just north of Larsen Road in Byford.</p> <p>Q: Will the project use biogas (using food waste to convert to a methane based gas)? When you burn it, it is a cleaner gas.</p> <p>A: Biogas technology is not available for railway station delivery at this point in time. Stations are all electric and do not include gas energy usage. In addition, whilst Biogas is made from food waste, there are still significant greenhouse gas emissions (methane) associated with it that are significantly worse than CO2. At this point in time it is not considered a sustainable solution.</p> <p>Q: Can METRONET create a link to METRONEWS via the BRE Facebook page?</p> <p>A: Unfortunately this is not possible as the digital versions of METRONEWS aren't stored. MetCONNx will ensure a copy is forwarded to all CRG members.</p> <p>Q: When will the works on Streich Avenue be finished?</p> <p>A: 8 April</p> <p>Q: Why are there delays to some road closures showing up on Maps apps used by third parties such as Uber?</p> <p>A: Road closure information is generally very quick to update directly to Google and Apple maps. Other applications that use an application programming interface (API) to draw on information from Google, or applications that have created their own map infrastructure may experience delays with this information passing through. This could be due to a number of reasons, such as lags in the integration of data or if the app doesn't refresh data in real-time.</p> <p>Q: Can more signage be installed or other measures implemented to make it easier to cross Armadale Road at the temporary pedestrian crossing given the high volumes of traffic?</p> <p>A: The temporary crossing is in place to provide an alternative crossing location if pedestrians don't want to cross at the traffic lights. A number of improvements have been made to the temporary pedestrian crossing including installation of more signage to warn motorists of the</p>

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	crossing, installation of bollards in the median and painted lines to help delineate pedestrians and traffic. The speed limit on Armadale Road is reduced and there is also currently only one lane of traffic in each direction so there is less lanes of traffic to cross and reduced traffic speeds, with a pedestrian refuge in the median. MetCONNx recommends crossing at the traffic lights as an alternative.
5	Stay Informed <ul style="list-style-type: none"> Latest Fact Sheets distributed and available on the METRONET website: <ul style="list-style-type: none"> Church Avenue Closure Changes to Armadale Road Byron Road Level Crossing Closure METRONET is placing regular advertisements in the local Examiner Newspaper. This is to ensure communication to a wider audience than letterbox drop areas.

ACTIONS

Item	Status
MetCONNx to distribute public art updates to community reference group members.	Ongoing
MetCONNx to monitor the condition of path between Railway Avenue and Streich Avenue to ensure it is clear of sand.	Ongoing. Note check on 2 April identified sand on the side of the path on the south side of Armadale Road. This was swept on the same day.
MetCONNx to forward copy of latest METRONEWS to all CRG members.	Emailed 2/4/24
MetCONNx to contact Transperth to confirm the timing of departure of buses from Armadale will ensure RSL and other community members can get to the Dawn Service at Kings Park on ANZAC Day.	

Next Meeting: mid-2024.