

EUROA WORKING GROUP

Minutes

DATE / TIME

20 June 2019
6:00pm to 8:00pm

LOCATION

Euroa Library
62 Binney St, Euroa

FACILITATOR

Todd Beavis

MINUTE TAKER

Mark Blackman

ATTENDEES

- | | | | |
|------------------------|---------------------------|-----------------|--|
| ▶ Cr. Alistair Thomson | Strathbogie Shire Council | ▶ Chris Loftus | SMEC |
| ▶ Cr. Mick Williams | Strathbogie Shire Council | ▶ Ed Walker | ARTC, General Manager Victoria Projects |
| ▶ Edwina Thompson | DESIGN Euroa | ▶ Dinesh Batra | ARTC, Senior Project Manager Inland Rail |
| ▶ Justine Collins | | ▶ Mark Blackman | ARTC, Stakeholder Engagement Advisor |
| ▶ Nola Dudley | | | |
| ▶ Tom Maher | | | |
| ▶ Ann Mahon | | | |
| ▶ Des Ryan | | | |
| ▶ Shirley Saywell | | | |
| ▶ Michael Tehan | | | |
| ▶ Sarah Treloar | | | |
| ▶ Bernard Walker | | | |

APOLOGIES

- ▶ Renee Preece ARTC, Stakeholder Engagement Lead

Discussions

NO.	DISCUSSIONS
1	Open meeting, welcome
2	<p>Introductions</p> <p>Todd Beavis, the independent facilitator, introduced himself and thanked members for attending the first session. Provided background on himself as a community engagement specialist.</p> <p>The facilitator asked the project staff in attendance, including ARTC representatives and the SMEC representative, to introduce themselves:</p> <ul style="list-style-type: none"> - Ed Walker: General Manager Victoria Projects. Inland Rail is one of two projects he's overseeing in the state. - Mark Blackman: Stakeholder Engagement Advisor for North East Victoria. - Dinesh Batra: Senior Project Manager. - Chris Loftus: SMEC. Working with ARTC. <p>Renee Preece was also mentioned as an apology, but was introduced as part of the Stakeholder Engagement team, and a member who will be present at future meetings.</p> <p>The facilitator asked the applicants to introduce themselves.</p> <ul style="list-style-type: none"> - Tom Maher: 4th generation on the land. His main concern regards crossing the rail in a safe manner. - Edwina Thompson: A local architect who is particularly interested in the design process, analysis of site, and existing networks. Edwina also started DESIGN Euroa, and is representing the Group.

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> - Nola Dudley: Has lived in Euroa her whole life, and sees this as a chance to get rid of the current bridge, which she describes as a monstrosity. Nola is also interested in accessibility to the station. - Michael Tehan: His father was a councillor who opposed the original bridge in the 1960s. Michael wants to challenge ARTC about how innovative and safe access can be provided. He sees this as a chance for genuine innovation in the community. - Cr Mick Williams: Has lived in Euroa his whole life, including 23 years on Strathbogie Shire Council. He is representing Council. He believes it is important to get this right, and wants something that will be here for the next 100 years. Mick also has concerns about B-Doubles in the future. - Bernie Walker: Retired 4th generation farmer who has lived in Euroa his whole life. He raised the importance of the bridge as a connection between the hill country (Mansfield) and the Goulburn Valley. - Justine Collins: Lives in Nelson St near the site of the proposed works, and wants to look out for the interests of residents in the immediate vicinity. - Sarah Treloar: Lives near the site of the proposed works and has kids at a nearby school. Believes this is significant to everybody in Euroa, and has concerns relating to the impacts of traffic along Anderson St. - Des Ryan: Wants to get the best outcome for community, and has helped several other communities get outcomes on different issues. - Shirley Saywell: Is interested in the outcome for the community and feels the project team has not taken on board conversations with the community. - Cr Alistair Thomson: Representing Council. Alistair wants the best outcome for Euroa. He sees the overpass as a legacy structure that has implications for people in town, and has a large visual impact. Believes a multifaceted approach is needed. - Annie Mahon: Sees this as one of three significant things that have happened in Euroa, after its discovery, and the Hume Highway bypass. Believes the project needs to be sympathetic to the style of the town. Annie owns property in the immediate vicinity to the proposed works.
3	Working Group establishment and purpose
	<p>ARTC confirmed that the Euroa Group is the only community working Group currently operating for the Inland Rail Project in Victoria. It was formed due to the nature and location of the works, being in the centre of town, and in response to a request from Council and the community.</p> <p>Terms of Reference.</p> <p>The purpose of the Working Group is to facilitate a greater level of involvement between the project team and community, alongside ongoing consultation. The draft Terms of Reference were discussed in detail, with the facilitator taking the Group through each section and providing the opportunity to ask any questions or provide feedback.</p> <p>Questions were asked about the design process and when they would have input into the urban design for the project. ARTC explained that the project team is currently focussed on understanding the core requirements from the community to inform the reference (concept) design. Confirmation was provided that the design is not locked in and that the Group would have the opportunity to provide input.</p> <p>The proposed scope and authority of the Working Group was outlined and discussed. Members asked for clarification on what is negotiable. ARTC advised that certain aspects, such as safety and engineering standards are non-negotiable, and gave an undertaking that the negotiable elements would be discussed with the group at upcoming meetings.</p> <p>The composition of the group was discussed with ARTC explaining that it had been designed to bring a broad understanding of community views to the table. An overview of the selection process was provided and ARTC advised that the final composition included additional community and council representatives than anticipated.</p>

NO.	DISCUSSIONS
	<p>Members sought clarification about the selection process, and whether there was scope for additional members. The facilitator explained that selections were based on the three criteria advertised and assessed based on the information provided in the Expressions of Interest application. At this stage it is not envisaged that the group would be expanded beyond the current membership.</p> <p>A Chair will be appointed through a recruitment process, and will be external to the Working Group members. Nominations will take place over the coming weeks, with all members able to nominate. The Chair role is typically paid.</p> <p>The function of the Working Group was also discussed, including sharing information and gathering feedback from the community.</p> <p>The facilitator advised that the feedback on the draft Terms of Reference from the Group, including a suggestion that the heading “Expectations” should replace “Functions” and an alternate list of “responsibilities and expectations”, would be considered and the final Terms of Reference circulated to the Group.</p> <p>Minutes will be produced from each meeting to capture key points, questions, commitments, and actions.</p> <p>CODE OF CONDUCT</p> <p>The Code of Conduct was reviewed by the Group, no changes were recommended. The facilitator encouraged members to raise any issues or concerns with the Group to ensure it could be as effective as possible.</p>
4	Break
5	Inland Rail project briefing
	<p>ARTC confirmed that the Group is a genuine effort to engage the community and asked that they be judged on the process from here.</p> <p>Inland Rail</p> <p>Inland Rail is a new freight-rail line to accommodate double-stacked trains between Melbourne and Brisbane, and facilitate travel within 24 hours. Rail is currently not as competitive as road, with only 25% of freight transported by rail. This is compared to the Melbourne to Perth route, which is roughly the same time on road or rail, but rail has an 80% share of the market. Inland Rail is about reliability, availability, and more efficient trains.</p> <p>Where existing track is being used, it is already suitable for double-stacked trains. In Victoria there are currently 133 trains per week (freight and passenger). Inland Rail is expected to lead to a long-term, gradual increase of an additional 16-20 trains per day.</p> <p>Terminals at ports are separate projects.</p> <p>Discussions are ongoing regarding future passenger services.</p> <p>T2A</p> <p>The Victorian section of the project will run between Tottenham and Albury (T2A), and will use existing track, rather than building new track. The track itself is a state-owned asset that’s leased to ARTC, with operators paying to use the track. There are lots of stakeholders involved.</p> <p>Enhancement works are needed along the line to accommodate double-stacked trains, with Euroa one of the sites that need to be enhanced. Different solutions have been investigated across the different sites.</p>

NO.	DISCUSSIONS
	<p>Euroa Different options have been looked at in Euroa, and a more detailed explanation of these options will be discussed at the next meeting. Some options such as diverting the track around Euroa would not be a possibility as it would cost hundreds of millions. And while cost is one factor, there are also many other issues such as safety and timing that also need to be taken into consideration.</p> <p>ARTC regrets the use of terms such as “30%, 70% reference design” as it has caused confusion among some communities including Euroa. The terminology needs to be explained more, and ARTC needs to work with the Group to show clearly the work that’s already been done.</p> <p>NERL Inland Rail is one of two projects that ARTC is undertaking, with passenger upgrades also underway on the same corridor.</p>
7	Other business
	<p>The members developed a list of problems the community is facing, and key points they would like the Working Group to address.</p> <ul style="list-style-type: none"> - No detriment to access is important - Works must improve access - Pedestrian access, including from the north-west - Current pedestrian underpass is poor - Vehicle access – community would not be happy if vehicle access is removed - Address tight bends and blind spots - Track realignment should be discussed - Community needs a clear site analysis, clear communications. - Suggested not a single community member in the room is happy with current reference design - Design process has been ambiguous
6	Future meetings
	<p>It was decided the Monday would work best for the Group, with the 15th July proposed as the next meeting date. This meeting will be a deep dive into ARTC’s process, and the options considered.</p>
7	Close meeting

Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	Delete section 7.6 regarding “proxy members”	MB	21/6
2	Delete footnote reference “confidential”	MB	21/6
3	Copy of presentation	MB	27/6
4	Check decibels for passenger/freight	DB	15/7
5	Check vibration levels	DB	15/7

Next Meeting

15 July, 2019

6:00pm – 8:00pm

Euroa Library