

**Woden Valley Community Council Inc.**  
**Record of Meeting, Southern Cross Club, Woden,**  
**Wednesday 7 September 2016**

- 1 The President **Martin Miller** welcomed attendees. There were apologies from **Mike Reddy**, **Greg Routledge** and **Jenny Stewart**.
- 2 Minutes of the meeting for 3 August 2016 were approved.
- 3 **Duncan Edghill**, Deputy Director-General and **Kevin Brady**, Design and Construction Director for Canberra Metro, provided a detailed overview of Stage 1 of the Light Rail project. The route will involve 12 Km of track from Gungahlin to Civic. The estimated 24 minute journey time will include 13 stops at a service interval of six minutes on-peak and 10-15 minutes off-peak. There will be two dedicated wheelchair spaces and room for bicycles on board each vehicle for which capacity will total a little over 200 places, seated and standing. Details of the enabling works, the permanent works and the operational testing for this public/private project partnership were sketched in. Gas mains and electrical utilities will have to be moved on parts of the route, for which some 200 people will work on the design and planning. Hours of project work will be 7am to 5pm (and sometimes 6pm) Monday to Friday with the possibility of some Saturday work as well. It was stressed that about 75% of current staff are local residents. Maintenance and cleaning operations for the vehicles were described. Project interaction with local business suppliers and local employment opportunities, including apprenticeship training, were discussed.  
**Questions** included: Bicycles? (Yes; four per tram, but not on racks); Timetable provided? (No; not needed with six minutes maximum wait on-peak); Compatible with buses? (Yes; Light Rail will have priority on traffic signals, with no discernible interruption to traffic); Map showing Park and Ride locations? (Yes; but not one on hand); Stop locations? (On median strip); Boom gates on cross roads to Northbourne Avenue? (No; lights will be sufficient); Modelling carried out on traffic and pedestrian movements? (Yes; three minutes tram turnaround and 22 seconds to empty a tram); Breakdowns on the track? (Trams can be combined and broken tram can be removed from the network if necessary); Single tracks? (No; twin tracks); Future extensions? (City to Woden and City to Belconnen are options with alignments yet to be decided); Use of London Circuit in Stage 2? (Again, alignment is undecided); Commitment to Stage 2 without funding known? (A political consideration as are debt/equity and taxpayer contribution issues); Woden alignment to include suburbs such as Farrer? (Possible); Caretaker period to start? (Friday, 9 September); Potential costing for each route? (Continuing estimates, including costs of crossing the lake); Estimate time for full completion of entire Light Rail Network? (Not known, depends on Government).
- 4 **Eric Glass** provided a summary of the ACAT decision on the objections by Farrer residents to the proposed Goodwin Homes aged care development in Farrer. Site suitability and the impact on visual amenity were two main concerns. The Tribunal decision will require modification to some building heights and other detail; this was described on the plans displayed. Goodwin Homes have appealed the decision. **Questions** concerning shading were discussed as were the rules and criteria by which projects like the Goodwin Homes are assessed in the context of the Territory Plan.
- 5 In other business: **Caroline Le Couteur** and **Brendan Long** were introduced as two of the various candidates in the coming ACT Elections.  
Council noted five prime issues for ongoing monitoring and consideration:  
1 Funding for the new Woden Community Arts Centre; 2 Upgrade to the Woden Bus Interchange; 3 Release and funding of sites for community uses, such as the indoor sports

venue and an aquatic facility; 4 Yarralumla Creek revitalisation and the wetlands naturalisation and 5 Street lighting renewal.

General discussion followed concerning jobs and the need to attract young people to the Woden area; the loss of open spaces; the need for more entertainment facilities.

The Treasurer asked for approval to bring the WVC Council's financial year into line with the Government's July/August configuration. This was approved by the President, Martin Miller.

In a follow-up of issues raised with Minister Meegan Fitzharris at a previous Council meeting, responses were tabled to questions taken on notice by the Minister. The questions and her answers, covering three A4 pages, have been scanned into these minutes, and appear as an appendix to them.

The meeting concluded at 9:24pm. Next meeting of the WVCC will be on Wednesday 5 October 2016 in the Southern Cross Club.

**Timoshenko Aslanides**

Minutes Secretary

17 September 2016



## MEEGAN FITZHARRIS MLA

Minister for Transport and City Services  
Minister for Higher Education, Training and Research  
Assistant Health Minister

Member for Molonglo

Mr Martin Miller  
President – Woden Valley Community Council  
[president@wvcc.org.au](mailto:president@wvcc.org.au)

Dear Mr Miller *Martin,*

Thank you for your email of 27 June 2016 as a result from the most recent Woden Valley Community Council meeting on 8 June 2016. I apologise for the delay in responding to you.

I will address your questions in the order you have raised them:

**Will there be any traffic improvements on Launceston Street between Melrose Drive and Callam Street, to improve safety with the increase in traffic from the Skypark car park and imminent completion of Trilogy apartments.**

Future signalisation at Launceston Street between Melrose Drive and Callam Street in Phillip has been included in the Roads ACT three year priority program. Intersection Improvements at Launceston and Irving Street have also been identified in the program for possible construction.

**What is the Transport Canberra and City Services (TCCS) Directorate doing to fix path narrowing along Melrose Drive, and path installation along Worgan Street from the new intersection? Are these works associated with Furzer Street precinct?**

The Land Development Agency (LDA) have agreed to a range of minor improvements at this location which are due for completion by the end of August 2016. TCCS has liaised with LDA in regards to what options were available to remediate the path narrowing. Services located in the vicinity have limited the opportunities for alternatives for the narrowing of the path.

A number of options were investigated, including the relocation of the services and path redirection. The relocation of the utility service was discussed with the service provider, however due to the criticality of the services (the utility serves the whole of Woden Town Centre and Canberra Hospital), and that the services were located within asbestos conduits, the relocation was deemed risk prohibitive.

ACT LEGISLATIVE ASSEMBLY

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The option of redirecting the path was investigated and found it would require the resumption of a sizeable portion of land from the adjacent lessee, adjustment of existing services (stormwater and sewer), the construction of large retaining walls (potentially up to 2 metres high), removal of several mature trees and permission to construct the path over trunk assets.

Due to all of these issues, it was deemed that this option did not represent a viable alternative. The final outcome is that the LDA have maximised the path width within the constrained site, and have constructed a compliant path to the new pedestrian crossing without impacting on the existing services so there is no intention to undertake any further works.

**Is the ACT Government still committed to 2030 rapid transit routes across Canberra? Or will it now be delayed with the Light Rail roll out?**

I can advise the ACT Government is committed to the implementation of additional rapid transit routes on an ongoing basis. Light rail is one of those transit routes. A re-elected ACT Labor Government will introduce a number of new rapid routes across Canberra over the next four years, including the Woden Valley area.

**When is the expected completion of the full Light Rail Network across Canberra & what is the cost?**

The ACT Government has consulted on the Light Rail Network plan for Canberra and recently presented these consultation findings to the public. No costings have been completed for the plan at this stage. The Rapid Frequent network set out in the Transport for Canberra plan is still being implemented. As these routes become viable for Light Rail, the ACT Government will consider replacing rapid bus services with Light Rail.

**Are there any playground or play space upgrades scheduled for Woden?**

There are 17 play spaces in Woden listed for minor upgrade work in 2016-2017. These are located in Hughes, Lyons, Curtin, Isaacs, Farrer, Pearce, Chifley, Phillip and Mawson. These works may include upgrades such as changing of swing chains and bark top ups.

**What is happening with the Woden Town Centre, walking and cycling and Implementation of the Master Plan?**

The Woden Town Centre Master Plan 2015 identified the Active Travel network at Woden Town Centre as incomplete and identified a number of opportunities to improve cycle and pedestrian connections within the town centre.

The Woden Town Centre Cycle and Pedestrian Network Improvements Feasibility Study 2016 reviewed the Active Travel recommendations of the Master Plan to develop a number of feasible Concept Options for improving the network. A number of these priority options

were developed to concept design and detailed design. Funding of \$1 million has been committed in 2016-2017 to construct identified priority works from these packages.

As you know, the 2016-2017 ACT Budget committed an additional \$300,000 for the Woden bus interchange redevelopment.

The Canberra Hospital connection project completed in July 2016 has seen the upgrade of the path connection between the Woden Town Centre and the Canberra Hospital making it easier and more accessible to walk or ride between the two major hubs.

**Reports of inconsistent traffic speeds in residential areas.**

The determination of speed limits in the ACT is based on the classification of roads through a formal road hierarchy. This classification fundamentally relates to the predominant function of a road and to the extent it serves the two basic purposes of the road network, the movement of traffic and access to property. Setting of the speed limit is based on the Australian Standard and in accordance with national guides.

The ACT road hierarchy has three types of roads in residential areas:

- major collectors 60km/h - Provides traffic movement through the suburb from and to the arterial road network;
- minor collectors 50km/h - Distributes traffic movement within the suburb; and
- residential streets and local access roads 50km/h - Provides access to local network of residential streets that are not primary traffic routes.

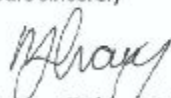
In relation to comments made about the use of protected turning lanes, Roads ACT will be happy to further discuss Mr Erett's concerns about specific traffic management arrangements at intersections.

**Will there be special stops added to the rapid bus service from Woden to the City?**

At the present time there are no plans to add any additional stops to the rapid bus service between the existing stops from Woden to the City.

Thank you for raising these matter with me. I trust the information is helpful.

Yours sincerely



Meegan Fitzharris MLA  
Minister for Transport and City Services

23 August 2016