



## MINUTES

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2002 Minutes WODEN VALLEY COMMUNITY COUNCIL

PUBLIC MEETING

Wednesday 15 May 2002

1930, Aegean Room, Hellenic Club, Woden

### MINUTES

#### Committee members present

David Menzel (Chair), Mike Reddy, Dolores Holmes, Barry Raison, John Kain,

#### Committee member apologies

Bill O'Brien, Anne Walls, Warwick Pearson

- **Welcome; Apologies; and Confirmation of Minutes from Public Meeting, 20March 2002**

#### Welcome

David extended a welcome to all those present on behalf of the committee. He expressed appreciation for the attendance of Rod Baxter from PALM and Rifaat Shoukrallah, Manager, Asset Use in 'Roads ACT' (ACT Department of Urban Services).

#### Other apologies

Judy Carberry, Robert Peck

#### Confirmation of Minutes of last Public Meeting on 20 March 2002

Read by David. Motion to approve Minutes put by Barry, seconded by Dolores, Carried.

## 2. Traffic/Transport issues in context of the review of the Woden Town Centre Masterplan

David opened the meeting by explaining that its purpose was to allow the Woden community to meet and discuss traffic and transport issues, particularly as they affect the Woden Town Centre precinct; the participation of the two ACT Government officials was welcomed as it gave them an opportunity to hear what people had to say on these matters. The timing was opportune as the WTC master planning review process was now well under way.

Rod Baxter then responded to David's invitation to provide a report on where the master planning exercise had got to. Rod reported that:-

- The design options report on the WTC Master Plan February community workshops was now available for perusal at public libraries and copies were also circulating around our meeting tonight
  - Process is still at the 'vision stage' but among the matters receiving attention are options for improving bus interchange arrangements in WTC, personal safety, responses to the loss of surface parking capacity in the WTC, the lack of adequate connectivity between the WTC and Woden's east parklands, the need for rejuvenation of much of WTC's 35 year old office stock, traffic congestion – particularly in the vicinity of the Corinna St roundabout, options for residential construction within WTC.....
  - A bus interchange option being considered involves the removal of the present bus station and its replacement with on-street bus stops in association with a broader strategy which would see a new police station built south of the Youth Centre on Callam Street, development of a 'main street' concept with Bowes and Bradley streets being joined by a new connecting road section made possible by removal of the bus interchange and the adjoining 'sunken garden'
  - Four or five bus stops would be established with 'main street' frontage and with waiting lounges built into adjoining portions of the shopping / office precincts. The Callam Street realignment has provision for north-south express bus lanes and can be integrated with a potential future light rail system.
  - Rejuvenation options for the Phillip Trades Area (PTA) include improved access for northbound traffic along Athlon by way of a new connection between Parramatta and Athlon. Options for encouraging residential construction within PTS are also being examined as a way of promoting improved security in the precinct as well as opening up opportunity for using up excess capacity in upstairs areas
- **Parking Issues**

In opening discussion, participants observed that the growing parking problems in and around WTC reflected

- The success of the new retail developments of recent years which had proved more successful than anticipated
- The changing retail patterns at WTC including the impact of two newish large supermarkets and the popular outdoor restaurants along Corinna St
- People doing 'large' supermarket shopping are unlikely to see public transport as an option.

The meeting noted that

- Public transport may not be an option for the disabled and family groups
- Present character and levels of service provided by current public transport system is not seen as a realistic instrument for reducing car based access to WTC
- ACT government does not seem prepared to put the significantly greater resources into public transport necessary to make it a more realistic alternative form of transport
- The increasing preponderance of multi-level car parking around WTC – these were not attractive parking facilities for many elderly citizens
- Need for greater short term parking around the community facilities of WTC eg library, health centre, post office, WCS centre
- The ACT Government does not have any hard, well researched information as to WHY people drive their cars to WTC; there is a need for PALM to gather this information and to analyse peoples' preparedness to use public transport instead and to assess their preparedness to pay for all transport alternatives, including private car use
- There may be advantages in promoting the use of Tuggeranong as a Park N Ride centre rather than WTC.

The meeting identified and discussed other specific WTC related parking issues including:-

- Short-term and long-term pressures in adjoining areas such as Lyons, Curtin, Chifley, Phillip Trades and Northern Entertainment areas
- Surface v structured parking
- Is there a case for discouraging use of cars ?
- **Speed Zones and Calming Devices etc**

eg; Melrose Drive is 60 south of Hindmarsh but 80 north of it; Launceston St Lyons

- a by-pass race way; placement of speed and light cameras.

Issues arising in meeting discussion included:-

- question of whether current speed limits in Launceston St, Lyons are appropriate; study undertaken in 2001 observed potential adverse effects on Lyons Shops
- calming devices in Launceston preferable to traffic signals as avoids the noise and dis-amenity associated with breaking and accelerating traffic at lights
- but calming devices need to be well designed as otherwise they can pose safety hazards
- speed signs should be placed on either side of streets and should be of adequate size and not hidden by vegetation
- speed camera warning signs should indicate relevant speed limit
- local residents should be given greatest consideration in consultations about traffic issues
- use of feeder roads by through traffic seen as a central concern.

Rifaat commented that:-

- Launceston Street studies had involved very detailed consultations with local residents; improvement will be introduced on a graduated basis and include roundabouts and a slow point at crest of road – the first stage will be implemented by end-September
- Reasons for differences in speed limits between northern and southern portions of Melrose Drive is because northern portion does not have as much frontage access or as many pedestrians in vicinity
- Australian Transport Council is to consider the Australia-wide trial of 50 kph speed limits in September; observed that Pedal Power supports the new limit being made permanent
- He will follow up[ reported problems of vegetation obscuring speed limit signage.
- **Traffic Lights**

Particular annoying problem spots (eg because of protracted delays, illogical sequencing) identified by members of the community including those present tonight included:-

- Turning right into off northbound Melrose
- Yamba/ Ainsworth/Kitchener
- Carruthers St over Yarra Glen
- Yamba Dr. travelling north - turning left into Launceston
- Cotter/Dudley-Yarralumla
- Cotter/left/ Streeton - only one lane

- Cotter/left/Cotter at Streeton - don't need stop lights, maybe "turn left after stopping"
- Turning right off Hindmarsh into Ball Street

Suggestions included:-

- Arrangement of pedestrian lights so that they revert to green when no oncoming traffic
- Need for traffic signals to be more responsive to the very variable traffic conditions at different times of the day conditions
- Shortness of some slipways cause traffic congestion eg Melrose and Hindmarsh
- Staggered traffic lights encouraged 'rat running' and diversion of traffic to secondary roads
- Better synchronisation of successive signals
- Frustrations caused by traffic signal delays caused accidents.

Rifaat responded by observing that the 'revert to green' suggestion would delay other traffic unduly; the computers that 'drive' signals have been upgraded with a view to ensuring road users are given a synchronised succession of green lights but this synchronisation is more difficult to achieve when signals are fairly closely spaced. He said the most heavily trafficked traffic flows determine the cycles (this can work to the disadvantage of smaller, lighter trafficked roads). He also noted that the linking is done for the peak direction; outside of peak hours, vehicle actuated systems apply.

## 6. Cyclists and pedestrians

Meeting participants discussed the advantages of an overhead bridge linking WTC and PTA, a proposal dating back to NCDC days. Also observed that cycling's attractiveness can be enhanced by On-road cycle lanes and secure parking combined with appropriate and safe links to N/S/E and W of WTC. Meeting discussed the need for improved safe pedestrians access to WTC from surrounding suburbs. Part of the current safety problems for pedestrians are attributable to the wide streets surrounding WTC and PTA - Melrose and Hindmarsh in particular.

### ● Signage

- The meeting noted concerns that more and better signs around WTC especially for pedestrians looking for community facilities such as PO, Police , Library, Youth Centre, Community Centre, Health Centre.
- The placement of large roads signs on public nature strips adjoining Callam, Hindmarsh and Melrose promoting the 'big end of town' businesses in WTC (eg Big W, Hoyts, MacDonalds, David Jones) was not supported on aesthetic and 'level playing field' grounds and should be removed.
- These commercial signs should be replaced with high quality public signage which identifies the WTC as such (without any commercial logos attached).
- The large commercialised signs on Hindmarsh, Callam and Melrose contrasts with lack of any road signage directing people to major public facilities in WTC precinct such as the 'under utilised' Eddison and Woden Parks.

## 8. Buses and Interchange

Community suggestions and concerns included

- Improving accessibility to the interchange by means of an escalator up to Churches Centre area
- On-road stops v. interchange concept; interchange was designed specifically to allow for conversion for light rail access
- Bradley / Bowes proposed link; better to make Corinna the 'main street'?
- Need to relocate ACTION Information Office from the remote far end of the Interchange to the front end (near Woden Town Square) where it would be more convenient for majority of passengers
- Poor standard of timetable displays and general facilities at WTC Interchange

## 9. Next Public Meeting

Wed. 17 July, 7.30pm, Aegean Room, Hellenic Club