

Minutes of Public Meeting

7 pm Wednesday 5 December 2018
Canberra Southern Cross Club
Estimated attendance: Sixty five

- 1 **Welcome: President, Fiona Carrick**, welcomed and thanked attendees.
 - MLAs in attendance: Ms Caroline Le Couteur
- 2 **Minutes** of the last meeting held on 7 November - Not Discussed.
- 3 **Chair Report:**
 - 2nd regional scooter comp – 16 Feb 2019
 - Better Suburbs - \$1.9 million for playgrounds
 - Eddison Park - \$175,000 for nature play
 - Torrens - \$75,000 for a whole of suburb review
 - Farrer - over \$200,000 and will receive nature play and a bike path – congratulations to the Farrer Residents Association for their advocacy
 - There were a couple of other playground upgrades in the other suburbs
 - Curtin Master Plan released
 - solar access (1 storey around the square) with 5 storey building on the south west of the square
 - Resident comment – no evidence that Curtin as a whole supports what is being proposed for the Curtin shops
 - Woden zoning provides for 28 storeys around the Town Square
 - 19 towers earmarked around the Town Centre date
 - densification should be done well with public spaces and community facilities
 - Southlands proposed zoning
 - 4 storeys on the western side of the square, 2 storeys on the north and east
 - Recommendation for some more green space and play space

Healthy Waterways

 - Curtin and Athllon Drive projects nearly finished. The Wilkins Street project was not funded and there is another project on the Cotter Road near the north Curtin playing fields.

4 5 minutes from MLAs

Ms Caroline Le Couteur

- Students strike for Climate Change
- Legislation passed for an Integrity Commission

- ACT Planning Strategy – December 2018
 - Light Rail stage 2 shown as the Barton dog leg, blue area between the City and Woden for urban intensification
 - Purple area identified for urban intensification - for Woden it is a lot larger than the Town Centre, includes areas in Chifley, Lyons, Hughes, Mawson
 - Remaining green field areas across Canberra are limited – running out of places for more development - 70% of new development urban infill
 - Woden tree canopy – 25.3% which is slightly higher than other districts
 - Website for planning strategy - <https://www.planning.act.gov.au/act-planning-strategy>

Presentations

5 New Bus network – Transport Canberra

- Background on the development of the new bus network provided
- Over 13,000 pieces of feedback
 - Inter town connection – connection to Belconnen re-instated, feedback that access to tertiary facilities important
 - Weston Creek – re-instate direct access to the Woden Town Centre
 - Kambah access to the Woden Town Centre via Cooleman Court
 - School services –
 - TCCS worked with schools
 - focussing on coverage for local services,
 - Alfred Deakin service changed to picks up Lyons – priority enrolment area
 - Safety on services – 60% of high school students currently on regular services
 - Interchange – more information to be provided
 - Network to start term 2 2019
 - Routes on the Transport Canberra web site

Questions

- Existing buses from Tuggeranong provide 2 minute frequencies through to the city, will we have that level of frequency?
 - Look at balance of capacity and frequency, 2 minutes cannot be guaranteed
 - 6 minute minimum frequency
- West side of Woden no longer has services along Melrose Drive and Phillip, doesn't anyone catch the bus there? There is likely to be densification on Melrose Drive and there are no buses from the suburbs to Phillip for shopping.
 - People catch the buses everywhere, tough choices to make
 - 3rd bus depot in Phillip
 - Will look at data for Phillip
- There has always been a different bus service for Commonwealth Ave and Kings Ave, the new R5 service Barton, Russell and Constitution Avenue to the City.
- Is there an increase in buses on Corinna St?
 - Buses stop however it is a tight road network
 - Recommendation to get buses into Corinna Street
- Are there international comparisons?
 - Yes, TCCS look at how other people do things. Continual improvement.

- What is happening with servicing low socio economic areas?
 - Developing a tool to see the demand for different transport users
- What sort of distances to rapid stops and frequency on weekends?
 - 7 day services
 - Walking 800 metres on average to a bus stop
 - Big buses do their job and use other methods to meet other needs
- Are there resources for the extra capacity?
 - Need to understand demand to put forward a budget bid
- Talking about cost, aren't you using the free electric buses?
 - Nothing is free, there are 2 electric buses and 1 hybrid bus on trial, the issues are:
 - The distance they can travel on charge
 - The number of people they can carry.
- Can we have lots of Park n Rides and Bike n Rides?
 - Completed a study on park an rides which is being considered and advice will be provided to Government
- Could we look at utilising sports ground parking?
 - Looking at how we can mix facilities
- Demand for services from Narrabundah to the Canberra Hospital?
 - Travel habits have changed and they will continue to talk to the Narrabundah community.

6 Light rail stage 2 – Transport Canberra

- Federal Inquiry finalised and ACT Government working through it
- Preferred route still through Barton however looking at alternatives eg State Circle
- Mixture of fixed and flexible services - denser areas services by light rail
- Things to look at when deciding the network
 - connectivity – who and what are we connecting
 - hotels and attractions along the route as well as day to day commuting
 - impact on road traffic, heritage and urban renewal
 - travel times and access (walking distance)
 - daily passengers – forecast 39,000 in 2036
 - 6 minute services in the peak and 7 days a week
 - lake crossing challenging
 - approvals complex – 60% of alignment crosses national land and requires NCA works approvals
 - Barton picked due to coverage provided from 800m from alignment
- Team looking at the:
 - Woden Bus Interchange and the transition to light rail
 - Yarra Glen roundabout re design
 - Action powered rolling stock and how far they can go between stops

Questions

- Why is the light rail not continuing through to Phillip and Mawson to service the Woden community?
 - The remit is Woden
- Does the WVCC have a position on light rail?
 - The WVCC does not have a position on whether we have light rail or not, however if it is built, we advocate for a direct alignment and through to Mawson.

- Why doesn't the light rail go over King's Avenue to Russell and the Airport?
 - You will be able to go to Civic to go to the airport
- Why isn't the Kings Avenue on the plan as a future alignment?
 - We have north south, east west alignments
- What are your plans for a Land Use Plan along the corridor prior to the delivery of light rail stage 2?
 - Talking to all Directorates which could lead to working groups
- If the tram breaks down will it impact on the whole network?
 - We will be able to push the tram in front of another tram
- Will there be a maintenance depot on both the north and south side?
 - Only the north side
- When would stage 2 start?
 - 3 years or however long it takes. The shorter route would be less.
- Impact of traffic during construction?
 - The median on Adelaide Avenue is wider which will mitigate some of the impact however State Circle and London Circuit will be impacted. There will be night time works.
- I would like to see stops on Adelaide Avenue and park n rides with escalators which provide better access to the stops
 - There will need to be stairs and local bus connections
- To what extent will the network get rid of cross town trips?
 - We do a lot of modelling work however all trips across town will not be eliminated
- A show of hands was taken about whether the direct alignment or the dogleg through Barton was preferred. The direct alignment was clearly preferred.
- Light rail is a spine and a multi stage network with Barton being serviced by a later stage, why should we slow down the spine from City to Woden and Tuggeranong? Would the better alignment be State Circle? We had a vote and it was 10 to 1 that the direct alignment is preferred.
- There were comments around why are we relying on a survey to determine our infrastructure rather than an evidence base approach?
- Professor Newman is now looking at technology from China so what due diligence has been done on other technologies that are cheaper. Western Australia is abandoning their light rail proposal in Perth so would someone make a statement about alternative technologies?
 - The guided tram (bus) will take up road space (the crowd was vocal about this response)
- We are talking about the movement of people from the south to the north for work, study and play. All our universities, all our multi-purpose sports facilities (aside from the Southern Cross Club basketball stadium in Tuggeranong) are located on the north. If you located facilities on the south we wouldn't have to move so many people to the north and would reduce traffic congestion.
 - Look at the planning documents
- When will you be consulting about the bus interchange?
 - A bit behind – have done a sizing study to give to designers
 - Will come back early next year.

7 Traffic flows – Launceston and Irving Street intersection – Transport Canberra

- A couple of years in the concept design stage (includes Furzer St)
- Under consideration in the budget process for prioritisation with other budget bids
- Proposal
 - manage the right turn movements in and out of Irving St
 - pedestrian movements

Questions

- Will there be separate cycle facilities?
 - Woden cycle path upgrades will consider Launceston St
- We have 19 residential towers earmarked and densification planned, is that being considered?
 - refresh of the Transport Strategy to be released
 - modelling of transport network ongoing
- Why are the right turns from Irving St and Furzer St being blocked?
 - More people turning left
 - Safety benefit
- Would you consider signalisation that connects Furzer St with Irving St?
 - I can take that feedback and ask?
- Can Irving St be continued so it exits onto Launceston St on the east side of Phillip Oval?
 - The future of the road network is uncertain as it depends on the outcomes of light rail
- How do we provide feedback?
 - Minister Steel is the MLA.

8 Cycle network – Transport Canberra

Questions

- Concerned that the cycle network is not protected in the Precinct Code. Behind the police station the cycle network was sold and on Bradley St the developer does not appear to be supporting the cycle network.
 - The Bradley St pedestrian crossing is being widened.
- We are frustrated because we do not have the capacity to check every DA to ensure the active travel network is protected and connected.
- How do we have a comfort level that there is someone oversighting the densification of Woden to ensure we have the right outcomes. It is a hotch potch with each developer responsible for their section of the active network.
- Where is the connectivity from the suburbs to the Town Centre, for example from Pearce?
- Richard Bush showed the plan for the \$4.7 million allocated to Woden for cycle ways.
- The Corinna St link needs to be re worked to reduce traffic congestion at the entry to Westfield. How do extra bus services and a separated cycle way fit into Corinna St?
- Are separated cycle ways only for bicycles? Yes, increasing use of electric bikes

- When will the path along Curtin be upgraded because it is dangerous? In areas where you have pedestrians on a commuter cycle path there is a case to separate the cycle network.

Meeting finished.

Next meeting first Wednesday of February 2019