Woden Town Centre improvements
Including the bus interchange

Woden Valley Community Council

Wednesday 6 June 2012
Purpose

- Revisit alternative bus operating concepts that were proposed through the 2004 *Woden Town Centre Master Plan*.

- Introduce Westfield’s development team and the co-owners proposals to upgrade Woden Plaza.

- Involve the community in further developing and evaluating options as part of a process to report back to Government about the planning outcomes, budget implications and risks of a Territory / Westfield partnership that is similar to the model that delivered changes in Belconnen Town Centre.
Getting to this point

2000/01  The then Planning Minister Mr Brendan Smyth announced a review of Woden town centre and in particular the bus interchange. $100K identified for a planning study.

03/04  The then Planning Minister Mr Simon Corbell released the *Woden Town Centre Master Plan* and identified funding to further develop concepts to upgrade the Woden Bus Interchange.

05/06  *Preliminary Assessment (PA) - Woden Town Centre Integrated Public Transport and Mixed Use Development* (September 2005) was publicly notified and subsequently endorsed by ACTPLA.

05/06  Re design of Woden Bus Interchange consistent with PA and generally accepted by TAMS, ACTION, LDA and private sector stakeholders.

07/08  Westfield / GPT interest in ‘re engineering’ Woden town centre’s eastern side, including demolition and reconstruction of the interchange was deferred pending the outcome at Belconnen.

10/11  Westfield / Territory successfully completed the Belconnen project.

2011 ongoing  Westfield / GPT / Westfield Retail Trust seeking Territory support for a partnership that re engineers Woden’s bus interchange and retail precinct.
The Belconnen experience
Some facts about Belconnen

<table>
<thead>
<tr>
<th>NO</th>
<th>DESCRIPTION</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
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<tr>
<td>1.</td>
<td>Develop bus operations model</td>
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<tr>
<td>2.</td>
<td>Westfield paid $2.0m to sign the PDA</td>
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<td>3.</td>
<td>Westfield’s development approval</td>
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<td>4.</td>
<td>Consultancy - Temporary bus station</td>
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<td>5.</td>
<td>Consultancy – Main work package</td>
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<td>6.</td>
<td>Construction – Temporary interchange</td>
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<td>7.</td>
<td>Construction – Demolition package</td>
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<td>8.</td>
<td>Construction – HV power relocation</td>
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<td>9.</td>
<td>Construction – Red bridge relocation</td>
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<td>10.</td>
<td>Construction – Cohen St. extension</td>
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<td>11.</td>
<td>Construction – Westfield expansion</td>
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<tr>
<td>12.</td>
<td>Construction – Adshel bus shelters</td>
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<td>13.</td>
<td>Remove temporary interchange</td>
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Some facts about Belconnen

<table>
<thead>
<tr>
<th>NO</th>
<th>OBJECTIVE</th>
<th>CONSTRUCTED</th>
<th>NOT CONSTRUCTED</th>
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<tbody>
<tr>
<td>1.</td>
<td>Create a transport oriented development that enhances the Belconnen town centre and incorporates a balanced range of expanded retail and mixed uses in unison with improvements to public transport.</td>
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<td>2.</td>
<td>Develop an integrated public transport facility with retail activity to improve safety and accessibility and to better link the eastern and western sides of Belconnen Town Centre.</td>
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<td>3.</td>
<td>Establish landmark buildings and mixed use development that create an urban design character and active street frontages to Benjamin Way and Emu Bank.</td>
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<td>4.</td>
<td>Contribute to the economic vibrancy of the Belconnen Town Centre and the ACT as a whole.</td>
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<table>
<thead>
<tr>
<th>Bus Stop</th>
<th>Average Daily Origin Passengers</th>
<th>% of Origin Passengers</th>
<th>Average Daily Destination Passengers</th>
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<tbody>
<tr>
<td></td>
<td>Week day</td>
<td>Weekend</td>
<td>Week day</td>
</tr>
<tr>
<td>Cohen Street</td>
<td>651</td>
<td>243</td>
<td>11%</td>
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<tr>
<td>Westfield Retail Station</td>
<td>4147</td>
<td>1798</td>
<td>68%</td>
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<tr>
<td>ABS Community Station</td>
<td>1345</td>
<td>310</td>
<td>22%</td>
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Some facts about Belconnen

- $28.8m - the total Territory costs to establish the temporary bus interchange, demolish the old interchange and modify the road network throughout the town centre.
- $26.0M - the total revenue collected by the Territory through land sales. (Capital cost / revenue slightly negative).
- With other economic factors such as willingness of users to pay for the improved amenity and the uplift in surrounding land values, the total economic value in 2015 is estimated at more than $80M or a Cost Benefit Ratio approaching 3.
It (Callam Street) is devoid of public life. The most basic facilities needed by pedestrian have been overlooked in the design of the street. Jan Gehl, international urban designer after his 2010 visit to Woden.
The existing interchange
Existing bus system
New bus concept
Northbound trunk
New bus concept
Southbound trunk
New bus concept
Northbound terminating
New bus concept
Southbound terminating

To new bus layover at Phillip Depot
New bus concept unlocking opportunities for Callam Street improvements
Proposed improvements
Place making –
Integrating public transport and commercial activity
Belconnen bus station
Existing conditions
Place making –
Linking Woden Town Square to the bus station
Existing conditions
Place making – Linking Woden Town Square to the bus station
Existing conditions
Place making –
Integrating public transport and commercial activity
Existing Callam Street frontage
Place making - Take activity out to Callam Street
Place making - New interchange

**Urban Design Principles**

- Ensure universal access to all public realm areas
- Reinforce a sense of safety and security within a ‘shared zone’
- Strengthen connections with the Town Square to Town Park spine
- Maximise solar access to the bus interchange i.e. Glazed canopy awnings and deciduous trees
- Emphasis on durability and long term performance of all ground plane and urban furniture elements
- Utilise/integrate with existing materials palette for public realm
- Activate ground floor frontages
- Integrate ISSLD principles
- Consider future urban space overlaps

**Legend**

1. New stalls with light standards
2. New ramp compliant with AS 1428.1
3. Raised town with seating edge
4. Cafe/Concession
5. New glazed awning
6. Lighting tower/structure/clock/timber
7. Rail rack
8. Bus platforms with new glazed awning
9. Rain garden to filter runoff
10. Deciduous tree walk to Town Park
11. Retaining wall with bioswales at 2m odl
12. Shared Zone. Pigmented in situ concrete etc.

Scale 1:250 GFA 1
Westfield presentation
Stage 1: Northern layover
Stage 1: Recommission Phillip Depot
Stage 2: Demolition of existing and construction of new interchange
Complete negotiations for land acquisition
Call tenders for construction of temporary bus station
Commission temporary bus station and relocate Directions ACT. Begin demolition
Complete demolition and make site available to Westfield
Issues

1. Finalising public transport and urban design outcomes
2. Agreement on highest and best use
3. Land acquisition public purpose (Cosmopolitan Bldg)
4. Net financial cost to Territory
5. Community benefits / community engagement
6. Directions ACT
7. Project risk — Westfield not delivering
   — Territory’s up front costs
   — Parking management during construction
Stakeholders

Westfield / GPT / Westfield Retail Trust
Cosmopolitan Building
Churches Centre
15 Bowes Place
Juliana House
Woden Valley Community

ACTION
Business operators fronting the bus interchange
Canberra Cabs
Territory and Municipal Services
Commonwealth Dept Health and Ageing
Directions ACT and ACT Health
Environment and Sustainable Development Directorate