

Customer Service  
Land, Planning and Building Services Shopfront  
GPO Box 158  
CANBERRA CITY ACT 2601

Dear Mr Ponton

**RE DAs 202138229, 202138359, 202138251 – CIT Woden Bus Interchange**

Thank you for the opportunity to comment on these proposals. While the Woden Valley Community Council (WVCC) welcomes an upgraded bus interchange, we want it to be safe, integrated into the town centre and have the capacity to meet the **future demand** for public transport services in Canberra's south – **with Woden a destination not just a transit hub**, see **Attachment A**.

The proposal provides for a light rail station, 18 bus stops on Callam St, bus layovers at Phillip Oval and Easty St, amenity for bus drivers and intersection upgrades. It is unclear what the improved urban realm and green spaces are.

This submission also draws on matters raised in the letter Minister Steel sent to the Woden Valley Community Council on 31 April 2021. See **Attachment B**

In his letter, Minister Steel states that the proposal aligns with the Woden Town Centre Master Plan and that he **does not agree with the consultant report** associated with the DA documentation for the interchange because it does not reflect the Government's views on future network changes, which will be developed closer to the time that Light Rail Stage 2B becomes operational.

We have serious concerns about building a light rail / bus interchange without investigating and understanding the underpinning data for population growth and forecast demand for public transport services moving through the interchange. Transport modelling is essential for assessing how the transport system is likely to perform in the future, which is essential for the development of effective urban planning.

Safe access to public transport and effective movements through the interchange impact on our quality of life so we would like to understand the traffic movements through the interchange.

We are concerned about demolishing the current southern bus loop before we know whether the interchange has the capacity to cope with future demand, particularly during the construction of light rail through Woden.

## ***Alignment with the Woden Town Centre Master Plan***

Minister Steel's letter claims that the proposed on-street (Callam St) interchange is consistent with the Woden Town Centre Master Plan due to the statement "Upgrades to the bus interchange include the demolition of the existing bus interchange and building a new on-street bus station".

- In 2013 an Estate Development Plan was developed for the new bus station to be integrated with an expansion of Westfield for Myer.
- In 2014 Myer announced this proposal would not proceed.
- In 2015 the Woden Town Centre Master Plan was released with the expansion of Westfield associated with the bus interchange improvements on the existing site. see page 34.

The current proposal to move all busses onto Callam St does not align with the 2015 Woden Town Centre Master Plan which was to demolish and rebuild the existing interchange to integrate the local buses with shops and move the rapid services (and tram) to Callam St.



2013 Estate Development Plan - upgrades to the bus interchange included the demolition of the existing bus interchange and building a new on-street bus station on the same site for local buses.  
The rapid transport to be moved to Callam St (including tram).

## ***Community consultation***

The ACT Government's feedback from the community raises concerns about:

- Shelter – protection from the elements
- Green space and landscaping
- Accessibility – distance from Westfield – elderly, disability
- Safety and lighting
- Traffic – closure of Callam St moves traffic to surrounding roads.

It is troubling that the community has not been adequately informed about how these concerns have been addressed in the design of the project.

## Shelters

The shelters do not provide the protection from the elements that many community members expect. The new shelters diminish the level of protection from the existing shelters.

## Green space and landscaping

The interchange widens Callam St and takes part of the Woden Town Park towards the round garden bed. The 2018 DV344 to the Territory Plan changed the north eastern part of the park from green space to community facility land. We request this part of the park is rezoned back to open green space to protect it into the future. The Park is being eroded and there is no discussion of what is left and how it will be used as a park.

Due to the narrow corridor, there is limited space for wide pavements, bike paths and trees.

## Accessibility - active travel and car parking

It is not clear how active travel is being encouraged. There is not a map of access paths from the suburbs and the hospital to the proposed interchange, or where bikes will be stored. It is not clear where people will park or be dropped off to access the rapid transit eg a 'kiss n ride'.

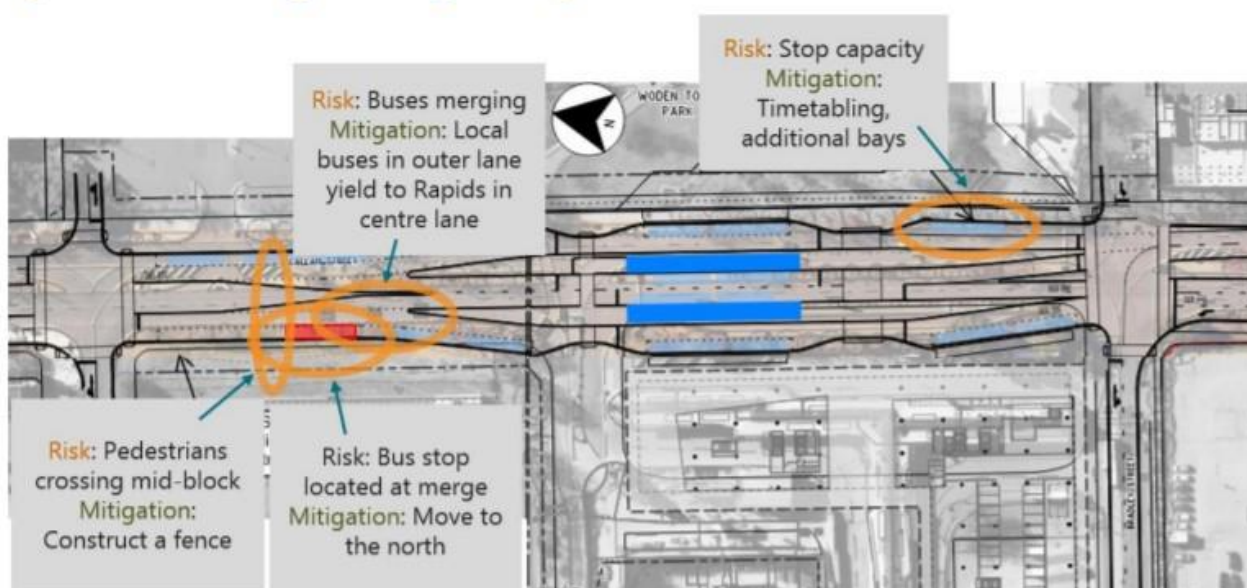
## Safety

The interchange for suburban buses is no longer integrated with the east west community link where more people are living providing passive surveillance. It is not clear how alighting on the east side (between Callam St and the Yarralumla Creek drain) at night improves safety.

The VLC September 2020 Infrastructure Requirements report concludes that the design brings up numerous safety concerns and suggests that a qualified engineer undertakes an Operational Risk Assessment to determine whether the facility can operate safely.

What work has the ACT Government undertaken to understand the risks and assure the community that the interchange is safe?

Figure 7-1: Risks and mitigation strategies, Pre-light rail construction



## Bus Congestion

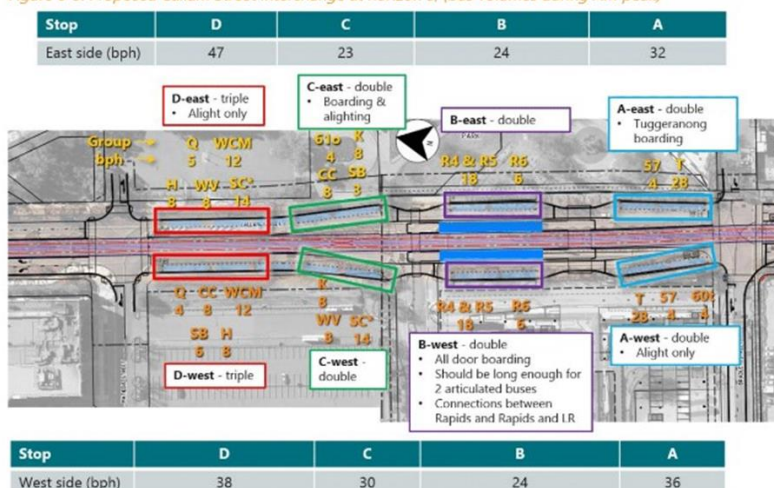
Given the bus bays are around 38 metres long (Civic's are around 60m) and may have to operate head of queue services (first in first out), buses are likely to have to go to the bus layovers between runs. This will create additional trips through the interchange for buses to get to and from the bus layovers and get to the boarding platforms.

It is a major concern that the interchange is being built without an understanding of when capacity will be reached and how we are future proofing the interchange to ensure its ongoing efficient operation. We should consider keeping the southern loop to future proof public transport services and build the CIT on the carpark between the Hellenic Club and Grand Central.

Types of interchanges across Australia:

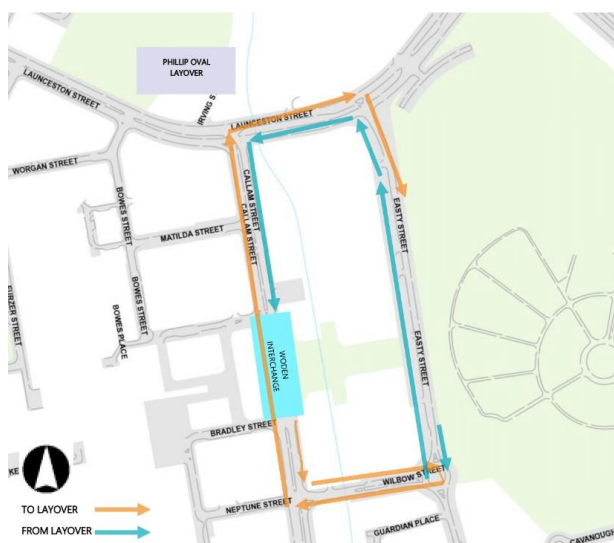
- Buses run perpendicular to trams - Civic, Gungahlin, Glenelg
- Loop to side of trams - Newcastle, Helensvale (Qld)
- Buses on surrounding streets - Dulwich Hill, Randwick (NSW)
- Buses and trams share platform - Kingsford (NSW), Broadbeach (Qld)

Figure 6-5: Proposed Callam Street interchange at horizon 5, (bus volumes during AM peak)



The Woden interchange is unique, it has separate platforms for trams and buses and all transfers require people to cross bus movements.

We should look at a design that uses the same platforms for trams and buses for safety.



Short layovers (time between runs) often occur within bus stops, particularly outside of peak times.

However, as the Woden Interchange will be substantially reduced in size from its existing footprint, these uses will be largely pushed to the new Phillip Oval and Easty St layovers causing **more movements and congestion through Wilbow St, Easty St and the interchange.**

The southern bus loop should be retained.

## ***Light rail construction***

The VLC modelling concludes that there is a risk that light rail construction activities may encroach upon the space required for the interchange to operate. There is also the potential for the light rail construction to cause risks not only for the safe operation of buses, but for the health and safety of people using the interchange. It is unclear how construction will be staged to avoid these impacts.

The southern bus loop provides options and resilience for future construction activities in the corridor. It is a major concern that the ACT Government is planning to demolish the southern loop of the bus interchange (which could be used for buses while light rail is constructed) prior to a plan to safely stage the construction of light rail through Woden to Mawson.

## ***Road congestion and street hierarchy***

In January 2021 Jacobs finalised its Transport Assessment Report which sets out an assessment of the anticipated transport implications of the proposed CIT Woden Interchange. **See Attachment C**

The report concluded:

- The road network was found to operate satisfactorily with the new interchange until 2026 (with LRT) however further investigations will be required to address issues to allow the network to operate satisfactorily under the 2031 and 2036 conditions.
- It is forecast that traffic volumes along Easty St and Wilbow St will increase significantly as a result of the road closure of Callam St
- While the bus interchange and layover areas will allow for increased services, the overall traffic growth within the Woden network means buses may experience increased delays.
- Additional pedestrian crossings and shared facilities enhance the local network
- Demand for 150 carparks for the CIT
- The closure of Callam St may benefit road safety with improvements to safety for pedestrians
- The Movement and Place assessment shows that many of the roads do not align with their road hierarchy **classifications, or with their proposed movement and place classifications.**

The future transport network of the Woden Town Centre should aspire to both place making priorities and movement requirements in the area, including adequate public (green) spaces and car parking.

The Jacobs report recommends that a Movement and Place study be undertaken for the precinct to establish and agree on the role of different roads within Woden and establish an implementation plan to ensure the roads correctly align with their proposed classification. **See Attachment D**

This proposal needs to integrate transport and land use planning and consider the long term livability of the town centre. The southern loop needs to be retained to future proof the capacity of the interchange and the CIT should be moved to the carpark between the Hellenic Club and Grand Central Towers.

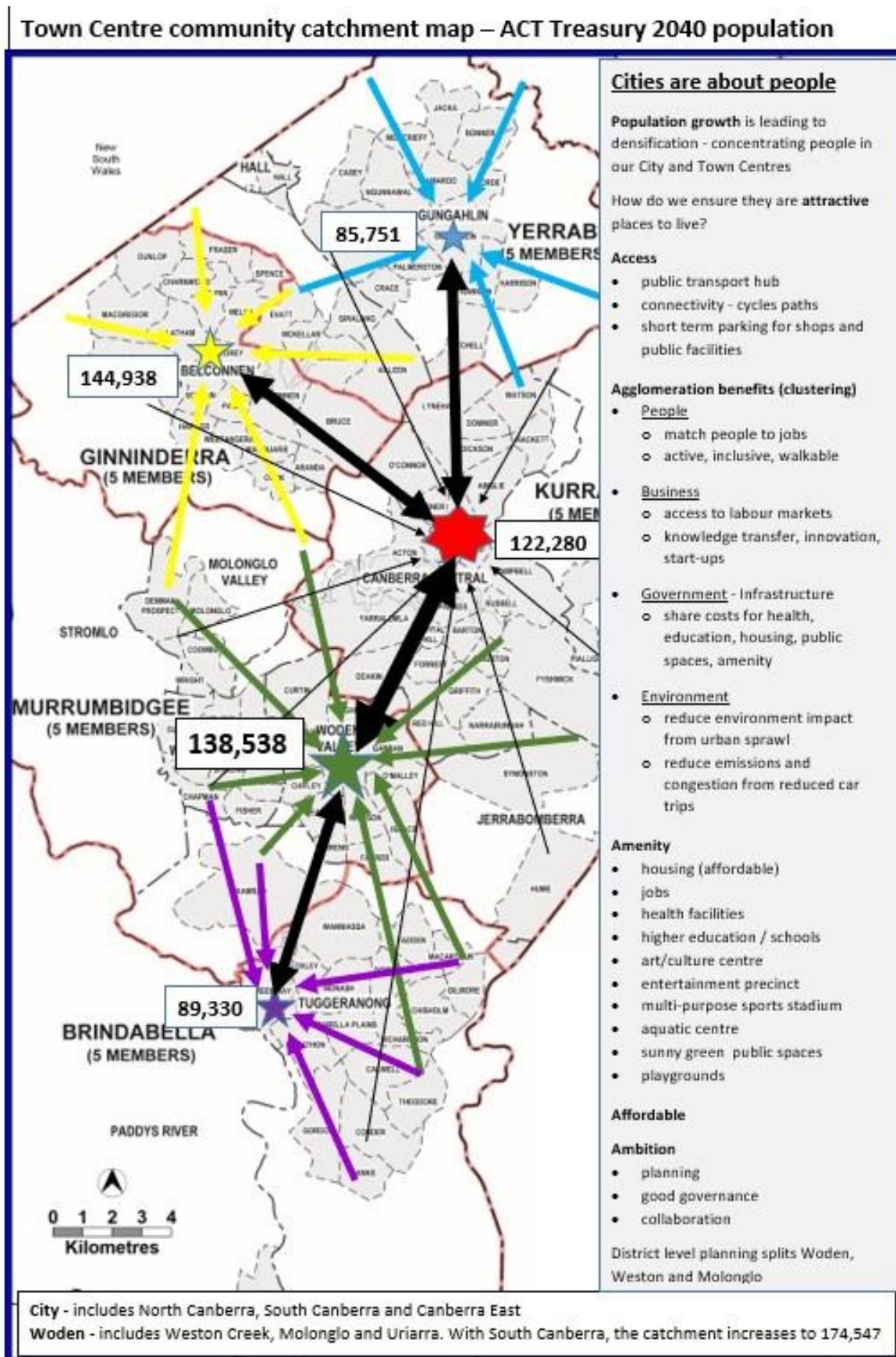
If you have any questions about our submission, please contact me on [president@wvcc.org.au](mailto:president@wvcc.org.au)

Yours sincerely



Ms Fiona Carrick  
President, Woden Valley Community Council  
16 April 2021

Woden services a large catchment and is a destination for this community. It is not just a transit hub.





**Chris Steel MLA**

Minister for Transport and City Services

Minister for Skills

Special Minister of State

Member for Murrumbidgee

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Ms Fiona Carrick

President

Woden Valley Community Council

[wodenvalleycommunitycouncil@gmail.com](mailto:wodenvalleycommunitycouncil@gmail.com)

Dear Ms Carrick

Thank you for your invitation to attend the Woden Valley Community Council's (WVCC) public meeting on 7 April 2021.

The Government is building a new CIT campus on the current Woden Interchange site as an anchor project in the regeneration of the Town Centre. The current interchange will be moved to Callam Street, which will see Callam Street between Bradley and Bowes Streets close to general traffic. To accommodate the CIT building, the entirety of the current Woden Interchange site will be utilised, which will meet the objectives of the Woden Town Centre Master Plan.

Development Applications (DAs) for the new Woden Interchange and bus layover have recently been notified by the ACT Planning and Land Authority. This followed a period of pre-DA consultation with the community in November and December last year, which saw over 650 members of the public engaged, 21 stakeholder briefings convened, and 11 pop up sessions held. I understand that you were able to speak with officials and provide feedback about the project during this time. The results of this consultation are available on the [Your Say website](#).

The ACT Government has taken this feedback into account in the new Woden Interchange designs and for further packages of work including the CIT campus itself, which will be subject to a separate DA. The Government has responded to community feedback about the north-south local access connection by undertaking further design work on a connection from Bradley and Bowes Streets. This will include work on a pedestrian and active travel friendly, local access shared zone connection aligning with the Master Plan.

The on-street interchange is consistent with the Woden Town Centre Master Plan with "Upgrades to the bus interchange include the demolition of the existing bus interchange and building a new on-street bus station. Upgrades are proposed to the verges along parts of Callam, Bowes, Matilda and Launceston streets. The upgrades allow for the new retail development opportunities facing on to the new bus station and locating the rapid transport stops onto Callam Street".

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The Master Plan also recommends Launceston and Callam streets be low speed vehicle environments that provide for public transport and private vehicles accessing the town centre. Traffic will be managed through Hindmarsh Drive and Melrose Drive. These arterial roads are currently operating under capacity and can divert the approximately 600-900 cars that use Callam Street each day, around the edges of the centre and as a result adequately perform their role and function within the wider road network.

It's important to note that the ACT Government will not be updating the bus network substantially in the immediate future in response to the new Woden Interchange. The consultant report associated with the DA documentation for the interchange does not reflect the Government's views on future network changes, which will be developed closer to the time that Light Rail Stage 2B becomes operational.

I encourage Woden Community Council to have their say on the DAs notified until 16 April 2021 directly to the ACT Planning and Land Authority who are assessing the plans.

The ACT Government will be undertaking further consultation with the community on the design of the CIT campus itself, ahead of the DA being lodged.

The ACT Government would be happy to attend a future meeting as part of pre-DA consultation on the design of the CIT campus.

Kind regards



Chris Steel MLA



It should be noted whilst intersections such as Melrose Drive, Yamba Drive and Hindmarsh Drive are experiencing extended delays, these delays are likely to be a result of the cumulative effect of additional developments, organic traffic growth and the introduction of the light rail across the Woden area, rather than solely from the CIT Woden Interchange project.

Table 5.2: Intersection LoS Comparison

Intersection	AM				PM			
	Base	No LRT 2026	LRT 2026	LRT 2031	Base	No LRT 2026	LRT 2026	LRT 2031
<b>Woden Town Centre Intersections</b>								
Wilbow St Roundabout	A	C	D	E	A	D	D	C
Launceston St/Callam St	B	B	C	E	C	B	C	D
Callam St/Bradley St	B	D	E	F	A	D	D	F
Callam St/Wilbow St/Neptune St	C	D	E	E	B	E	E	D
Callam St/Corinna St	A	A	B	B	B	B	B	B
Launceston St/Bowes St	A	B	B	D	A	C	C	B
Launceston St/Easty St	A	C	C	E	A	C	C	C
Callam St/Matilda St	A	B	C	D	A	C	C	C
<b>Surrounding Road Network Intersections</b>								
Yarra Glen Roundabout	C	C	A	B	A	C	C	C
Melrose Dr/Theodore St	B	B	A	A	A	A	A	A
Melrose Dr/Launceston St	D	E	D	D	C	D	D	D
Yamba Dr/Launceston St	D	C	C	C	C	D	D	E
Yamba Dr/Wisdom St	C	C	C	C	B	C	C	C
Yamba Dr/Hindmarsh Dr	D	E	E	E	E	F	F	F
Callam St/Hindmarsh Dr/Athlon Dr	D	D	D	D	D	D	D	C
Melrose Dr/Hindmarsh Dr	E	E	E	F	D	E	E	E
Yamba Dr/Kitchener St	D	E	E	E	D	E	E	F
Yamba Dr/Bateson Rd	A	C	B	B	C	D	E	E
Hindmarsh Dr/Ainsworth St	D	D	D	D	C	D	D	D
Hindmarsh Dr/Botany St	B	B	A	B	B	A	A	B
Hindmarsh Dr/Ball St	A	B	A	B	B	B	B	C
Melrose Dr/Worgan St	B	B	B	C	B	C	D	B
Melrose Dr/Corinna St	B	A	A	B	A	B	C	A
Melrose Dr/Brewer St	A	B	A	B	B	D	D	C
Launceston St/Irving St/Furzer St	A	B	B	C	A	C	C	D

Table 6.1 : Current and Proposed Classifications

Road	Proposed M&P Classification		Current Road Hierarchy Classification	Proposed Road Hierarchy Classification	Do traffic volumes from 2026 No LRT for this road align with its Proposed Classifications <sup>1</sup>	
	M1/P2 – Places for People	M2/P3 – Vibrant Streets			Does the road align?	Justification
Matilda Street	M1/P2 – Places for People Places for people are streets with high demand for activities and lower levels of vehicle movement. They create places people enjoy, attract visitors, and are places community value. These linkshort trips within local areas, focused on walking and cycling. These links are highly integrated with places for meeting and interacting, such as the CIT building.	M2/P3 – Vibrant Streets	Local Access Street	Local Access Street 0-1000 veh/day	No	Expected AADT between 1001-3000 veh/day, aligning to a Minor Collector.
Bradley Street			Local Access Street	Local Access Street 0-1000 veh/day	No	Expected AADT between 1001-3000 veh/day, aligning to a Minor Collector. Provides access to Woden CIT Interchange.
Callam Street between Bradley Street and Matilda Street	M1/P3 – Places for People This link is highly integrated with places for meeting and interacting and connects to the public transport network to support safe, accessible access. Note the M1 refers to vehicular traffic. For buses the link would have a proposed classification of M3.		Major Collector	Local Access Street 0-1000 veh/day	Yes	Expected AADT between <1000 veh/day (not including buses), aligning to a local access street Lined with multiple signalised pedestrian crossings, promoting sense of place and active transport uptake.
Callam Street, south of Bradley Street	M2/P2 – Vibrant Streets As a vibrant street, it needs to facilitate a high demand for movement as well as a sense of place, so need to balance varying demands with the available road space. Supports on the efficient movement between centres and urban intensification areas by public transport, walking and cycling.	M2/P2 – Vibrant Streets	Major Collector		No	Expected AADT > 6000 veh/day, aligning to an Arterial Road.
Wilbow Street			Local Access Street	Major Collector 3001 -6000 veh/day	No	Expected AADT > 6000 veh/day, aligning to an Arterial Road. The road provides access to a number of residential and government developments. A large number of buses are expected to travel along Wilbow Street, due to the location of the Easty Street layover.