NORTH CANBERRA COMMUNITY COUNCIL AGENDA Wednesday October 20 2010 ACT Sport House 100 Maitland Street Hackett 7:30 – 9:30

- 1. Welcome and Apologies
- 2. Presentation from Chief Ministers Department on sustainable energy future.
- 3. Presentation from Cardno Young on roads and transportation in north Canberra, and Environmental Impact Assessment for the Flemington Road to Federal Highway intersection.

DRAFT MINUTES – PUBLIC FORUM NORTH CANBERRA COMMUNITY COUNCIL October 20 2010 ACT Sports House, Hackett

Opening

The meeting was opened at 7:35 with Jochen Zeil in the Chair. A warm welcome was extended to members, other residents, and guest presenters from the Chief Ministers Department and Cardno Young.

1. Attendance/Apologies

Members:

Jochen Zeil, Renzo Gobbin, Waltraud Pix, Richard Larson, Mike Hettinger, Marie Coleman

Visitors:

John Rayment, Emma Maratea, Anissa Levy, Kester Boardman – Cardno Young T. Sritharan – ACT Government B. McHugh – Roads ACT Chris Blackall – Kingston resident Cas Van Angele – Hackett resident Andrew Dib, Ross James – Chief Ministers Department

2. Presentation on Clean Energy Future

Andrew Dib and Ross James from the Chief Ministers Department (CMD) introduced this topic. Two of the aims of a more sustainable future will require using waste to generate energy and a framework which has the potential to reduce greenhouse emissions by 40%. Statistics show that buildings and transport generate 80% if greenhouse gas emissions in the ACT, and waste (landfill) generates a further 10% of emissions. The proposal to reduce emissions will require coordination amongst all agencies working in parallel, including ACTPLA and the Land Development Agency within Land and Property Services.

3. Transport Regulation and Planning, Territory and Municipal Services (TAMS)

Mr Sritharan indicated that a 42,000 increase in population in Gungahlin would be inevitable, with Kenny providing 9,000 people by 2041. This would result in 21,000 vehicles per day (vpd) increase in traffic by 2031 and a total of with 33,000 vpd by completion. Roads ACT will be planning for five major road to service Kenny, one of which will be the Flemington Road Mitchell extension (Morriset Road) to the Federal Highway. A considerable proportion would be expected to use Morisset Road.

The road is initially planned to have two lanes in either direction, increasing to four lanes in 15 - 30 years.

TAMS have used the ACT Strategic Transport Model (STM) to predict traffic volumes for 2011, 2021 and 2031, starting from a 'business as usual' approach. It does not fully incorporate intersection types, such as traffic signals, roundabouts, or give way sign controls.

It was noted that Flemington Road, the Federal Highway, and Majura Avenue were already nearing their volume to capacity ratio. Flemington Road and the Wakefield to Limestone Avenue section of road was given a 'D ' Level of Service rating. The Majura Avenue to Phillip Avenue section was given a 'F' Level of Service rating, in other words it is at overcapacity. A traffic and transportation study was undertaken as input into the Environmental Impact Statement for the Sandford Street extension to the Federal Highway. Data from 16 intersections in the study area were included in the model.

4. CARDNO-YOUNG – Morisett Road – Federal Highway intersection

Carno Young outlined five possible intersection scenarios for the intersection of Morisset Road – Federal Highway intersection (currently a roundabout). The five models were:

- 1. Do nothing business as usual
- 2. Original proposal full connections to all roads at roundabout, including Antill Street
- 3. Staggered intersection north of Antill Street
- 4. Right hand exit only from Gungahlin to Northbourne Avenue
- 5. Left exit only from Gungahlin to Federal Highway

The five models were assessed on criteria and weighted.

ASSESSMENT CRITERIA	WEIGHTING (%)
Design	10
Road Network Operation	10
Safety	15
Cost	20
Access and Connectivity	25
Local Area Impacts – Watson and Hackett	20

The studies showed that option 2 (full connections to all roads) was the favoured option. Local area impacts on Watson and Hackett considered traffic volumes on Antill Street and Phillip Avenue in the future years of 2021 and 2031 under each scenario.

It was noted that traffic signals at the intersection of Antill Street-Morisset Road-Federal Highway might be considered earlier than 2021 if impacts are greater than expected. The NCCC is very concerned that the Antill Street section of road from the Federal Highway roundabout to Phillip Avenue will be pushed to overcapacity if Morisset Road is constructed as favoured. The Morisset Road connections to Antill Street and Phillip Avenue will lead to severe congestion on the Majura Avenue to Phillip Avenue section of road which is already at overcapacity. Local roads in Watson and Hackett will be impacted if rat-running becomes an option. The NCCC is concerned that Monash Drive could be considered as an option for north Canberra residents if congestion becomes so excessive that solutions cannot be implemented.

The meeting was closed at 9:30.