

## **MINUTES GUNGAHLIN COMMUNITY COUNCIL**

**8<sup>th</sup> May 2002** (*Held at the Gungahlin Marketplace 1<sup>st</sup> Floor*)

*The President, Ian Ruecroft, declared the meeting open at 7.00 p.m.*

### **Apologies**

Simon Corbell, Kerry Tucker, Bob Winnell, Vicki Dunne. Wendy Waggitt, Sally Ruecroft.

Moved that the minutes from the April GCC meeting be accepted.

Moved: Lloyd Walker, Seconded: Jonathan Reynolds - Carried

Requested that the meeting minutes be posted onto the website or emailed out. GCC

Executive to

investigate this issue.

### **Treasurers Reports**

Community has \$22,971.00 in account. More than \$17,000.00 is social capital grant.

\$3,400.00 in hall account. \$4,000.00 (grant) for the history book of the Gold Creek

Homestead.

## **7.30 PM LIGHT RAIL MEETING COMMENCES**

**Helen Cross** (*Liberal Party MLA*)

The Liberal Party supports the light rail concept - Concern for urgent need of a more efficient transport

system. Gungahlin is not priority in this report, the Liberal Party believes that Gungahlin should be a

priority in any study related to transportation.

The Liberal Party has recommended to Government that they should segment and prioritise Gungahlin

transport, this year. Liberal Party is now committed to Light rail and intends to host a community

workshop to discuss Gungahlin issues particularly transportation needs. The date of this meeting is 27 July

2002.

**Roslyn Dundas** (*Democrat Party MLA*)

The Democrats support a light rail "citywide network" with the link Civic to Gungahlin within five years.

Public transport should be publicly owned and run as opposed to privately operated. Travel time

comparable for light rail should be similar to (or less than) using your own car. Light rail takes congestion

off the road, making time faster. Also support encouraging cycling, park and ride system and bus system.

Re-prioritise spending budget focus so that social benefits, as well as the bottom line are taken into

account. Money for roads could be spent on a light rail transport system.

**Lincoln Hawkins** (*PALM*)

Simon Corbell unable to attend due to sickness.

Government has indicated that an integrated transport system will be explored. The Minister will make

information available when research has been carried out.

**Graeme Evans** (*Belconnen Community Council*)

Supports light rail - Belconnen Community Council strongly supports the Gungahlin Drive extension and public transport initiatives. BCC strongly supports public transport initiatives and believes that light rail is a possible solution for traffic and environmental problems. It does not matter if publicly or privately owned as long as the public has access to it. Problem of pollution is solvable by technology.

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**Frank Mines**

Against light rail - Believes that emphasis should be on creating suitable road networks. Does not believe that Canberra can support the costs of running a light rail system, as the city is not big enough.

**Ken Ineson** (*Canberra Estates - MBA*)

Supports light rail - Believes Belconnen, Tuggeranong and Woden have suitable arterial roads.

Northbourne Avenue is at capacity. Light rail will ease traffic congestion. Gungahlin has transportation problems that will increase five fold over the next decade.

**John Simpsons**

Against light rail - To generate electricity for trams causes pollution. Trams create big demand in peak power. Concerned that people are carried away with what appears to be an easy solution, without considering the long-term issues.

**Ian Scales** (*Economics re: Light rail*)

Didn't state if he is for or against light rail – The community needs to focus on the complete cost of roads, and public transport. The true cost of light rail has to be considered in a balanced way that will look at all possibilities instead of cheapest alternative. Long-term and short-term costs and benefits need to be explored and assessed.

**Lyn Rutherford** (*Public Speaker*)

Against light rail – Doesn't believe that there is sufficient space for a double tram track down Northbourne Ave. Considers that all other traffic will be disadvantaged. Can not believe that the travel times being suggested are achievable, particularly with the amount of stops suggested. Suggests Monorail may be the solution.

**Terry Shaw** (*Experience related to light rail options*)

Supports light rail - Busway suggested as alternative to light rail. 2 X light rail tracks are only 5 meters wide, these could be situated down the middle of Northbourne Avenue without posing a threat to existing trees.

There is an identified need to increase employment in Gungahlin. Light rail has the potential to encourage

a growth in the employment base which will reduce the number of people required to leave Gungahlin to go to work.

**Grahame Horn** (*Public Speaker*)

Didn't state if he is for or against light rail – The light rail going through North Canberra but not serving North Canberrans is not good use of infrastructure. Perhaps similar routes to buses would be more sufficient.

Will lightrail be more efficient than bus? Bus routes are more flexible to move if needed.

Mothers with families etc find it hard to use current transport system.

**Mark Loney** (*Economics of Public Transport*)

Supports light rail - Who will pay for lightrail? It is a significant cost of public or private construction and maintenance. This cost needs to be weighed up against other cost that will be incurred if other options are adopted instead of light rail. e.g. cost of building roads, additional busses, pollution control and motor vehicle running costs.

Will the public transport succeed? To make households commit to public transport it needs to be

attractive, efficient and convenient. Public transport should be comfortable, air-conditioned/heated and run

on a regular and frequent timetable.

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Need to address issues for public to keep cars at a minimum and to be advantaged by public transport. If

you want to make it viable, extend the routes for lightrail into suburbs.

**John Sykes** (*Public Speaker*)

Against light rail – With light rail the environment on Northbourne Avenue will be suffering from fumes.

Doesn't believe that there is a corridor down the centre of Northbourne, especially for two rails. Look at

environmental cost and find a better alternative.

**Dudley Horscroft** (*Cost Relating to Light Rail*)

Supports light rail - Maximum of 10 buses departing from Gungahlin to city each hour. The cost of build a

light rail network from Civic to Gungahlin does not need to anything like the eighty million that has been suggested.

There is ample opportunity to have initial single-track sections along the route. There is also the

opportunity to purchase some of the 100 spare trams available from Melbourne. These can be cut and

modified in a manner that will provide a suitable fleet with facility for disabled access. A realistic estimate

for the Civic to Gungahlin route would be more like \$27 million.

**Kevin Connor** (*Public Speaker*)

Supports light rails – Active long-term involvement with light rail proposals and promoting light rail as a real option for the ACT. Believes that although light rail would have many positive effects for Gungahlin, the potential for the entire ACT to benefit from a light rail network, is a focus that should not be overlooked.

Believes that there has been talk about light rail for so long that it stops light rail being taken seriously.

Encourages the GCC to be active in promoting light rail as a viable public transport option and to take

actions to that will prevent the light rail link (Civic to Gungahlin) being shelved.

**Motion : Moved - Jon Reynolds; Seconded - Lloyd Walker (CARRIED)**

GCC identifies that the following should be promoted for inclusion in the terms of reference for any Public

Transport Futures Feasibility Study:

1. The growth of Gungahlin is the greatest of any area in the ACT and therefore should be a significant

component of any study into public transport. Traffic problems are already significant and will only

increase with the growth of the Gungahlin population.

2. Public transport needs and traffic corridors can be minimised by refocusing commitment to the

principals of the Territory Plan, which identifies Town Centres as providing a hub for commerce and

employment.

3. A long-term commitment to providing Gungahlin with equitable commercial and employment

opportunities needs to be considered as part of this study.

4. The benefits for attracting employment and investment to Gungahlin should be explored with a focus

on the probable impact on commercial and residential development made by commitment to a light rail

link from Civic to Gungahlin.

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5. The Public Transport Futures Feasibility Study should fully explore the development of a modern light

rail network for the ACT, including the following considerations:

- The first link of the light rail network should be the link Civic to Gungahlin along the route as

shown on the Territory Plan (ITP route).

- The study should include an economic assessment of the above route based on patronage and

increased land revenue of land adjacent to the corridor (as a result of the commitment to light rail).

- Any economic assessment of the light rail option for Civic to Gungahlin should include the consideration of cost savings which can be achieved by avoiding the construction of roads which

would be required to deliver equitable transport corridors for Gungahlin residents. ie. The construction of Monash Drive.

- A realistic time frame for the construction of a staged light rail network should be developed as part of the study, noting that the light rail link (Civic to Gungahlin) could be designed and constructed within a timeframe of three years.
- That consideration be given to developing the EPIC car parking areas as an extensive park and ride facility that forms a hub for car, bus and light rail interchange.
- That any light rail network should be designed to be compatible and complementary to the existing ACT bus service.

**Motion : Moved – Dudley Horscroft; Seconded – Mark Loney (CARRIED)**

- That the GCC supports a light rail network for the ACT.
- That the Council will be active in promoting the link from Civic to Gungahlin as the first stage of the network.
- That the Council will take all necessary actions to ensure that this issue is not allowed to stagnate.
- The Council supports the Civic to Gungahlin route as shown on the Territory Plan (ITP route)

ie. Northbourne Avenue to EPIC and along Flemington Road to the Gungahlin Town Centre.

**Motion : Moved – Jon Reynolds; Seconded – Dudley Horscroft (CARRIED)**

That the GCC is authorised to host information of the Council website that may not be supportive of light rail and that the GCC website should continue to be an information hub for light rail and alternatives to light rail.

Meeting closed 9.55pm