



<b>PRESENT:</b>		
<b>COMMUNITY REFERENCE GROUP MEMBERS</b>		
Rodger	Eade	Chair, Community Reference Group
Brian	Evans	Parkville Association
Robert	Abboud	VicRoads
Ian	Bird	Carlton Residents Association
Fiona	De Preu	University of Melbourne
Vincent	Hartigan	National Bus Company
William	Taylor	Department of Infrastructure
Paul	Mees	Royal Park Protection Group Inc.
Robyn	Williams	Councillor, City of Yarra
Peter	Graf	City of Yarra
Christopher	Pound	East Clifton Hill Traffic Management
Harry	Barber	Bicycle Victoria (in place of Richard Smithers)
Geoff	Barbour	Fitzroy Residents Association
Laurie	Cuttiford	RMIT
Barry	Duff	3068 Group (in place of Chris Goodman)
Peter	Malatt	North and West Melbourne Association
Anne	Lyon	Department of Human Services
<b>STUDY TEAM</b>		
Bob	Evans	Study Director
William	McDougall	Study Manager
Bruce	Turner	Fulcrum International
<b>SPECIALISTS</b>		
Graham	Currie	Booz.Allen Hamilton – Transport
Neil	King	Sinclair Knight Merz – Engineering
Frank	White	Sinclair Knight Merz – Transport
Michael	Read	Sinclair Knight Merz – Social
Bridget	Cramphorn	Sinclair Knight Merz – Social
Neil	Huybregts	Marshall Day Acoustics – Environment
Sam	Brumale	Maunsell McIntyre – Environment
Lara	Poloni	Maunsell McIntyre – Land Use
<b>OBSERVING</b>		
Warwick	Pattinson	City of Melbourne
<b>APOLOGIES</b>		
Richard	Smithers	Bicycle Victoria
Chris	Goodman	3068 Group
Stephen	O'Callaghan	Bus Association Victoria
Kevin	Chamberlin	Councillor, City of Melbourne
Paul	Davies	Rathdowne Village Business Association
Peter	Daly	RACV
Brian	Negus	VicRoads MNW
Steve	Watson	Councillor, City of Yarra
Stephen	Smith	Study Planner

No	Item	Discussion
1	<b>Welcome and Apologies</b>	The Chair of the Community Reference Group, Rodger Eade, welcomed CRG members, observers and study specialists.
2	<b>New Members</b>	None noted.
3	<b>Previous meeting &amp; matters arising</b>	<p><b>3.1 Previous Meeting</b>            After reviewing the previous CRG meeting notes the CRG noted that its contents were an adequate representation of proceedings.</p> <p><b>3.2 Matters Arising</b>            Matters arising - Paul Mees asked for an update on freight issues – William McDougall replied that this would be addressed in the progress discussion.</p>
4	<b>Progress to date</b>	<p><b>4.1 Community Consultation</b>            William McDougall updated members on the proposed program for consultation – in particular highlighting the proposed August public workshop following the release of the Existing Conditions Report and the next Community Update, currently in preparation.</p> <p>Paul Mees expressed the hope that the Existing Conditions Report was going to be helpful and that the thought process leading to options would be well laid out and related to the problems/issues identified. He expressed concern that this may not be possible in the tight time frame available. Rodger Eade said that the CRG should come back to this at the next meeting when a draft of the report would be available.</p> <p>Robert Abboud asked how available the report would be made. William McDougall responded that it would be summarised in the Community Update (letterboxed and mailed), downloadable from the web site and available through the study team. The Community Update will advertise all the ways that the report can be obtained.</p> <p>Bruce Turner outlined the proposed format for the August public workshop – a morning exhibition open to all, and an afternoon workshop for which people would have to register.</p> <p>Peter Malatt asked if people would be able to register for the workshop on the day, to allow for people who see the exhibition and want to attend. William McDougall confirmed that allowance would be made for this, although it would be well advertised in advance through the Update and press ads etc.</p> <p>Vince Hartigan asked how people in surrounding areas would be involved – William McDougall responded that this would be done through liaison with relevant Councils etc as relevant options were examined.</p> <p>Brian Evans asked how the forecasting models to be used in the study would be tested – William McDougall replied that the 'modelling procedures' reports from specialists would address this issue, and confirmed that the model would be tested against existing observations and future assumptions would also be spelt out.</p> <p>Bridget Cramphorn observed that it would be important to involve non-</p>



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		<p>English speaking members of the community – the study team agreed. Bruce Turner will discuss this issue with Bridget.</p> <p>Robyn Williams observed that the venue for the exhibition/workshop would be important – it must be accessible and inviting. She also commented that the study is an ideal subject for secondary school studies and suggested that measures to involve schools be encouraged.</p> <p>Discussion ensued on venues for the exhibition/workshop – suggestions included North Melbourne Town Hall (not easily accessible by PT), Collingwood Town Hall, Melbourne Museum, University of Melbourne, or a school hall in the area. The study team will consider and select a suitable venue.</p> <p>William McDougall highlighted the report on the community attitude survey circulated with the agenda, and asked for any comments to be returned to him as soon as possible.</p> <p><b>4.2 Specialists</b> William McDougall reported that the specialist studies were well advanced – existing conditions reports were due next week, to be summarised/distilled into a 50-60 page main report.</p> <p><b>4.3 Forthcoming meetings</b> The work programme was discussed briefly, highlighting the forthcoming meeting schedule.</p>
5	<b>Reports back from CRG members</b>	<p>Rodger Eade emphasised the role of CRG members, especially when it came to reporting the proceedings of the CRG and the study back to their own constituents – in particular it was requested that CRG members make it clear that the study team welcomes queries and comments at any time.</p> <p>Paul Mees reported that RPPG had discussed the issue of the Eastern-Tullamarine Freeway link and had agreed that although undesirable from the RPPG's point of view, it should be studied alongside other options for completeness.</p> <p>Ian Bird asked about the Perth Northern Suburbs rail extension plans and whether ideas from this would be incorporated. William McDougall replied that he had been directly involved in the planning and operations of the rail link and was familiar with the concepts – especially the integration of bus and park-and-ride with the railway.</p> <p>Ian Bird announced that the Carlton Association's next meeting was on Tuesday 21 August 7:30-9:30pm at the Kathleen Syme Centre, Faraday/Cardigan Street, Carlton – Minister Batchelor would be present, and all were welcome to attend.</p> <p>Laurie Cuttiford asked for a brief summary of key points on the study, which he would circulate at RMIT with invitation to comment either direct or through him. William McDougall agreed to provide this by email.</p>



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		<p>Peter Mallatt observed that there is a need for the study to identify long term solutions, not just fixes for current problems.</p> <p>Cr Robyn Williams reported that the City of Yarra has commenced a detailed parking review. It was agreed that the study team and CRG would be kept informed on its progress and findings.</p> <p>Brian Evans reported on the public meeting of 3 July attended by the social and heritage specialists (Bridget Cramphorn and Helen Lardner), commenting that it was an extremely valuable exercise for all concerned. The consensus was that the 'assault' of traffic on the area was the primary concern – the intensity of the impact being of major importance. The severance of Royal Park by traffic and development was a major problem as it is very highly valued by the community.</p>
6	<b>Specialists presentations</b>	<p><b>5.1 Presentations</b></p> <p>Graham Currie gave a presentation of the analysis of VATS (Victorian Activity and Travel Survey) data, as described in his report that was circulated with the agenda. He emphasised that VATS data is good for overview purposes but lacks detail in some aspects. It covers personal travel undertaken by Melbourne residents only, and so excludes freight travel or travel by visitors to Melbourne. The data used is 1994-1997 – although later years have been surveyed the data was not processed and available for the analysis, so the effects of things like the Eastern Freeway extension and CityLink were excluded.</p> <p>Discussion followed about the analysis of trips within, to and from and through the study area.</p> <p>William McDougall observed that the emphasis on north-south demands was not surprising given the number of N-S routes compared with E-W ones in the study area. Ian Bird thought that this was not borne out by experience – that east-west movements especially on the Alexandra Parade/Princes Street corridor were large. It was observed that much of this east-west traffic may in fact have north-south desire lines, using the east-west route to gain access (for example from Royal Parade to Nicholson Street).</p> <p>Geoff Barbour observed that the north-south movements were probably easier to accommodate in the area because of the capacity of north-south transport was much greater as well. Peter Malatt observed that the longer trips would have more impact than shorter ones – more energy consumption, emissions etc.</p> <p>Vince Hartigan asked about the more recent picture given that the data analysed was 1994-1997. Paul Mees observed that it was important to test the next steps – look at more recent VATS data and also look at other information within the data – routes used for example – work by John Piper did this but with earlier data. Paul also expressed concern that the study should be based on the latest and best available information, especially for calibration of the transport model.</p> <p>William McDougall commented that this was a preliminary look at the</p>



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		<p>information and would be updated as the study progressed and more information came to hand. Citylink and Eastern Freeway extension would probably affect route and mode choice more than ultimate origin and destination patterns.</p> <p>It was agreed that further analysis of more recent VATS data would be investigated.</p> <p>Vince Hartigan said that bus service monitoring and travel time data should be available and would be useful for the study.</p> <p>Paul Mees said that it was critical to the success of the study to develop a good/realistic profile of the current situation, and expressed concern that there was not enough time allowed to do this. William McDougall acknowledged this but commented that there was a limited time and budget available and that it was important to be realistic on how far we can go into such analysis. Any strategy that emerges would have to be robust against many possible future trends.</p> <p>Harry Barber asked if VATS data was more reliable than modelling. William McDougall responded that it was but that modelling was still an essential component to test changes and future trends, but at the end of the day transport modelling is nothing more than a means to test ideas and should not be relied upon blindly. The model would be properly validated against VATS data.</p> <p>Paul Mees observed that the travel information should be presented in a simpler form to enable greater understanding – longer versus shorter trips etc. This should be addressed in the continuing work, and in preparation of material for public consideration.</p>
7	<b>Other business</b>	<p>William McDougall reported that truck traffic information was still being reviewed; truck counts showed that Alexandra Parade carries more trucks than any other in the area but that there was a lot of turning truck traffic along the route, and also that about 70% of the trucks are rigid rather than articulated, which suggests that they are more locally-focused. William said that ideas for collection of more data were being examined.</p> <p>It was agreed that there was no need for a media release at his stage of the study, as the existing conditions work was still in progress.</p>
8	<b>Close</b>	Rodger Eade thanked participants for attending the CRG meeting and closed the proceedings at approximately 8.40pm.
9	<b>Next Meeting</b>	<p><b>15 August 2001</b>, 6pm light supper 6.30 start – 8.30pm Melbourne Town Hall. Please RSVP to Stephen Smith 9655 8770 or <a href="mailto:stephen.smith@doi.vic.gov.au">stephen.smith@doi.vic.gov.au</a> by 13 August 2001.</p>