



**Northern Central City Corridor Study
Community Reference Group
Discussion Notes
Meeting 7, 10 October 2001
Melbourne Town Hall**

PRESENT		
COMMUNITY REFERENCE GROUP MEMBERS		
Catherine	Ng	Councillor, City of Melbourne
Brian	Evans	Parkville Association
Rodger	Eade	Chair, Community Reference Group
Robert	Abboud	VicRoads
Ian	Bird	Carlton Residents Association
Steve	Watson	Councillor, City of Yarra
Richard	Smithers	City of Yarra
Christopher	Pound	Clifton Hill Traffic Management
Paul	Mees	Royal Park Protection Group Inc.
Geoff	Barbour	Fitzroy Residents Association
Sue	Chambers	Carlton Residents Association
Chris	Goodman	3068 Group
Peter	Mildenhall	Dept. Education, Employment and Training
Peter	Daly	RACV
STUDY TEAM		
Bob	Evans	Study Director
William	McDougall	Study Manager
Stephen	Smith	Study Planner
Bruce	Turner	Facilitator - Fulcrum International
OBSERVING		
Heather	Sharp	Pigdon, Scotchmer & Michael Streets Assoc.
APOLOGIES		
Paul	Jarman	DOI
Vincent	Hartigan	National Bus Company
Warwick	Pattinson	City of Melbourne
Laurie	Cuttiford	RMIT
Peter	Graf	City of Yarra
William	Taylor	Department of Infrastructure
Robyn	Williams	Councillor, City of Yarra
Stephen	O'Callaghan	Bus Association Victoria
Brian	Negus	VicRoads MNW
Fiona	De Preu	University of Melbourne
Anne	Lyon	Department of Human Services



No	Item	Discussion
1	Welcome and Apologies	Rodger Eade welcomed CRG members and observers, including observer Helen Sharp from the Pigdon, Scotchmer and Michael Streets Association.
2	Previous meeting & matters arising	<p>2.1 Previous Meeting</p> <p>After reviewing the previous CRG meeting notes the CRG noted that its contents were an adequate representation of proceedings.</p> <p>2.2 Matters Arising</p> <p>Rodger advised that a workshop was to be held with the Technical Steering Group members on 11 October. The purpose of the workshop is to discuss and ratify the draft notes summarising the goals, assessment framework and options.</p> <p>Following this, a workshop will be held with CRG members to discuss the draft set of goals and options. Comments from the CRG will be fed back to the TSC and the specialists.</p>
3	Progress to date	<p>3.1 Community workshop and Information Display</p> <p>William McDougall reported back on the event at the Melbourne Museum on 15 September. It comprised an information display from 10 a.m. to 3 p.m. and a workshop session from 2 p.m. to 5 p.m. After a slow start, the display was well attended in the middle part of the day. It provided an opportunity for people to meet representatives of each of the specialist study teams, learn about the scope of the study and discuss information contained in the Issues and Trends report that had just been released for public comment.</p> <p>The workshop was attended by approximately 56 people, including the study team and specialists. The purpose of the workshop was to provide an opportunity for more in-depth discussion of the existing conditions than was possible at the display, to identify the priority issues, to contribute to developing the long-term goals of the strategy, and to provide feedback on the most promising solutions or initiatives to achieve the goals. Notes of the workshop, including verbal and written feedback to the study specialists from the public at the display session, are available from the study team, and will be distributed to members via e-mail. Action: Study team.</p> <p>Rodger asked those CRG members who were present at the workshop if any new issues of public expectation arose from the workshop. Most CRG participants agreed that the same general issues from previous consultations were raised, including the desire for a seamless public transport journey, and noise and environment protection measures along the major vehicular travel routes. This may be an indication that the important issues are being reinforced by the community.</p>



No	Item	Discussion
		<p>3.2 Origin-Destination (O-D) survey results</p> <p>A considerable amount of time was spent discussing the preliminary O-D survey results, which had been circulated prior to the meeting. Study specialists Sinclair Knight Merz carried out the survey on Wednesday 6 September between 6.30am and 6.30pm. The survey counted all red and burgundy cars (which accounts for approximately 15% of all cars) and all trucks. Several members wanted to know the difference between the O-D results to that of the VATS data results. William replied that the VATS data is a smaller sample of all travel modes but collected over a longer period of time. The VATS data is also information collated by telephone responses and not actual counts on the routes compared to the O-D data. The CRG was advised that the additional 1998 and 1999 VATS data had been added to the 1994-97 data for further consistency, and was being analysed by the transport specialists.</p> <p>In response to questions raised William confirmed the % of vehicles turning north onto Royal Parade from College Crescent, and then turning west onto Brunswick Road would be included, as well as checking the counts of traffic turning north into Royal Parade from Gatehouse Street, Parkville. The study team will also ensure that the width of arrows will adequately represent traffic flows on the O-D data.</p> <p>Richard Smithers asked where the trucks on the Eastern Freeway are coming from? William advised checks were used at the Chandler Hwy and Burke Road exits/entries of the Freeway, but not beyond these points. Richard pointed out that it was important to remember that although the O-D survey was focusing on east-west vehicular movement in the study area, a larger percentage of traffic using the corridor in the study area travel in north-south movements.</p> <p>Paul Mees asked what would we do with this important information. He also pointed out that there are still unanswered questions about trucks. Paul pointed out that it may be worthwhile regulating trucks onto Citylink (if trucks are avoiding Citylink because of the tolls), instead of using the east-west route through the study area at the expense of the local community. Suggestions to Paul's question included placing additional check points all the way through on the Eastern Freeway (instead of just the two points used) and gathering other information which may help ascertain what generates these movements, such as the location of industrial areas. William responded that the survey data would be used to help refine the transport model, and that the study team would investigate ways of establishing where the trucks were coming from in the eastern suburbs.</p>

No	Item	Discussion
		<p>3.3 Goals, framework and options</p> <p>William advised that the study was now moving into an important stage of:</p> <ol style="list-style-type: none"> 1. Coming up with agreed goals, 2. Establishing the criteria on how to measure these goals, and; 3. Identifying options, which can be tested to ascertain their success. <p>After the Technical Steering Committee (TSC) has established a draft set of goals and options and assessment criteria William advised that a workshop would need to be held with the CRG to provide feedback to the TSC on the agreed set of goals etc. The workshop would need to be a 3-4 hour session, and would need to be carried out asap. <u>It was agreed that 24 October would be the date for this workshop, commencing at 5pm and concluding at approx. 9pm. Venue: Council Meeting Room, Melbourne Town Hall.</u></p> <p>Peter Daly did not believe that one week (or less by the time the report and associated documents arrive) allows sufficient time to absorb, consult and provide as detailed comment as would be otherwise allowed by more lead-time. As Peter has noted previously, RACV (and others as well) requires time to prepare formal submissions at such important stages of the study.</p> <p>Workshop facilitator, Bruce Turner, mentioned that there may be an opportunity at the forthcoming workshop to include a section on 'sense of community,' which some CRG members who volunteered to be facilitators at the 15 September community workshop, were keen to pursue.</p>
4	Reports back from CRG members	<p>Cr Catherine Ng mentioned that it was important to recognise the level of car ownership within the study area as well as outside to appreciate the need for a change in culture and attitude to travel habits in the metropolitan area. Yarra Tram's superstops and new low-floor trams are just the beginning of this much-needed change in culture.</p> <p>Peter Mildenhall mentioned that it was important to consult the wider metropolitan area about the study. William advised that the study team was consulting with the wider neighbouring councils. Ads about the study have also been placed in their respective community and local newspapers at times of workshops and forums. It is also proposed that further measures will be taken during the next round of community consultation.</p>
5	Media Release	<p>Rodger asked whether it was necessary to issue a media release. Members felt that it wasn't necessary at this stage, but may wish to after the CRG workshop or when the goals and options have been established.</p>
6	Close	<p>Rodger thanked participants for attending the CRG meeting and closed the proceedings at approximately 8.15pm.</p>
7	Next Meeting (Workshop)	<p>24 October 2001, CRG workshop 5pm start – 9pm. Supper provided. Melbourne Town Hall. Please RSVP to Stephen Smith 9655 8770 or stephen.smith@doi.vic.gov.au by 22 October 2001.</p>