



**Northern Central City Corridor Study  
Community Reference Group  
Discussion Notes  
Meeting 8, 12 December 2001  
Melbourne Town Hall**

<b>PRESENT</b>		
<b>COMMUNITY REFERENCE GROUP MEMBERS</b>		
Catherine	Ng	Councillor, City of Melbourne
John	Phillips	Councillor, City of Yarra
Warwick	Pattinson	City of Melbourne
Richard	Smithers	City of Yarra
Colin	Smith	Royal Park Protection Group
Heather	Sharp	Pigdon, Scotchmer & Michael Streets Assoc.
Robert	Abboud	VicRoads
Ian	Bird	Carlton Residents Association
Brian	Evans	Parkville Association
John	Beckwith	Villages of Yarra Business Group & Road Safe Inner Melbourne
Peter	Mildenhall	Department Education, Employment & Training
Peter	Malatt	North West Melbourne Association
Christopher	Pound	Clifton Hill Traffic Management
Paul	Mees	Royal Park Protection Group
Geoff	Barbour	Fitzroy Residents Association
Sue	Chambers	Carlton Residents Association
William	Taylor	Department of Infrastructure
<b>STUDY TEAM</b>		
Bob	Evans	Study Director
William	McDougall	Study Manager
Stephen	Smith	Study Planner
<b>OBSERVING</b>		
Trevor	Huggard	
<b>APOLOGIES</b>		
Rodger	Eade	Chair, Community Reference Group
Steve	Watson	Councillor, City of Yarra
Robyn	Williams	Councillor, City of Yarra
Laurie	Cuttiford	RMIT
Peter	Daly	RACV
Chris	Goodman	3068 Group
Stephen	O'Callaghan	Bus Association Victoria
Ben	Smith	Environment Victoria
Connie	Paglianiti	Carlton Business Association
Fiona	de Preu	University of Melbourne
Anne	Lyon	Department of Human Services



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No	Item	Discussion
1	<b>Welcome and Apologies</b>	Sue Chambers, acting chair in the absence of Rodger Eade, welcomed CRG members and observers, including Cr John Phillips from the City of Yarra and observer Trevor Huggard from Princes Hill.
2	<b>Previous meeting &amp; matters arising</b>	<p><b>2.1 Previous Meeting</b></p> <p>After reviewing the previous CRG meeting notes the CRG noted that its contents were an adequate representation of proceedings.</p> <p><b>2.2 Matters Arising</b></p> <p>Several members had follow-up questions from the CRG's technical discussion on the economic evaluation and transport modelling presentations on 14 November. These questions have either been answered by the study team/specialists and relayed back to the CRG, or requests which have initiated additional action by the study team/specialists have been included in the study programme.</p>
3	<b>Study progress</b>	<p><b>3.1 Response to comments on technical work</b></p> <p>William McDougall talked through the additional comments made by Warwick Pattinson (City of Melbourne) and Paul Mees (Royal Park Protection Group) on the transport modelling and evaluation processes. The study team's explanatory responses illustrating how the comments will be taken on board as the work proceeds.</p> <p>Warwick reiterated that it would be important to ensure that any car travel congestion savings were not over-estimated by assigning a large value of time to them. Encouraging an increase in the use of public transport also needed to be addressed.</p> <p>In relation to the question of car ownership changes due to public transport provision, Paul Mees acknowledged the difficulty in obtaining vehicle ownership details and undertook to provide the study team with some references.</p> <p>Richard Smithers from the City of Yarra enquired why the transport model did not include evening time travel (ie. after pm peak). William responded that the model only replicates morning and afternoon peaks and the interpeak period. Evening travel was not modelled partly because of a lack of reliable travel data.</p> <p>Paul Mees suggested that the specialists could check sector-sector OD matrices from the trip distribution stage of the Zenith model against VATS data. William confirmed that this information would be available from the model results, both for the present (2001) situation and future (2021) scenario tests, and could be compared with the VATS data.</p> <p>Heather Sharp asked why the O-D figures do not include counts for Scotchmer, Pigdon and Michael Streets in North Fitzroy? William explained that the O-D survey was restricted to the Eastern Freeway-Elliott Avenue route only.</p>



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		<p>An e-mail from Sue Chambers to the Department of Infrastructure concerning traffic levels on Princes Street, Carlton was tabled. Sue's comments and questions related to a number of suggestions the transport model may be able to address, for example, using the model to see the effects on the stretch of Princes Street between Nicholson and Lygon Streets.</p> <p>Peter Malatt asked whether an economic value was placed on environmental factors, such as greenhouse gases? William responded that some factors are valued, whilst others (especially noise) were not. Some members said it was difficult to place a monetary value on aspects of the environment because of people's subjective judgement. William added that the economic evaluation was one item of a much broader assessment. The triple bottom line assessment will be looking for benefits in all areas, using a mixture of costed and uncosted indicators.</p> <p><b>3.2 Progress to date</b></p> <p>The study specialists are now addressing what could/should go into each strategy element being studied. CRG members are welcome to contact/e-mail the study team with any questions or suggestions relating to this part of the study.</p> <p>William mentioned that as part of the wider metropolitan consultation process the study team was continuing to consult with those municipalities more or less directly adjoining the northern corridor. Meetings with officer and/or councillors have been scheduled for mid-December and include the following councils: Hobsons Bay, Maribyrnong, Moonee Valley, Moreland Banyule, Darebin, Nillumbik Shire, Manningham, Whitehorse and Boroondara.</p> <p><b>3.3 Forward work programme</b></p> <p>In light of a slightly longer than expected time to reach agreement on the study goals, and a welcoming amount of feedback received from the community on their needs and aspirations for the study, William tabled a revised work programme for the study. William explained that although two rounds of community consultation are planned in the first half of 2002, it might be possible or desirable to reduce this to one round. This would mean releasing the initial appraisal <i>and</i> the draft strategy in one report. The need for one or two consultation phases will depend on whether:</p> <ol style="list-style-type: none"> <li>1.) the initial appraisal work shows a clear strategy direction; and</li> <li>2.) there is good agreement on this direction from the CRG and TSC.</li> </ol> <p>This would only be known once the technical work produces some results.</p>
4	<b>Reports back from CRG members</b>	<p>Brian Evans from the Parkville Association informed the CRG that some Gatehouse Street residents had participated in a truck count survey in their street, the results of which were documented and forwarded to the study team to surmise. Brian's overall impression of the survey was that most trucks appear to use the most logical routes to gain access to and travel</p>



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	<p><b>CRG Resolution</b></p>	<p>through the area, and that Gatehouse Street was important for trucks accessing Heidelberg Road and Eastern Freeway.</p> <p>Peter Malatt from the North West Melbourne Association reported that planning approval had recently been granted from the City of Melbourne for a large concrete batching facility in West Melbourne which would undoubtedly create more truck traffic in the area.</p> <p>Robert Abboud from VicRoads mentioned that several letters from the community had been forwarded to his office supporting an east-west link, and expansion of the Macarthur Road section through Royal Park. William commented that support for such a link was likely to increase as the consultation reached the wider metropolitan area.</p> <p>Geoff Barbour from the Fitzroy Residents Association opened up discussion, and possible action on the Infrastructure Planning Council's October 2001 interim report where mention of linking the Eastern and Tullamarine Freeway appeared to pre-empt the outcome of the NCCCS. The CRG resolved to write to the Premier, with a copy sent to the Minister for Transport, expressing their concern on this issue, as well as asking the Premier for his continuing support of the NCCCS. The CRG also resolved to write to the secretariat of the IPC inviting an IPC spokesperson to the next CRG meeting to provide an update on both the study process and the IPC report. It was agreed that the Chair of the CRG, Rodger Eade, should be the signatory on the letter. The study team assured the CRG that they would meet with the appropriate contacts within the IPC to provide them with an update on the NCCCS before the new year.</p> <p>Warwick Pattinson from the City of Melbourne mentioned that the IPC interim report had caused some concern. Warwick mentioned that Council's planning committee recently passed a resolution opposing any link between the freeways, but it was not known whether this would meet with full Council support.</p> <p>Heather Sharp from Fitzroy's Scotchmer, Pigdon and Michael Streets Residents Association informed the CRG that recently completed traffic survey/feedback forms from residents had been passed onto the study team.</p> <p>Ian Bird asked what is going to solve our transport and amenity problems when we are asking ourselves the same questions as we were back in April? Obviously the study has progressed positively, but protecting our air quality, for example, and imposing harsh and meaningful controls is now the challenge.</p> <p>Chris Pound from Clifton Hill East Traffic commented that local governments appear not to be undertaking any local street calming projects. Cr John Phillips from the City of Yarra responded that budgetary issues were the main cause. Warwick Pattinson mentioned that some urban areas had reached street calming capacity.</p> <p>Richard Smithers from the City of Yarra informed the CRG that Yarra City Council had recently passed a resolution to oppose an Eastern to Tullamarine Freeway link in favour of public transport improvements in the area.</p>



INFRASTRUCTURE

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5	<b>Media Release</b>	William advised that an advertisement detailing the study's progress would be placed in the relevant metropolitan newspapers in mid December. Copies of the advertisement's wording were tabled for information.
6	<b>Close</b>	Sue thanked participants for attending the CRG meeting and closed the proceedings at approximately 8.25pm.
7	<b>Next Meeting</b>	<b>13 February 2002</b> , 6pm light supper, 6.30pm meeting start – 8.30pm Council Meeting room, 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 11 February 2002.