

Your local voice



www.wccc.com.au

info@wccc.com.au

PO Box 3701
Weston Creek ACT 2611

The Manager,
ACTPLA,
Environment and Sustainable Development Directorate
GPO Box 158
CANBERRA CITY ACT 2601

**Comments on Development Application 201222276
Streeton Drive Holder
Block 1 Section47**

The Weston Creek Community Council offers the following comments on this Development Application.

The Weston Creek Community Council understands and appreciates the need for a widening and upgrade of the Cotter Road/John Gorton Drive in order to accommodate the anticipated increased traffic generated by the development of the Molonglo suburbs. However, these improvements should not come at the expense of the residents of Weston Creek. These proposals affect the residents of Weston Creek for whom the section of road from the junction of Streeton Drive and the Cotter Road to the Parkway is really the major means of access of Weston Creek residents to the central and northern parts of Canberra.

This Development Applications shifts the precedence currently given to traffic entering or exiting Weston Creek to traffic flowing into or out of the Molonglo development. At this point in time this is blatantly wrong as the vast majority of the population resides in Weston Creek and this will remain the case for a number of years before the population in Molonglo will reach that of the Weston Creek Community.

While Council acknowledges that eventually the population of Molonglo will exceed that of Weston Creek, by the time this has occurred the East-West link road to the Tuggeranong Parkway and extension of John Gorton Drive to William Hovell Drive will be completed. In any event the number of people living south of the Molonglo River will only be around equal to that of the Weston Creek community when Molonglo is fully developed.

In Councils view the road design and phasing of the traffic light cycle should reflect the major flow patterns current and should not disadvantage Weston Creek residents. This should remain this way for a number of years so that Weston creek residents do not continue to be classed as

second class citizens which Council has stated on a number of occasions through the lack of services.

Council has made some specific comments based on plan numbers 24/26 and 27 .

General

Council suggests that indents for buses be made at all stops to preclude them blocking traffic flow especially as both bus stops indicated on the plans are very close to the Cotter Road/Streeton Drive junction.

Plan 27

In relation to left turners from Streeton Drive into Cotter Road. Council considers that there is no need to signalise these as flow will be relatively light.

During the morning peak period the traffic coming along Cotter Road north/east bound will have problems just past the junction with Streeton Drive as the three lanes throttle down to two lanes very quickly with what we consider to be an insufficient merge distance. This also affects the traffic turning into the Cotter Road from Streeton Drive going north /east in the same way.

During the evening peak, traffic turning into Streeton Drive from the Cotter Road should be provided with two turning lanes. It is difficult to tell from the plans whether there is sufficient width between the island and the inside kerb to provide two lanes.

There is already a pedestrian path running on the East side of Streeton Drive and Council suggests that this be utilised by providing a ramp up from the pedestrian crossing at the junction of Streeton Drive and Cotter Road. This will facilitate bus passengers alighting just past the junction in the evening.

Plan 24/26

Council acknowledges that the volume of traffic entering and exiting Unwin Place will be relatively light in comparison to the that on Streeton and Dixon Drives. However, a merge lane for traffic turning left out of Unwin Place should be considered and the traffic allowed to enter the heavy stream over a distance of about 300m. This will be particularly so at the peak times of school start and finish as traffic on Streeton Drive will be travelling quickly under the 80 kmh speed limit and this would make a substantial difference to those entering from Unwin Place.

It appears that traffic turning left from Dixon Drive into Streeton Drive in the morning peak will be given a red light during the phase providing for North bound traffic in Streeton Drive and right turning from Unwin Place. However, if an acceleration lane is made available for the left turn movement from Dixon Drive and the island modified to suit this, the movement from Dixon Drive need not be stopped by a red while the other phases are in operation. This would also facilitate the free flow of traffic so it does not back up into Dixon Drive. This will become more of an issue when the proposed Childcare Centre in Dixon Drive is completed. Council considers that there is enough merging distance for traffic on Streeton Drive travelling South between Dixon Drive and Cotter Road for both right turn and left turn movement.

Council remains available for consultation on these comments.

Tom Anderson
Chairman
Weston Creek Community Council
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