

**To**  
**Access Canberra Land, Planning and Building Services**  
**Environment, Planning and Sustainable Development Directorate**

**ACEPDcustomerservices@act.gov.au**

### **PEDAL POWER SUBMISSION**

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**DA 2022 41005 DA 2022 41006 DA 2022 41022**  
**Block 21 Section 6, 2 Matilda St Phillip**

### **Summary and Recommendations**

The National Capital Design Review Panel report of May 2022 questioned the lack of attention to active travel saying the plan was 'detrimentally dominated by vehicles and services movements'. It urged a revision of the approach to reflect the future character of the Woden Town Centre focusing on, inter-alia, more pedestrian-friendly environments. The proponent has made some helpful changes such as pedestrian access into and through the site. Pedal Power ACT commends the Traffic Report's detailed reference to ACT Government work to increase active travel

However, the proposal is still dominated by private vehicle movements at the expense of path users.

Pedal Power recommends:

- a review of the entries and exits on Bowes street to improve the safety and convenience of path users;
- reducing the three driveways planned for Matilda St to one exit lane with the entry into the car park being the one planned for the porte cochere on Bowes St;
- rejecting the proposal to demolish the bikeway on Matilda St;

- decommission the existing non-compliant loading dock on Matilda St (and utilise the proposed internal loading area off Bowes St); or, less preferred, rebuild it to modern standards;
- all paths remain open during construction including Matilda St bikeway;
- End-of-Trip Facilities General Code's provision rates be applied rather than the reduced rates indicated in the Traffic Report;
- direct access to the porte cochere be provided from the visitor bike parking area;
- *visitor bike parking be provided in the porte cochere, adjacent to the Italian restaurant and terrace and undercover on Matilda St as shown below;*
- *the plans be amended to show* clearly how people gain access to the long stay facilities on level 1;
- the proponent ensures that people should not have to negotiate their bikes along a narrow corridor with right angle bends to reach the level 1 facilities; and
- a door be provided for a direct connection from the parking area to the men's locker area on level 1.

### **Driveways on Bowes St/Porte cochere – obstacle course**

The proponent's response to the Design Panel's criticism of the porte cochere off Bowes Street is to 'internalise' the porte cochere. However, the risks to path users remain. Cars entering, leaving, dropping passengers, and entering the basement car park, are on the same plane as people walking and cycling. Close by is the entry/exit for the underground loading area. These entries and exits represent about 30% of the total length of Bowes St. This is inimical to pedestrian and cycle movements and should be further rationalised.

### **Three jointly-located driveways on Matilda Street**

Three jointly located driveways proposed for the basement parking entry/exit on Matilda St represent new crossings of the footpath and bikeway. The total width is 21.6m at the kerb. People walking and riding will need to cross all lanes in one go with traffic moving in both directions. This is a poor design – unsafe and inconvenient for path users. It should be rationalised to one exit lane. An entry to the basement car park is already planned via the porte cochere.

### **Matilda St dedicated bikeway – audacious proposal**

Matilda St is a Main Community Route and is the primary east-west active travel route from the east to the northern part of the Woden Town Centre. It links to the suburbs of Hughes and Garran, Yamba Dr

and the hospital. It also links to the C4 north-south Principal Community Route along Yarralumla Creek. At its western end it links across Bowes St through the undercroft into the office precinct and the Woden Town Centre square. It will become more important when the improvements to public transport hub on Callam St are finished and when light rail arrives. These improvements include a protected crossing of Callam St to the northern side of Matilda St.

The dedicated bikeway was constructed in 2017 at a cost of \$1m. It involved widening the verge at the expense of road width and landscaping the full length of Matilda St.

The proponent seeks to move the bikeway to the southern side of Matilda St at the future cost of developer of block 7 opposite. The bikeway would be replaced by a taxi rank. A move would mean the bikeway would no longer line up with the spur path and bridge across Yarralumla Creek and the proposed protected crossing of Callam St being built as part of the Woden Interchange.

This is audacious and self-serving. To suit their own convenience and take advantage of the widened verge constructed for the bikeway, the Hellenic Club wishes to inconvenience riders and pass on the cost to another (yet unidentified) developer at some (unspecified) time.

Moreover, bike riders will tend to ignore a route on the south side of Matilda St as it means diverting away from the most direct route. Rather, they will tend to cycle straight on thus making the re-located bikeway redundant.

The problem is of the Hellenic Club's own making and it should not be rewarded by moving the bikeway at somebody else's cost. In any case, why would a developer of block 7 undertake this expenditure? There is a high risk, even if the developer block 7 agreed to take on this task, that the timing would not occur simultaneously thus leaving the community with no bikeway.

### **Existing Loading Dock on Matilda St – not in conformity**

The Traffic Report comments that delivery trucks using the existing loading dock often block the paths on Matilda St. This is in breach of the parking laws and is dangerous. People riding bikes have fallen at this site and pedestrians have been placed in danger as they manoeuvre around the front of trucks.

Pedal Power understands that the Hellenic Club is not using the loading dock as originally approved. Pedal Power attempted through the Club, TCCS, and the Transport Minister and parking authorities, to bring about changes but to no avail. Trucks are still breaching the parking laws prohibiting parking on paths despite the danger and inconvenience to path users. Part of the difficulty is due to the Club constructing a cool store at the entrance thus making it difficult for trucks to back up to the dock.



Pedal Power notes that the loading dock does not meet the current standards. According to the proponent's Traffic Report, the current standards require loading docks to:

- be screened from public view;
- not be located on frontages to streets;
- not conflict with traffic or pedestrian movements; and
- allow trucks to enter and leave in a forward direction.

The existing loading dock fails on all counts. Aside from the serious safety issues, the loading dock is an eye sore. The upgrading of the area with a new interchange, redevelopment of the block opposite, and the Government's vision for a more people-focussed Woden Town Centre, the loading dock is out of place.

Pedal Power recommends the proponent be required to either:

- rationalise the loading plans for the development by closing the Matilda St loading dock and utilising the loading arrangements off Bowes St for all loading needs; or
- less preferred, redesigning the Matilda St loading dock to make it compliant and a truly internal dock so that trucks do not block the paths.

### **Temporary Traffic Arrangements**

Pedal Power asks that all paths remain open during construction including Matilda St bikeway. If TTM's are necessary they must provide for convenient and safe alternatives for path users which do not involve crossing streets.

### **End-of-trip facilities - Stage B DA 202241006**

#### *Provision rates*

The Traffic Report refers to the requirements under the End-of-Trip Facilities General Code for 441 bicycle parking spaces, 253 for employees and 188 for visitors; 26 change rooms/showers; and 52 lockers.

The report then suggests a reduction in need for bicycle parking based on the report's temporal activity profiles. It considers 139 spaces would be reasonable for weekday daytime visitors and 111 spaces for weekend daytime visitors.

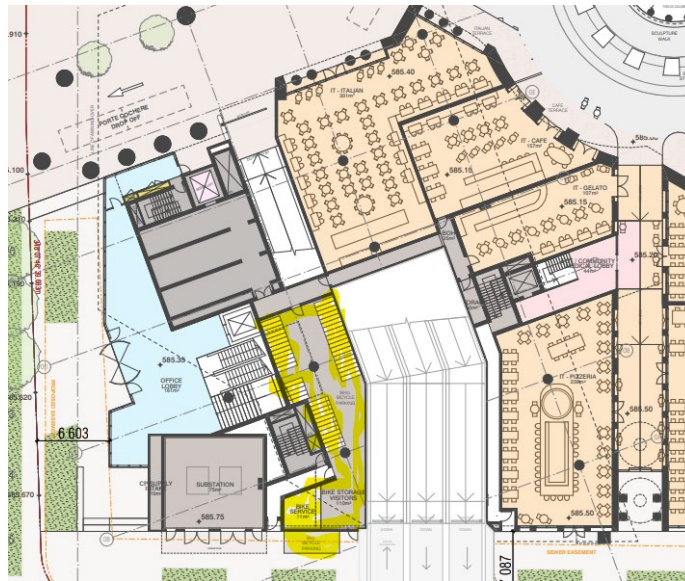
The DA proposes for the ground level an Italian restaurant, a café, a gelateria, a pizzeria, a burger outlet, a bistro and a brewery, all with significant seating capacity. The traffic report notes the site's favourable location for active travel and the government's policies to increase it and reduce car usage. While the Code came into effect in 2022, its provision rates were calculated in October 2018. Since then the numbers of bicycles and people who do cycle has increased. E-bikes and other 'electric rideables' eg scooters, have also surged in popularity.

We considered whether bicycle parking spaces could be scalable, ie a lower than statutory provision approved on condition that more spaces be provided as demand increases. Given the difficulties of monitoring and enforcing such a condition, this approach is not considered feasible.

Taking all this into account, Pedal Power asks for the Code's provision rates to be applied.

### *Location*

The proposed location of access to the bicycle parking appears problematic.

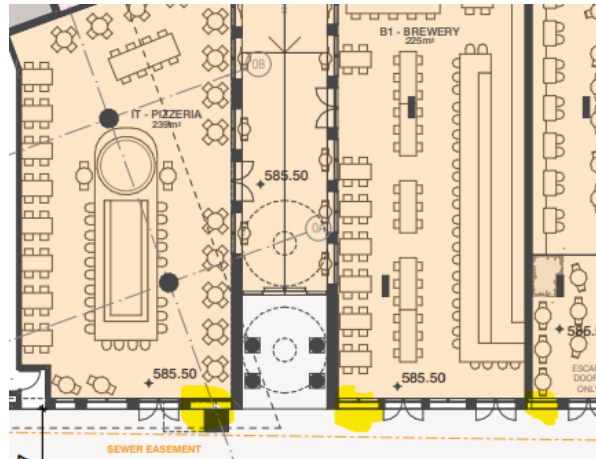
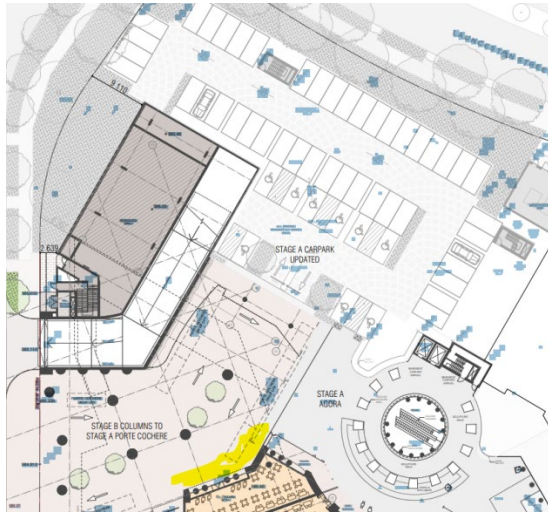


The ground floor plan seems to suggest the visitor parking entrance is off Matilda St.

It is unclear whether once parked, people can easily gain access to the Club's facilities. If there is no direct access from the inside end of the bike parking area to the Club, people will simply not use it. The on-street bike parking is far away from any of the Club facilities and is unlikely to be used at all.

The plan does not show any bike parking inside the porte cochere area. One of the usual advantages of, and incentives to ride is the ability to travel much closer to one's destination – the door to door advantage of cycling.

Pedal Power asks for bike parking as highlighted below, adjacent to the Italian restaurant and terrace and undercover on Matilda St, to give ready access to the pizzeria, agora, brewery and bistro. This reinforces the need to retain the bikeway on the northern side of Matilda (discussed elsewhere in this submission).



The end-of-trip facilities for long stay users, eg hotel guests and staff are proposed to be located on level 1. That is not an issue. It is commendable to locate them separately from motor vehicle parking.



It is not at all clear how people are to gain access to level 1. The Traffic Report says a lift will be used. However it is not clear from the level 1 floor plan where people enter the lift. Nor is it clear on the level 2 floor plan where that lift is and how people get to the facilities. The lifts to the medical centre (pink on the plan) and to the office lobby (blue) appear to be the only lifts available. People should not have to negotiate their bikes along a narrow corridor with right angle bends. A door is needed directly from the parking area to the men's locker area.