



Representation on behalf of the Tuggeranong Community Council.

Objection to:

TUGGERANONG - GREENWAY

Development Application: 201731304

Address: LAKE SHORES & LAKE TUGGERANONG

Block: 5 Section: 10

Proposal: PROPOSAL FOR ESTATE DEVELOPMENT PLAN - creation of four blocks intended for future multi unit development with a maximum yield of 212 dwellings; associated access road, services, verge works, landscaping and a boardwalk and pedestrian bridge over Lake Tuggeranong.

The TCC would like to advise of its objection to the above Development application due to the following concerns regarding issues in the analysis with potential significant and cumulative adverse transport impacts.

Firstly the proposed design of road connection to Drakeford Drive as currently set out is not supported by anecdotal evidence of many locals. At issue is the report of road impact assessment reporting provided in support of the proposed design which appears to be contradictory and conclusions seem not to be supported by the information contained in the brief report itself and the supplementary report on traffic modelling.

At issue is the empirical data and observational data we have collected that do not match the assumptions and modelled traffic flows that the report is predicated on. Council members have observed road cue lengths well beyond the maximum potential stated in both models on the south bound lane Drakeford Drive /Athlon drive round about pm peak on the 28/4, 5/ 5 and 11/5. The report does not provide detail analysis of all the intersection connection impacts in any coherent way.

The location of the proposed intersection is predicated on the modelling being correct. Neither model in the report is in agreement and as stated observation of existing peak traffic appears to disprove both models accuracy of forward prediction when current levels are wrong. This suggests a reconsideration of the placement of the intersection is required at best and at worst that introducing another controlled intersection on Drakeford Drive between Solward Way and Athlon Drive cannot and will not be effective efficient or improve the road servicing for the Town Centre and Tuggeranong Valley road users.

A further review of the assumptions underpinning the traffic modelling report identifies that the data is based on existing 2016 road data. We are concerned that the data makes no additional allowance for the additional traffic generation and movements arising from the expanded Southquay developments on the west bank of Lake Tuggeranong, a number of which have sought to increase the density per development than was initially assumed in that estate development plan. While the number of units in this eastern edge of the lake is small and as the traffic report acknowledges is likely to generate a low level of additional traffic impact it is silent on the cumulative impact of both developments. This does not appear to have been taken into consideration as both developments will utilise the same road infrastructure.



With regard to transport policy and road hierarchy the introduction of a local road intersection to a high speed arterial road does not appear to be good transport planning. Drakeford Drive as noted in the report is already providing a F level of service. The proposed additional intersection does not fix the existing problem, rather it adds to it. It is difficult to argue that as the level of service is already extremely poor that adding to it isn't a problem. What this report does identify is that Drakeford Drive Athlon Drive roundabout needs a complete redesign and upgrade. This development adds to the adverse effects of an already poor situation and in our view will be 'the straw that breaks the camel's back'.

Road safety is also of concern as the design has many problems and I wonder if it is best practice when you consider that by adding a slip lane to the existing north borne two lanes of traffic and sandwiches a cycle lane between them prior to the proposed intersection location. This creates a complex driving environment of merging high speed traffic north bound as through traffic contends with slip lane traffic merging and slow moving on road cyclists impeding traffic exiting to the development. While cycle lanes on roads are common in the ACT it needs to be remembered that this is a high speed environment that even the fittest and elite road racing cyclist would be hard pressed to keep up with. International best practice design usually requires separation of cyclists from road users in this situation. A safer option would be to relocated the on road cycle lane to an off road location or at least to provide a separation between high speed traffic and the cyclist and slip lane traffic.

With regard to the exit slip land from the development this appears to be located close to the limit of the cue of intersection traffic and presents a further traffic danger for cyclists and road users alike.

In conclusion we do not support the proposed estate plan as the road design as proposed could put lives at unnecessary risk, exacerbates the already poor traffic conditions, fails to uphold the road hierarchy and is predicated on inaccurate and contradictory (main report vs addendum) traffic models and data that do not support the conclusions. There appears a bigger traffic problem that needs to be addressed before this addition to the network infrastructure should proceed.

A handwritten signature in black ink, appearing to read "Glenys Patulny".

Glenys Patulny
President
Tuggeranong Community Council
17 May 2017.