

47

PAPAL VISIT TRANSPORT SUB-COMMITTEE

3rd Meeting 11 June 1986

In attendance were :

CATHY PARSONS (CHAIRMAN)	DOT
JACK LANE	DOT
ALISTAIR MCLAUCHLAN (SECRETARY)	DOT
ERN SMITH	ACTION
MARTIN BOYD	DHC
GEOFF CANNOCK	NATEX
BILL FLEMING	DOLGAS
MAX BRADLEY	AFP
MARK RANSOM	NCDC
LIEUT COL HUBERT O'FLYNN	CATHOLIC CHURCH
SIR JAMES SCHOLTENS	
FR TOM WRIGHT	

Apologies: MR RANDALL SMITH PM+C
MR BRUCE DOCKRILL DOT

Observers: Mr Ron Lunt ACTION
Mr Bill Guy BILL GUY + PARTNERS
Insp D Haynes AFP

Cathy Parsons conveyed Mr Dockrill's apologies for his inability to attend and indicated that the purpose of the meeting was to report progress since the last meeting and introduce new members to the Committee.

1. Matters Arising from Previous Meeting

There were no outstanding matters.

2/3/4 Presentation/Supplementary Reports from Other Reps/Discussion

Mr Jack Lane advised a report had been forwarded to the Papal Visit Task Force although there had been no feedback to date. Since the last meeting the NCDC had engaged a consultant Mr Bill Guy to undertake a more detailed study of the site and investigate parking and transport capacity, with particular regard to wet weather conditions. Mr Cannock indicated that the site designated for diplomatic parking would be at risk in wet weather. Mr Lane outlined progress in general terms, noting ACTION had instigated planning for transportation of congregations from individual churches to supplement specials from particular interchanges. He also advised the importance of obtaining detailed data as soon as possible to enable detailed planning to proceed.

96

Mark Ransom advised NCDC had \$50,000 available for physical works to facilitate parking and access. Grading and associated improvements to Sandford Street was a significant part of this exercise and detailed work on other necessary physical works would be undertaken shortly.

Max Bradley raised the question of log barriers on Northbourne Avenue, Mark Ransom advised the NCDC considered these a safety hazard and preferred temporary fencing.

Sir James Scholtens inquired whether the race course may be used in dry weather and was advised that this had been ruled out as it would be expensive to provide access and was not required. Ern Smith advised ACTION had made a preliminary investigation based on an estimated 25,000 people moving from a number of local collection points (Catholic churches or schools). Approximately 200 buses would be available, and these would enable the crowd to be moved in 2-2 1/2 hours. This did not include people who would utilise ACTION's normal services. He also highlighted the need for detailed figures to enable planning to proceed further. ACTION proposed that each collection point would have a number, and a particular bus (or buses) allocated accordingly. There was some concern that figures collected too early may be inaccurate, but it was thought that the data would still be adequate for planning purposes, if it was supported by more detailed estimates at a later stage.

Father Tom Wright emphasised that school children would be travelling with their parents, which ACTION advised it had taken into account. Father Wright also advised there were plans to host people from outside the immediate Canberra region. Father Wright noted that collection points should be based on individual parishes and not on amalgamations. Herby O'Flynn indicated that it would be possible to provide appropriate planning data through a joint survey of parishes. Ern Smith advised that there would need to be staggered pick-ups, and it was suggested that ACTION may devise a timetable to serve this purpose. Sir James Scholtens suggested a questionnaire could be used to good effect, and it was agreed Jack Lane and Herby O'Flynn would develop an appropriate form.

Geoff Cannock raised the question of pedestrian traffic. Mark Ransom advised that it was intended to run a loop shuttle service from Mitchell; areas to the north would allow direct pedestrian access. Herby O'Flynn reiterated the need for pick up/set down facilities which NCDC are examining. Cathy Parsons emphasised that signs would require additional evaluation.

The delayed arrival time of the papal visit was raised, and Sir James Scholtens advised that the 3.15 pm time was almost certainly set. Mark Ransom indicated that NCDC would not have funds to provide extensive lighting. It was noted that this was a problem and people may need to be advised beforehand. Geoff Cannock pointed out that the spill from the trotting track lights was extensive and would assist considerably. Flemington Road and Mitchell were already well-lit.

5. Future Action/Timetable

ACTION (1) Dept./Catholic Church; Survey attendance and mode and day of arrival;

Comment Jack Lane/Herby O'Flynn would develop a questionnaire for circulation to sample parishes to obtain more accurate estimates of number of people attending Papal Mass and the modal split. Sir James would advise if data requirements of other groups could be met in the course of this process.

ACTION (2) Dept needs to mow areas first to enable full assessment of work required for car park areas.

Comment Mowing scheduled to start week beginning 16 June.

ACTION (3) Dept/NCDC/DHC need to finalise details of work program for Sandford St and car parks (including mowing/grading etc) based on feedback from (1) and (2); Parking layout plan for Church to use for developing marshalling proposals.

Comment Jack Lane/Mark Ransom to liaise and consult DHC as necessary

ACTION (4) ACTION need to come up with firm proposals for moving people to and from based on (1).

Comment ACTION to follow-up as more data becomes available.

ACTION (5) AFP/Dept/DHC/NCDC/Church need to prepare detailed proposals for

- signpost/fencing
- traffic controls all day/road closures
- areas where parking to be prevented

- marshalling needs for Church (if any) outside carparks
- marshalling needs for Church via car parks
- plans for treatment of priority vehicles/intersection controls. (Allocation of space to ACTION at venue; hcp; emergency; diplomats; press; pope/clergy)
- provision, if any, for pick-up/set down to be resolved

Comment Need for AFP to advise where jurisdiction of marshalls needs to extend. AFP/DHC/NCDC/DOT to meet at working group level to discuss details of traffic and parking.

ACTION (6) Church to report on emergency service provisions and emergency vehicles access.

Comment Catholic Church were currently examining emergency vehicle requirements.

ACTION (7) Prepare proposals for publicity of transport arrangements. Who is responsible for what?

Comment AFP could assist with Police 7 and ACTION may be able to take advantage of this. It was agreed there were a number of possibilities which required further examination and this matter could be explored further at a later meeting when a better indication of total requirements would be available. It was noted that the Catholic Church would also be disseminating information direct to parish congregations.

ACTION (8) Provision for lighting bus loading area; and within site to main gates; need depends on feed back from (1) and capacity of exits from car parks. (cheaper to improve exit capacity than light the place).

Comment To be examined in the light of more detailed data when available.

ACTION (9) Budget considerations to be finalised;

- . \$50,000 identified NCDC carparks/Sanford Street
- . ? Dept. to cover mowing/cleaning up costs

- . ? re: signs/fencing/traffic controls; not yet quantified
- . ? re: lighting
- . AFP to bill church?
- . ACTION on cost-recovery basis (\$1 per trip; \$2 return)

Comment

It was agreed there was a need to resolve who would provide funds for additional expenses. It was suggested that this needed to be pursued with the Papal Task Force. ACTION would operate on a cost recovery basis, without any concessions. ACTION could only suggest \$1.00 a trip as a maximum at this stage, but detailed costing may enable ACTION to charge a lower fare: Ron Lunt suggested that ACTION should discuss an appropriate level of fares to optimise bus patronage and reduce costs.

Martin Boyd advised DHC need to know how many barricades would be required and AFP/DHC would liaise direct. Max Bradley also expressed concern that the AFP would need to know who would bear their costs.

(10) Future Meetings:

- after (1); and feed back on other tasks
- tentatively Wed 23 July 10.00 am.

6. Next Meeting

Wednesday 10 am 23 July 1986.