



Inquiry into the Role and Future of the Woden Town Centre in the context of a compact city

Answer to question taken on notice

Asked by: Fiona Carrick MLA

Addressed to: Canberra Institute of Technology

In relation to: Traffic and parking in Bowes St – impact on students and events in West Plaza

Hearing: 19 February 2026

Uncorrected Proof Transcript: 19 February 2026, pp 3-4

Transcript provided: 25 February 2026

Answer Due: 4 March 2026

Mr David Jones took on notice the following question:

THE CHAIR: Thank you. I have a question. When we were out on site, the road behind CIT, I am interested, now you have been there for a while, is that road being used much?

Mr Jones: So that is the Bowes Street extension. So as part of the ongoing works in finishing the stage 2 transport interchange, there are reroutes in place for the bus service. So my understanding is when the interchange is finished that rerouting will be removed and we will have an ability to open that road.

THE CHAIR: And you will open it then for cars?

Mr Jones: That is correct.

THE CHAIR: Do you reckon it is a good area for cars, or would it be a better area to pedestrianise?

Mr Jones: So we expect it to be something similar to what we have achieved, what the government has done, in Civic with both vehicle and pedestrian access.

THE CHAIR: Yes, okay, so the Bunda Street design.

Mr Jones: Similar to it.

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THE CHAIR: And just on the same point though, that is much better where you have very slow traffic and it is designed to facilitate. And I get different views from different people. I feel that that area works quite well. I feel quite safe walking and riding there, but there are different views. But again, do you think it is important to allow cars to go through there, or it would actually be better to just pedestrianise the area and not have cars going through there?

Mr Jones: It was designed with that purpose, for vehicles being able to go through there.

THE CHAIR: Okay, cool.

MS CARRICK: A supp on that?

THE CHAIR: Yes, go.

MS CARRICK: It may have been designed for it, but that is different to whether it is a good outcome. It is different to Bunda Street because Bunda Street is an arterial road, whereas—we call that West Plaza or CIT—it is a public space. It is like putting cars through Garema Place and City Walk. So that is the difference. And I note that you have had bands play in that area, so how will having cars and parking—it has got parking spots right in the middle of the public space. How will that impact on the CIT's ability for their creative students, or any students, to integrate with the community with events and vans and stuff when there are cars moving through there?

Mr Jones: So certainly, as I go back to my previous, that it was designed, those car spaces that you mentioned are accessible car spaces. As a part of the work that we are currently doing in understanding how we might be able to use that space, we would look at how temporary traffic management plans would be put in place as a part of any usage of that roadway, the Bowes Street extension. So regarding the more, I think, technical aspects of the question about road movements, I would have to take that on notice and work with our Roads ACT colleagues to provide some information.

The answer to the Member's question is as follows:

The Bowes St local access/shared zone has been designed to allow for two-way vehicle traffic with traffic calming devices to slow vehicle speeds. A speed limit of 10 km/h has been signposted. The shared zone has been surfaced with consistent paving materials like the CIT Plaza area.

The Bowes St local access/shared zone, aligns with the Woden Masterplan, which shows a connection between Bradley and Bowes Streets and facilitates local vehicle access to the north and south on the Eastern edge of Woden Town Centre (Hellenic Club, Abode etc.)

Where events are proposed that would benefit from the closure of the Bowes St local access/shared zone, this can be undertaken through temporary traffic management plan, lodged with Roads ACT.

Approved for circulation to the Standing Committee on Environment and Planning

Signature:



Date: 4 March 2026