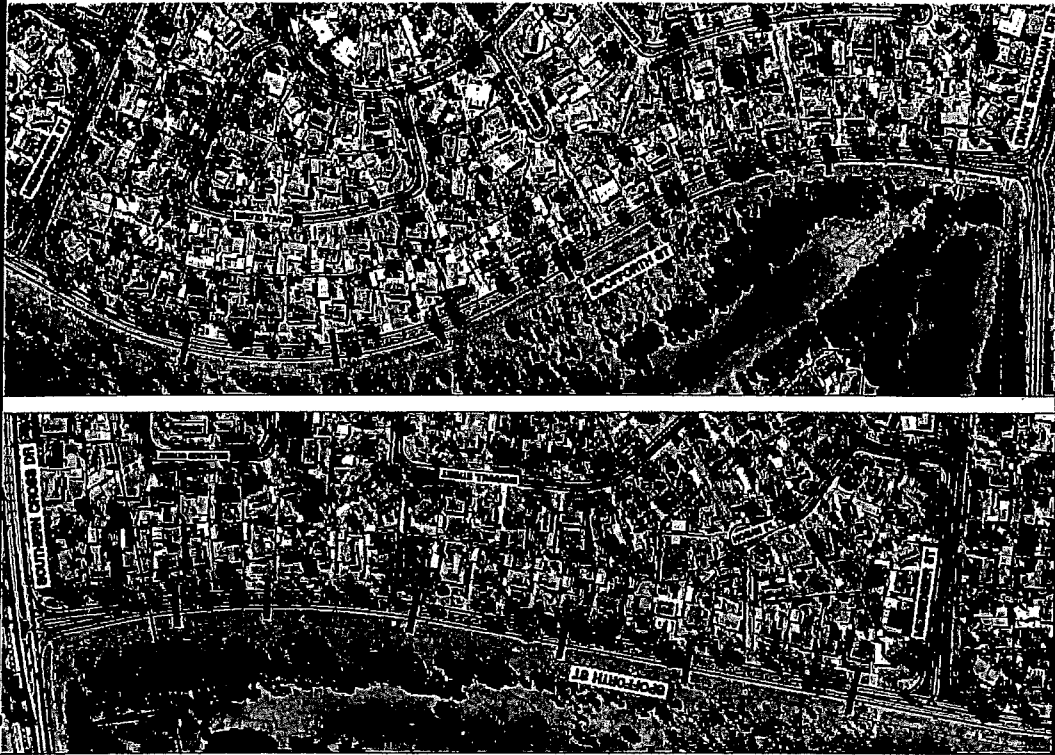


SPOFFORTH STREET TRAFFIC CALMING MEASURES



COMMUNITY CONSULTATION

The ACT Government is seeking feedback on the Spofforth Street Traffic calming measures.

Visit www.timetotalk.act.gov.au to access more information and submit feedback.

Consultation closes 5 pm Friday 29 June 2012.

44

Vikneson, Jayanthy

From: Taylor, John
Sent: Thursday, 26 April 2012 11:56 AM
To: Rae, Kirsten
Cc: Vikneson, Jayanthy; Shoukrallah, Rifaat
Subject: RE: Flinders Way traffic calming measures

Kirsten,

I like the idea of letterboxing everyone in Holt. Since our phone conversation I have reconsidered whether to place the survey forms at Kippax and Holt shops and I think it would still be appropriate to place them at these centres to capture people from other suburbs. Allow 200 forms for the shopping centres in addition to the Holt residents. Is 2,060 an estimate of the number of letterboxes in Holt not just residences since there are many multi unit developments?

Also I would like to include a unique number on each form. The forms for the shopping centres should be printed on different coloured paper to easily distinguish these from the letterbox drop ones.

lets go with Julie's quote if she is available otherwise Australia Post.

I would like the survey forms to be delivered by 15 May 2012. I will provide you with the questions by cob Monday.

John

From: Rae, Kirsten
Sent: Tuesday, 24 April 2012 2:40 PM
To: Taylor, John
Subject: RE: Flinders Way traffic calming measures

Hi John,

Holt is approximately 2,060 residences. Based on this we have a few estimates for letterbox drops:

- Australia post (@\$)
- General 'junk mail' type delivery:
- Julie Pope (the same contact who did the delivery for Flinders Way):

I have received these approximate estimates from Publishing, and based on these I think going with Julie Pope would be the best idea (subject to availability). I definitely think letterbox dropping the entire suburb is the way to go – perhaps at libraries and Canberra Connect shopfronts we can simply display the poster.

Let me know which of these you would prefer and I will ask for more concrete quotes.

Cheers
Kirsten

*note Australia post may not deliver to only one suburb – we need to confirm if you want to pursue this option.

From: Taylor, John
Sent: Tuesday, 24 April 2012 10:04 AM
To: Rae, Kirsten
Cc: Vikneson, Jayanthy; Shoukrallah, Rifaat
Subject: RE: Flinders Way traffic calming measures

Thanks Kirsten.

That's not what I wanted to hear. I need to do another exercise for Spofforth Street Holt as soon as possible. Again we should start with a communications plan similar to Flinders Way, which I think was reasonably successful. I left 50 forms at the Red Hill shops and the Griffith shops and 100 forms at the Kingston library and the Manuka newsagency. All the forms were taken at Red Hill and Manuka and most (46) from Griffith shops. However, only 24 of the 100 were taken from the library.

Therefore, the plan for Spofforth Street should be:

- Media release
- TAMS web page
- Time to Talk entry (ACT Gov community engagement website)
- Social media (tweet media release and reminders to submit feedback)
- Letterbox drop to the residences that received a letter during the study (mainly Spofforth Street)
- Hard copy surveys to be placed in local shops and libraries (i.e. Holt shops, Kippax Centre, Kippax Library)
- Electronic surveys linked from TAMS website & Time to Talk
- Newspaper advertising (community noticeboard entry in Canberra Times)
- Contact peak lobby groups in the area (NRMA, Belconnen Community Council, Pedal Power)

We should have a short meeting to discuss.

Regards,

John Taylor

Senior Engineer - Capital Works

Traffic Management and Safety

Roads ACT

Territory and Municipal Services Directorate

Tel: 02 6207 6616

Fax: 02 6207 6872

Email: john.taylor@act.gov.au

From: Rae, Kirsten

Sent: Monday, 23 April 2012 9:07 AM

To: Taylor, John; Shoukrallah, Rifaat

Cc: Gombar-Millynn, Helen; Virtue, Geoff

Subject: Flinders Way traffic calming measures

Hi John and Rifaat,

Please find attached survey results for the Flinders Way Traffic calming measures. Of the 94 respondents, 85% do not support the traffic calming measures.

I have updated the web to reflect the closure of the consultation, please advise once a decision has been made so that we can update the web with the results of the consultation.

Let me know if there is anything else you need me to do.

Best regards

Kirsten

Kirsten Rae | Communications Officer |
Phone 02 6205 2173 | Fax 02 6207 6148 |
Governance | Territory and Municipal Services Directorate | ACT Government
12 Wattle Street, Lyneham | GPO Box 158 Canberra ACT 2601
www.act.gov.au

Follow us on Twitter: <http://twitter.com/tamsmediaroom>

David/John
25/5
We need a 'standard response'
- comments to be included in evaluation
Thanks

Mr R Shoukrallah
Senior Manager
Traffic Management and Safety
Territory & Municipal Services
Locked Bag 2000
CIVIC SQUARE ACT 2608

25/5

→ Acknowledgement
letter to RS 25/05
→ letter posted 28/05

Re: Spofforth Street Stuff-up

I have received in my mail box a handout from you referring to the so-called traffic calming measures which you have put on Spofforth Street, Holt.

Firstly, let me confirm to you that **this is the first communication** of any sort I have received from the ACT Government in terms of these measures. I was not party to any consultation in late 2010 and I live in Messenger Street, Holt, which is one of the streets that has borne the brunt of your so-called traffic calming measures. I am unable to identify anyone else in Messenger Street who was consulted in December 2011

Once again, the ACT Government has redefined the meaning of the word "consultation".

First a little history. When the construction work was at its peak in West Macgregor, trucks of all sizes were using Spofforth Street. Suddenly, a sign appeared stating that trucks above a certain tonnage were no longer permitted on Spofforth Street. Some short time later, Spofforth Street was re-zoned to 50 kph.

No consultation on that one either.

I have in my possession a letter from the former Member for Ginninderra, and some-time Minister, Mr Wayne Berry, who then lived in Spofforth Street. He boasted to me in that letter that he was very proud of his personal activities and the successful exercise of his influence upon the Government to have that speed limit in Spofforth Street reduced from 60 kph to 50 kph. It would appear that Mr Berry still has influence, even though he is no longer in the Legislative Assembly, if recent developments in Spofforth Street are any indication.

In a very brief summary of my original letter to Mr Berry, I argued that if you look at comparable streets around Canberra which are located on the extremities of the suburban mass, with residential properties on only one side of the street, all of them are at **60 kph** and most of them take more traffic than does Spofforth Street, even at the height of the construction period.

The ACT Government has now placed in Spofforth Street 13 rubber speed cushions **without reducing the speed limit from its existing 50 kph.** The end result is that after an introductory period in December 2011 the following is now fact:-

1 Most drivers have worked out that they can go over those humps at around 50 kph, and will continue to do so, clipping the edge of each hump in a straddle.

2 The hoons have had a field day-a number of the cushions have been torn from their mounts when powerful cars stop on the mound and accelerate violently, and tire marks are evident. On the subject of burnouts, these have increased markedly since December 2011, with the favourite spots being the intersections of Messenger/Beaurepaire, Drake-Brockman/McNaughton, Trickett/Beaurepaire. **That's a loss of amenity**

3 Residents with driveways close to a hump have lost the ability to have visitors park in the street in fear of car damage from a careless motorist swerving towards the gutter to go around a hump. **That's a loss of amenity, leaving them liable to be booked parking on a nature strip**

4 Some humps were poorly placed in pre-noon shadows. A casual user of the street, particularly on a motorcycle, may not see the humps. **Dangerous !!**

5 A large number of motorists who normally travel on Spofforth Street from West Macgregor and the Golf Course Estate are no longer using Spofforth Street to access Drake Brockman Drive, but instead are continuing eastward on Southern Cross Drive, then turning right into Beaurepaire Crescent and then right into Trickett Street to join Drake Brockman Drive. **That is an unfair and unreasonable action on behalf of the ACT Government and I am sure the ampometers placed on Messenger Street, Beaurepaire Crescent and Trickett Street recently will tell you that. (We note that apparently they have been returned to Trickett Street.)**

6 The folks on Spofforth St may have derived some advantage with the **installation of the humps - bugger everyone else.** It is impossible to travel north on Beaurepaire between 7-9am pm weekdays and expect to turn right onto Southern Cross heading to the Mall without a **long delay caused by giving way to traffic** turning right into Beaurepaire from Southern Cross. **The ampometers you installed can't measure DELAY, just traffic loads and vehicle speed**

7 The ACT Government ought to have known what would happen when so-called traffic calming devices, such as these cushions, which are normally only used in large shopping centre car parks, are installed in suburban streets carrying the limited amount of traffic that is carried on Spofforth Street. **It is a no brainer.**

Summary

In other words, in order to meet the demands of at least ONE resident of Spofforth Street, you have destroyed the amenity of the people in Messenger Street, Beaurepaire Crescent and Trickett Street by the installation of speed humps in Spofforth Street.. Oh, and at the same time, you also destroyed the amenity of the majority of residents in Spofforth Street

The Solution

- 1 Pull up the HUMPS -NOW !!!
- 2 Re-introduce 60 kph speed limit to Spofforth Street – there is no justification for 50kph on this street, particularly when it only has residential driveways on ONE side of the street
- 3 Bring back the speed camera vans in Spofforth Street, policing 60kph
- 4 Provide a POLICE VEHICLE (remember them) to patrol Spofforth, Beaurepaire, Trickett & Messenger Streets in the hours of 6pm to 9pm, WEEKDAYS, to catch the HOONS.
- 5 Stop imposing any further idiotic “ solutions “ to imaginary or over-rated traffic flow issues. Get in the car & visit the sites.

Yours faithfully



ACT
Government

Territory and Municipal Services

HOLT ACT 2615

Dear Mr.

**POST-CONSTRUCTION EVALUATION OF TRAFFIC CALMING MEASURES ON SPOFFORTH STREET
ACKNOWLEDGEMENT OF COMMENTS RECEIVED FROM PUBLIC CONSULTATION**

Thank you for your letter regarding the public consultation on the effectiveness of the traffic calming measures on Spofforth Street.

We acknowledge receipt of your response and thank you for your participation. Your comments will be included in the analysis of community feedback.

The evaluation will also include traffic speed and volume surveys, analysis of traffic crashes and any impact the treatment may have had on side streets.

Once the evaluation report is finalised, it will be posted on the TAMS website at <http://www.tams.act.gov.au/>

Yours sincerely,

Rifaat Shoukrallah
Senior Manager
Traffic Management and Safety, Roads ACT
25 May 2012

→ posted 28/05

05/2012

**SPOFFORTH ST, BEAUREPAIRE CR,
MESSENGER ST, TRICKETT ST,
PARKWOOD RD, BRITTEN JONES DR**

SITE DESCRIPTION	TOWARDS	SURVEY DATE	WEEKDAY AVERAGE (VPD)	MEAN SPEED Km/hr	85 % ILE SPEED Km/hr	WEEKEND AVERAGE (VPD)	MEAN SPEED Km/hr	85%ILE SPEEDK M/hr
SPOFFORTH ST loc.1	Messenger St	28.04.12	267	42.5	52.3	224	41.7	51.1
	Drake Brockman		294	41.7	51.4	272	41.5	52.0
SPOFFORTH ST loc.2 no.22	Messenger St	28.04.12	291	37.1	50.4	244	37.3	51.5
	Drake Brockman		247	34.1	48.6	229	34.4	49.0
SPOWORTH ST loc.3 no.26	Messenger St	28.04.12	286	43.9	53.8	270	43.0	51.3
	Drake Brockman		258	43.0	52.8	222	42.4	51.5
SPOWORTH ST loc.4 no.32	Messenger St	28.04.12	283	38.3	52.8	266	36.8	49.0
	Drake Brockman		252	40.4	52.4	219	38.4	49.1
SPOWORTH ST loc.5 no.36	Messenger St	28.04.12	276	38.2	51.5	254	36.7	49.0
	Drake Brockman		250	36.2	51.1	214	33.4	47.4
SPOWORTH ST loc.6 no.40	Messenger St	28.04.12	217	43.3	53.7	209	42.2	52.0
	Drake Brockman		246	42.4	52.8	228	41.3	50.0
SPOWORTH ST loc.7 no.80	Southern Cross Dr	28.04.12	258	44.5	54.9	237	43.7	53.3
	Messenger St		217	42.9	54.2	188	42.3	51.4
MESSENGER ST no.26	Higgerson St	29.04.12	215	57.9	67.9	219	57.4	67.5
	Lindrum Cr		179	45.1	54.7	186	45.3	53.5
BEAUREPAIRE CR no.99	Armstrong Cr	29.04.12	1673	56.9	64.6	1408	57.3	65.5
	Pickworth St		1668	57.2	65.4	1283	57.4	66.0
BEAUREPAIRE CR no.25	Rice Pl	29.04.12	1084	56.2	64.0	974	56.8	64.1
	Pickworth St		988	57.3	65.0	887	57.2	65.5
TRICKETT ST no.13	Weber Pl	17.05.12	1385	56.0	62.5	1016	57.0	64.0
	Griffiths St		1363	58.5	65.7	935	58.6	66.5
PARKWOOD RD	Britten Jones Dr	29.04.12	2448	62.4	69.1	2408	62.9	69.6
	Spofforth St		2800	62.2	69.0	2728	62.7	69.5
BRITTEN JONES Dr	Parkwood Rd	29.04.12	445	38.6	43.6	445	38.3	44.0
	Carnal cl		448	38.2	43.2	472	38.7	43.0

04/2012

**SPOFFORTH ST, BEAUREPAIRE CR,
MESSENGER ST, TRICKETT ST,
PARKWOOD RD, BRITTEN JONES DR**

SITE DESCRIPTION	TOWARDS	SURVEY DATE	WEEKDAY AVERAGE (VPD)	MEAN SPEED Km/hr	85 % ILE SPEED Km/hr	WEEKEND AVERAGE (VPD)	MEAN SPEED Km/hr	85%ILE SPEEDK M/hr
SPOFFORTH ST loc.1	Messenger St	28.04.12	267	42.5	52.3	224	41.7	51.1
	Drake Brockman		294	41.7	51.4	272	41.5	52.0
SPOFFORTH ST loc.2 no.22	Messenger St	28.04.12						
	Drake Brockman							
SPOWORTH ST loc.3 no.26	Messenger St	28.04.12	286	43.9	53.8	270	43.0	51.3
	Drake Brockman		258	43.0	52.8	222	42.4	51.5
* SPOWORTH ST loc.4 no.32	Messenger St	28.04.12	283	38.3	52.8	266	36.8	49.0
	Drake Brockman		252	40.4	52.4	219	38.4	49.1
SPOWORTH ST loc.5 no.36	Messenger St	28.04.12	276	38.2	51.5	254	36.7	49.0
	Drake Brockman		250	36.2	51.1	214	33.4	47.4
SPOWORTH ST loc.6 no.40	Messenger St	28.04.12	217	43.3	53.7	209	42.2	52.0
	Drake Brockman		246	42.4	52.8	228	41.3	50.0
* SPOWORTH ST loc.7 no.80	Southern Cross Dr	28.04.12	258	44.5	54.9	237	43.7	53.3
	Messenger St		217	42.9	54.2	188	42.3	51.4
* MESSENGER ST no.26	Higgerson St	29.04.12	215	57.9	67.9	219	57.4	67.5
	Lindrum Cr		179	45.1	54.7	186	45.3	53.5
BEAUREPAIRE CR no.99	Armstrong Cr	29.04.12	1673	56.9	64.6	1408	57.3	65.5
	Pickworth St		1668	57.2	65.4	1283	57.4	66.0
* BEAUREPAIRE CR no.25	Rice Pl	29.04.12	1084	56.2	64.0	974	56.8	64.1
	Pickworth St		988	57.3	65.0	887	57.2	65.5
* TRICKETT ST no.13	Weber Pl	29.04.12	1337	28.4	31.2	1000	28.5	32.0
	Griffiths St		1415	29.5	33.2	959	29.6	34.0
PARKWOOD RD	Britten Jones Dr	29.04.12	2448	62.4	69.1	2408	62.9	69.6
	Spofoforth St		2800	62.2	69.0	2728	62.7	69.5
BRITTEN JONES Dr	Parkwood Rd	29.04.12	445	38.6	43.6	445	38.3	44.0
	Carnal cl		448	38.2	43.2	472	38.7	43.0

X
} after only

06 / 2011

SITE No	SITE DESCRIPTION	TOWARDS	SUBURB	SPEED LIMIT	SURVEY DATE	WEEKDAY AVERAGE (VPD)	% HEAVY VHCLS	MEAN SPEED Km/hr	85%ILE SPEED Km/hr
31	Barton Hwy (Gold Creek-Gundaroo)	Gold Creek Rd kerb lane	Nicholls	80	19.09.11	7335	8.5	79.6	85.7
		median lane				4536	2.9	81.6	88.2
		Gundaroo Dr kerb lane			11.09.11	7310	7.4	77.4	83.8
		median lane				4224	2.8	81.0	89.0
32	Barton Hwy (ACT/NSW border-Victoria)	ACT/NSW border	Hall	100	18.09.11	6492	8.6	91.8	100.6
		Victoria St			9.09.11	5931	7.1	92.9	101.5
33	Barritt St (Bacchus-Kambah Pool)	Kambah Pool Rd	Kambah	60	11.03.11	1819	3.3	58.5	67.4
		Bacchus Cct				1951	3.2	58.8	67.4
34	Baskerville St (Hambidge-Lucy Gullett)	Lucy Gullett Cr	Chisholm	50	5.04.11	962	2.8	46.2	52.2
		Hambidge Cr				1162	2.9	46.4	55.2
35	Baskerville St (Purbrick-Laughton)	Laughton St	Chisholm	50	5.04.11	594	2.3	58.9	67.0
		Purbrick St				567	2.1	54.5	63.0
36	Batchelor St (Horrocks-Howard)	Horrock St	Torrens	50	30.10.11	194	3.8	33.7	53.1
		Howard St				113	4.0	43.8	52.4
37	Bateman St (Schlink-Boustead)	Boustead Cct	Kambah	50	5.03.11	2020	2.1	54.4	60.5
		Schlink Pl				1866	2.2	51.9	58.0
38	Bateman St (Armytage-McRae)	Armytage Cct	Kambah	50	27.03.11	1680	2.1	53.8	60.0
		McRae Pl				1897	2.0	51.0	57.0
39	Beaumaris St (Vizard-Abrahams)	Vizard St	Conder	50	30.07.11	204	2.4	43.2	53.2
		Abrahams Cr				200	2.5	41.8	50.7
40	Beaurepaire Cr (Rice-Pickworth)	Pickworth St	Holt	50	29.06.11	916	3.9	56.9	65.2
		Rice Pl				1045	3.6	55.7	63.4
41	Beetaloo St (Hawker-Coniston)	Hawker Pl	Hawker	50	25.07.11	1491	3.3	46.6	59.4
		Coniston St				1284	3.6	43.8	56.4
42	Belconnen Way (Barry-Dryandra)	Dryandra St kerb lane	O,Connor	60	15.02.11	5033	2.9	69.7	76.8
		median lane				1892	2.0	72.7	79.6
		Barry Dr kerb lane				3556	3.2	65.6	73.0
		median lane				2901	2.2	66.6	73.2
43	Benham St (Halley-Mead)	Halley St	Chisholm	50	10.05.11	485	4.5	41.0	49.6
		Mead St				652	5.1	40.8	49.9
44	Bingley Cr (Bazley-Woodger)	Bazley St	Fraser	50	15.10.11	254	2.4	50.8	59.8
		Woodger Pl				250	2.3	52.1	50.4

WEEKEND

TO PICKWORTH ST. - 877 57.5 66.0
 RICE PL - 941 57.6 65.5

06 / 2011

SITE No	SITE DESCRIPTION	TOWARDS	SUBURB	SPEED LIMIT	SURVEY DATE	WEEKDAY AVERAGE (VPD)	% HEAVY VHCLS	MEAN SPEED Km/hr	85%ILE SPEED Km/hr
234	Masson St (McCaughey-Watson)	McCaughey St	Turner	60	15.02.11	2426	2.2	51.8	59.6
		Watson St				1904	2.3	52.2	59.8
235	Matilda St (Bowes-Callam)	Bowes St	Phillip	40	17.11.11	1722	3.1	32.4	40.4
		Callam St				1306	3.3	27.9	34.8
236	Mawson Pl (Mawson-Heard)	Mawson Dr	Mawson	50	19.11.11	1835	2.8	33.2	40.0
		Heard St				2393	3.1	32.2	40.2
237	Melba St (Melba-Tardent)	Melba Pl	Downer	50	4.12.11	266	2.2	50.0	59.4
		Tardent St				224	2.0	46.1	57.0
238	Melbourne Ave (Empire-Tennyson)	Tennyson Cr	Deakin	40 / 60	6.12.11	School zone refer to sec.3			
		Empire cct							
239	Merssenger St (Higgerson-Lindrum)	Higgerson St	Holt	50	29.06.11	171	2.8	52.2	63.1
		Lindrum Cr				136	2.9	50.9	60.0
240	Mildura St (Burke-Leeton)	Burke St	Kingston	50	5.12.11	1248	4.9	56.3	64.9
		Leeton St				1067	5.6	55.2	64.8
241	Miller St (Banksia-Boronia)	Banksia St	O'Connor	50	15.12.11	1054	2.7	54.6	62.8
		Boronia Dr				1238	2.8	53.9	61.6
242	Monaro Hwy (Johnson=Old Cooma)	Old Cooma Rd	Rural	100	30.07.11	4205	5.5	80.9	90.0
		Johnson Dr				3919	6.2	98.1	104.4
243	Monaro Hwy (Old Cooma-Royalla)	Old Cooma Rd	Rural	100	29.07.11	3647	6.7	98.9	105.2
		Royalla Dr				4148	6.9	98.8	105.6
244	Morphett St (Challis-Moncrieff)	Moncrieff St	Dickson	60	8.04.11	2738	2.4	37.0	48.8
		Challis St				2048	2.6	36.2	46.4
245	Mortimer Lewis (Dods-Bibb)	Dods Pl	Greenway	50	26.10.11	287	2.0	41.3	47.8
		Bibb Pl				176	2.1	42.2	48.6
246	Mortimer Lewis (John Young-John Young)	John Young Cr east	Greenway	50	26.10.11	489	2.1	48.4	57.6
		John Young				370	2.2	50.1	58.6
247	Mulley St (Govett-Streeton)	Streeton Dr	Holder	40 / 50	2.12.11	School zone refer to sec.3			
		Govett Pl							
248	Murdoch St (De Burgh-Goodwin)	De Burgh St	Lyneham	40 / 60	16.06.11	School zone refer to sec.3			
		Goodwin St							
249	Murrnji St (Delamere-Tanumbirini)	Tanumbirini St sth	Hawker	40 / 60	25.07.11	School zone refer to sec.3			
		Delamere St							

WEEKEND TO HIGGERSON ST 198 52.6 61.5
 LINDRUM CR 141 49.9 59.7

06 / 2011

SITE No	SITE DESCRIPTION	TOWARDS	SUBURB	SPEED LIMIT	SURVEY DATE	WEEKDAY AVERAGE (VPD)	% HEAVY VHCLS	MEAN SPEED Km/hr	85%ILE SPEED Km/hr
282	Shoalhaven Ave (Mirrabai-Burdekin)	Mirrabai Dr	Amaroo	60	4.12.11	4363	3.1	52.6	58.2
		Burdekin Ave				4598	3.0	51.4	58.0
283	Sherbrooke St (Davenport-McColl)	Davenport St	Ainslie	40 / 50	27.02.11	School zone refer to sec.3			
		McColl St							
284	Shumack St (Bambridge-Gillespie)	Bambridge St	Weetangera	60	1.08.11	1096	2.2	54.1	61.8
		Gillespie St			23.07.11	910	2.3	54.7	64.2
285	Shumack St (Bambridge-Bambridge)	Bambridge St nth	Weetangera	60	21.11.11	1468	2.2	58.5	65.6
		Bambridge St				1226	2.3	56.3	63.6
286	Sidney Nolan St (Norman Lindsay-Balcombe)	Norman Lindsay St	Conder	50	16.08.11	1280	5.7	30.8	39.0
		Balcombe St				1142	6.6	30.6	38.6
287	Slip Lane (Mouat to Ginninderra)	Ginninderra Dr	lyneham	60	26.11.11	6640	3.6	42.9	49.4
288	Spigl St (Lenehan-Onkaparinga)	Onkaparinga Cr	Giralang	50	31.05.11	957	2.2	50.1	57.6
		Lenehan St				1071	2.0	51.8	58.4
289	Springvale Dr (Murrnaji-De Sallis)	Murrnaji St	Weetangera	60	25.07.11	2297	2.4	62.8	68.8
		De Sallis St				2644	2.6	64.6	71.4
290	Springvale Dr (De Sallis-Coulter)	De Sallis St	Weetangera	60	2.08.11	2446	2.2	61.6	67.6
		Coulter Dr				3035	2.3	65.5	71.8
291	Spofforth St (Messenger-Southern Cross)	Southern Cross Dr	Holt	50	29.06.11	889	2.9	59.6	68.4
		Messenger St				1015	3.9	61.1	70.4
292	Spofforth St (Messenger-Drake Brockman)	Drake Brockman dr	Holt	50	29.06.11	1084	3.8	59.0	69.0
		Messenger St				1085	4.2	59.0	67.4
293	Spent St 17 (Logan-Finniss)	Logan St	Narrabundah	50	14.02.11	413	2.2	50.2	58.8
		Finniss Cr				271	2.3	51.4	61.0
294	Stirling Ave (Aspinall-Federal)	Aspinall St	Watson	60	28.11.11	1400	2.5	52.7	58.8
		Federal Hwy				1375	2.6	52.1	59.0
295	Stonehaven Cr (Duggan-Melbourne)	Melbourne Ave	Deakin	50	22.10.11	5157	2.1	51.9	58.0
		Duggan St				5600	2.2	53.4	58.8
296	Stonehaven Cr (Carrmichael-Stradbroke)	Carrmichael St	Deakin	50	22.10.11	1971	2.2	54.1	60.8
		Stradbroke St				2135	2.3	55.8	62.7

WEEKEND TO MESSENGER ST - 742 61.5 71.5
 SOUTHERN CROSS DR - 735 61.2 70.0
 MESSENGER ST - 863 59.9 68.0
 DRAKE BROCKMAN DR - 784 60.6 70.0

06 / 2011

SITE No	SITE DESCRIPTINO	TOWARDS	SUBURB	SPEED LIMIT	SURVEY DATE	WEEKDAY AVERAGE (VPD)	% HEAVY VHCLS	MEAN SPEED Km/hr	85%ILE SPEED Km/hr
297	Streeton Dr (Fremantle-Sherran)	Fremantle Dr	Stirling	60	24.10.11	3229	2.5	63.5	69.8
		Sherran Pl				3336	2.7	62.6	68.6
298	Strickland Cr (Denison-Entry to carpark)	Entry to carpark	Deakin	50	5.03.11	1489	3.6	41.3	52.6
		Denison St				1511	3.5	39.6	51.4
299	Strickland Cr (Barron-Stonehaven)	Stonehaven Cr	Deakin	50	22.10.11	1709	2.2	54.4	61.2
		Barron St				1700	2.1	54.0	60.2
300	Sturdee Cr (Victor-Tindale)	Tindale St nth	Monash	50	19.08.11	274	2.8	54.0	64.1
		Victor Pl				253	2.6	54.7	64.0
301	Tallara Pwy (Sturt-Bundeela)	Bundeela St	Narrabundah	50	5.12.11	130	2.3	41.1	50.6
		Sturt Ave				173	2.5	40.0	50.9
302	Tallara Pwy (Warramoo-Arinya)	Warramoo Cr	Narrabundah	50	5.12.11	84	2.4	41.0	51.5
		Arinya St				72	2.3	39.8	51.0
303	Theodore St (Marrawah-Holmen)	Marrawah St	Curtin	60	16.10.11	3733	4.7	51.3	57.6
		Holman St				3546	4.8	50.2	56.0
304	Theodore St (Dawson-Holman)	Dawson St	Curtin	40 / 60	16.10.11	School zone refer to sec.3			
		Holman St							
305	Thornhill Cr. 6 (Evelyn Owen-Thornhill)	Evelyn Owen Cr	Dunlop	50	1.08.11	41	3.2	27.1	32.2
		Thornhill Cr				59	3.6	25.8	30.7
306	Thynne St (Tauss-Lampard)	Lampard Cr	Bruce	50	13.02.11	1794	2.1	47.2	55.0
		Tauss Pl				1803	2.0	48.9	58.2
307	Thynne St (Watkin-Baudinette)	Baudinette Cct	Bruce	50	13.02.11	1170	2.3	42.9	50.2
		Watkin St				1188	2.2	45.9	53.4
308	Tinderry Cct 11 (Tmderry-Lorne)	Trinderry Cct	Palmerston	50	3.04.11	177	2.4	33.7	40.6
		Lorne Pl				195	2.2	31.3	36.1
309	Totterdell St (Totterdell St-Bridge)	Totterdell Loop	Belconnen	50	23.10.11	523	2.3	40.7	47.7
		Bridge				486	2.4	41.7	48.4
310	Townson Cr (Lackey-Waterfield)	Waterfield Pl	Charnwood	50	27.09.11	676	2.1	49.2	55.6
		Lackey Pl				689	2.0	47.1	52.0
311	Treloar Cr (Limestone-Parking area)	Limestone Ave	Campbell	40 / 50	29.10.11	School zone refer to sec.3			
		Parking area							
312	Trickett St (Weber-Griffiths)	Griffiths St nth	Holt	50	29.06.11	927	2.8	58.4	66.4
		Weber Pl				899	2.9	56.1	63.0

WEEKEND TO GRIFFITHS ST 596 58.5 68.5
 WEBER PL 662 55.4 63.5

12 / 2010

SITE No	SITE DESCRIPTION	TOWARDS	SUBURB	SPEED LIMIT	SURVEY DATE	WEEKDAY AVERAGE (VPD)	% HEAVY VHCLS	MEAN SPEED Km/hr	85%ILE SPEED Km/hr
16	Barton Hwy (Ramp to Gungahlin)	Ramp to Gungahlin Dr	Mitchell	80	17.09.10	1649	8.0	74.8	82.8
17	Barton Hwy (ACT/NSW border-Victoria)	ACT/NSW border	Hall	100	19.10.10	6164	7.8	92.7	101.0
		Victoria St				6040	8.3	93.8	102.0
18	Barton Hwy (Kuringa-Curran)	Kuringa Dr kerb lane	Nicholls	80	23.10.10	7770	6.2	79.7	87.2
		median lane				2125	3.7	86.9	95.4
		Curran Dr kerb lane				7821	6.8	81.0	87.7
		median lane				2118	2.6	86.4	93.6
19	Barton Hwy (Gold Creek-Gundaroo)	Gold Creek Rd kerb lane	Nicholls	80	24.10.10	7161	7.4	80.3	86.4
		median lane				4386	2.9	83.4	90.2
		Gundaroo Dr kerb lane				7535	7.0	78.2	84.2
		median lane				4180	3.1	82.2	89.8
20	Barton Hwy (Bellenden-Gungahlin)	Bellenden St kerb lane	Crace	80	22.10.10	7286	6.6	82.4	90.2
		median lane				2526	2.0	85.3	94.0
		Gungahlin Dr kerb lane				6054	6.6	75.5	83.0
		median lane				3792	3.2	78.7	86.8
21	Barton Hwy (Randwick-Federal)	Randwick Rd kerb lane	Lyneham	80	27.10.10	7394	4.3	74.2	81.2
		median lane			19.10.10	2282	2.0	79.7	87.6
		Federal Hwy kerb lane			6036	6.2	75.3	83.2	
		median lane			3311	2.1	76.5	86.2	
22	Battye St (Haydon-Eade)	Haydon Dr	Bruce	60	28.05.10	3084	4.6	58.5	68.2
		Eade St				2978	4.8	58.9	65.8
23	Beasley St (Gepp-Hawker)	Gepp Pl	Torrens	60	9.05.10	1592	3.2	57.7	65.3
		Hawker St				1779	3.3	56.6	63.8
24	Beasley St (Wyat-Bachelor)	Wyatt St	Torrens	60	9.05.10	1307	3.1	58.9	67.2
		Batchelor St				1494	3.3	57.8	65.4
25	Beaurepaire Cr (Armstrong-Pickworth)	Armstrong Cr	Holt	50	3.12.10	1298	2.4	55.6	64.8
		Pickworth St				1080	2.6	56.1	64.9
26	Beissel St (Joynton Smith-Evelyn Parker)	Joynton Smith Dr	Belconnen	50	21.03.10	1976	2.5	43.7	51.8
		Evelyn Parker				1634	2.4	42.6	49.6
27	Bettington Cir (Lhotsky-Jauncey)	Lhotsky St	Charnwood	50	25.06.10	260	3.1	49.2	57.4
		Jauncey Ct				287	2.8	49.5	56.1

WEEKEND

TO ARMSTRONG - 1198 56.2 65.0
 PICKWORTH - 959 56.6 66.0

9.5 SPOFFORTH AVENUE

9.5.1 Spofforth Street Intersection Crash Review

There were no reported intersection crashes on Spofforth Street either at Drake Brockman Drive, Southern Cross Drive or Messenger Street between 2003 and 2007.

9.5.2 Reported Midblock Crashes on Spofforth Street 2003 to 2007

There were three midblock crashes on Spofforth Street in a period of five years as presented in Table 9.8

Table 9.8 Reported Midblock Crashes on Spofforth Street (2003-2007)

Midblock	Spofforth Street between Messenger Street and Southern Cross Drive					Spofforth Street between Messenger Street and Drake Brockman Drive				
	2003	2004	2005	2006	2007	2003	2004	2005	2006	2007
Rumi Code	1	1	0	0	0	0	0	0	0	1
Vehicle left off carriageway into object	1	1	0	0	0	0	0	0	0	1
Total	1	1	0	0	0	0	0	0	0	1

Vikneson, Jayanthy

From: Tracey Adhikari (Canberra) [tracey.adhikari@cardno.com.au]
Sent: Friday, 30 November 2012 3:38 PM
To: Vikneson, Jayanthy
Cc: David Lavin (Canberra)
Subject: RE: Holt LATM - Stage 2 consultation
Attachments: Revised LATM Fee Proposal 30 November.pdf; Microsoft Project - document(s).pdf

Hi Jayanthy,

Attached is the revised fee proposal and program for the said works. Enjoy your holiday and we look forward to resuming work with you in the New Year.

Kind Regards

Tracey Adhikari
PROJECT ENGINEER
CARDNO



Phone +61 2 6112 4537 Fax +61 2 6112 4599
Address Level 2, 14 Wormald Street, Symonston ACT 2609 Australia
Postal P.O. Box 7217, CPBC ACT 2610
Email tracey.adhikari@cardno.com.au Web www.cardno.com

Cardno operates a quality management system that has been certified to ISO 9001.

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From: Vikneson, Jayanthy [<mailto:Jayanthy.Vikneson@act.gov.au>]
Sent: Friday, 30 November 2012 2:15 PM
To: David Lavin (Canberra); Tracey Adhikari (Canberra)
Cc: Shoukrallah, Rifaat; Quinlan, David
Subject: Holt LATM - Stage 2 consultation

Hi David and Tracey,

Attached is a copy of the Stage 2 newsletter & survey form from a previous LATM...for your information.

As discussed earlier, Stage 2 consultation will also have to run for 6 weeks and should end before the start of the April school holidays. I would suggest running this in Feb-Mar 2013. The public information session would have to be scheduled mid-way through this consultation period.

I will be on leave from Monday 3/12/12 until Friday 4/1/13. In my absence any queries can be directed to Rifaat Shoukrallah on 6207 6157 (Rifaat.shoukrallah@act.gov.au).

Regards,
Jayanthy



Our Ref: NA50513012/02/23
Contact: David Lavin

29th November 2012

Roads ACT - Territory and Municipal Services
Traffic Management and Safety
Level 7
Macarthur House
12 Wattle Street
Lyneham, ACT 2602

Attention: Jayanthi Vikneson

Dear Jayanthi

**REVISED FEE PROPOSED LOCAL AREA TRAFFIC MANAGEMENT (LATM)
WORKS – BEAUREPAIRE CRESCENT, TRICKETT STREET and MESSENGER
STREET, HOLT UPDATED FEE PROPOSAL**

Further to our revised fee proposal dated the 20th of November, and subsequent email from RoadsACT, (dated 22nd November) requesting additional information, Cardno have reviewed the revised fee proposal and are providing an updated proposal based on further clarifications of the scope of works.

1. Scope of Works

As per our revised fee proposal dated 20th November

2. Methodology

As per our revised fee proposal dated 20th November

3. Deliverables and Programming of Works – Updated 29th November

Subsequent to the revised fee proposal dated the 20th November, Cardno have reviewed the project deliverables and prepared a Microsoft Project Schedule (see attached). This shows the proposed works being completed by June

4. Fee

Cardno's updated overall fee is to undertake the proposed works is \$[redacted] (Excl. GST) and comprises of two elements, as follows: --

Cardno (NSW/ACT) Pty Ltd
ABN 95 001 145 035

Level 2
14 Wormald Street
Symonston ACT 2609
Australia

P.O. Box 7217
CPBC ACT 2610
Australia

Phone: 61 2 6112 4500
Fax: 61 2 6112 4599

www.cardno.com.au

2) Estimated Cost to Complete

With the community consultation material issued to these residences and businesses, Cardno have also reviewed their original fee proposal and updated it to allow for the change in emphasis required by Roads ACT.

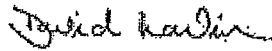
Community Consultation Stage 1 - estimated costs to complete		
	*Responding to survey queries	
	*Review survey responses	
	*Analyse survey responses	
	*Prepare community consultation report	
Subtotal		\$1
Option Assessment - Stage 2		
Investigate and develop options		
	*Develop and Assess LATM options	
	*Document proposed LATM options	
Sub-Total		\$
Community Consultation Stage 2		
	*Preparation of consultation material	
	*Letter drop	
	*Consultation for six weeks	
	*Public meeting	
	*Review and Analyse Responses from meeting	
	*Prepare Stage 2 Report	
Sub-Total		\$1
Detailed design of preferred Option - Stage 3		
Design and documentation preferred option		
	*Design and documentation	
Sub-Total		\$
Community Consultation Stage 3		
	*Preparation of consultation material	
	*Letter drop	
Sub-Total		\$
Total (Excl. GST)		\$1
Total (Incl. GST)		\$1

This updated estimated cost to complete includes a reduction in the following costs : --

- > Traffic modelling
- > Consultations
- > Venue hire



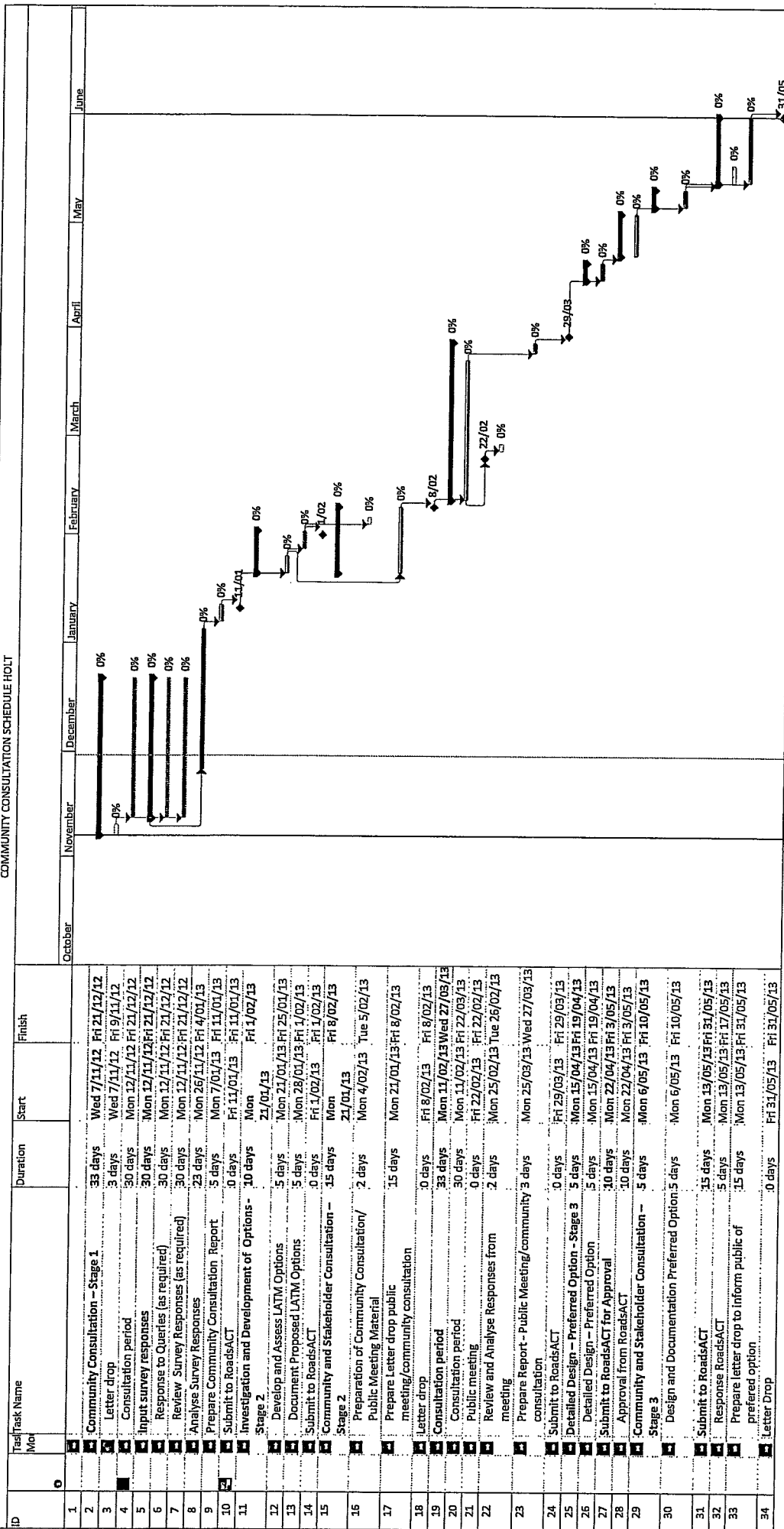
Yours faithfully



David Lavin
Senior Roads Engineer
For Cardno
02) 6112 4515

Enc: Microsoft Project Program.
cc:

COMMUNITY CONSULTATION SCHEDULE HOLT



Legend for Gantt chart symbols:

- Critical
- Critical Split
- Critical Progress
- Task
- Split
- Task Progress
- Manual Task
- Start-only
- Finish-only
- Duration-only
- Baseline
- Baseline Split
- Baseline Milestone
- Milestone
- Summary Progress
- Summary
- Manual Summary
- Project Summary
- External Tasks
- External Milestone
- Inactive Task
- Inactive Milestone
- Inactive Summary
- Deadline

Cardno NSW/ACT

Vikneson, Jayanthi

From: Vikneson, Jayanthi
Sent: Friday, 30 November 2012 2:15 PM
To: 'David Lavin (Canberra)'; Tracey Adhikari (Canberra)
Cc: Shoukrallah, Rifaat; Quinlan, David
Subject: Holt LATM - Stage 2 consultation
Attachments: Sample newsletter & survey for Stage 2 consultation.pdf

Hi David and Tracey,

Attached is a copy of the Stage 2 newsletter & survey form from a previous LATM...for your information.

As discussed earlier, Stage 2 consultation will also have to run for 6 weeks and should end before the start of the April school holidays. I would suggest running this in Feb-Mar 2013. The public information session would have to be scheduled mid-way through this consultation period.

I will be on leave from Monday 3/12/12 until Friday 4/1/13. In my absence any queries can be directed to Rifaat Shoukrallah on 6207 6157 (Rifaat.shoukrallah@act.gov.au).

Regards,
Jayanthi

HUGHES/GARRAN TRAFFIC & PEDESTRIAN STUDY

RESIDENTS' OPINION IS SOUGHT...

The consultants GHOPLAN Urban & Traffic Planners were commissioned to undertake a traffic and pedestrian study in the suburbs of Hughes and Garran. This brochure presents a draft scheme for your perusal and comment.

THE IMPORTANCE OF YOUR VIEWS

You are requested to study the proposals, attend the Public Exhibition, and fill out a Comments Sheet, copies of which are available at the Public Exhibition.

If you wish to discuss the proposals further, you can get in touch with a Street Representative for/nearest to your street. A list of Street Representative names and phone numbers is available at the Public Exhibition.

We strongly encourage you to visit the Public Exhibition, the details of which are at the bottom of this page.

THE BASIS OF THE PROPOSED TREATMENTS

The proposed treatments take into consideration:

- the traffic and landuse data;
- the traffic accident data;
- problem and issue definition by residents/organisations in surveys and the first Public Meeting held in January '92;
- objectives established at the first Public Meeting;
- overview and adjustments as a result of a Street Representatives Meeting held in December '92.

THE OBJECTIVES

The objectives for the LATM Scheme were agreed at the Public Meeting as:

- discourage through traffic to travel through area;
- create safer physical, crossing points for pedestrians near known pedestrian generators;
- reduce speeding;
- ensure vehicles travel safely at major internal intersections;

- maintain the operation of existing bus routes;
- do not transfer problems to other streets;
- traffic devices should be capable of being handscaped where possible;
- minimise on-street all day parking around the Woden Valley Hospital.

THE TECHNICAL PRINCIPLES

In order to achieve self-enforcing traffic speed reduction, it is necessary to place physical devices on the roadway in the travel path of vehicles so that the act of driving around the device or over the device forces the driver to slow down below 40km/hr at the device. By locating devices evenly along a road at certain spacings, a desired travel speed of at or below 60km/hr can be maintained.

The treatments therefore aim to impose time penalties on through traffic greater than exists on the arterial roads, thus diverting through traffic back to those roads. Slower speeds and devices which create safer crossing opportunities for pedestrians should help to improve the safety and amenity of residents.

THE NEED FOR STAGED IMPLEMENTATION

After an acceptable scheme is devised as a result of community consultation, the priorities for implementation will be discussed and established at the second Public Meeting. Staged implementation will be necessary due to annual budgetary constraints. Therefore the scheme and options presented for discussion at this stage, are essentially a total concept plan for the main internal roads and other routes most affected by traffic which, even if accepted by residents, would not be on the ground for a number of years.

The option chosen for the treatment around Hughes Park will also impact on the speed of implementation, as Option 1 would be significantly more expensive than Option 2.

PUBLIC EXHIBITION AND SECOND PUBLIC MEETING

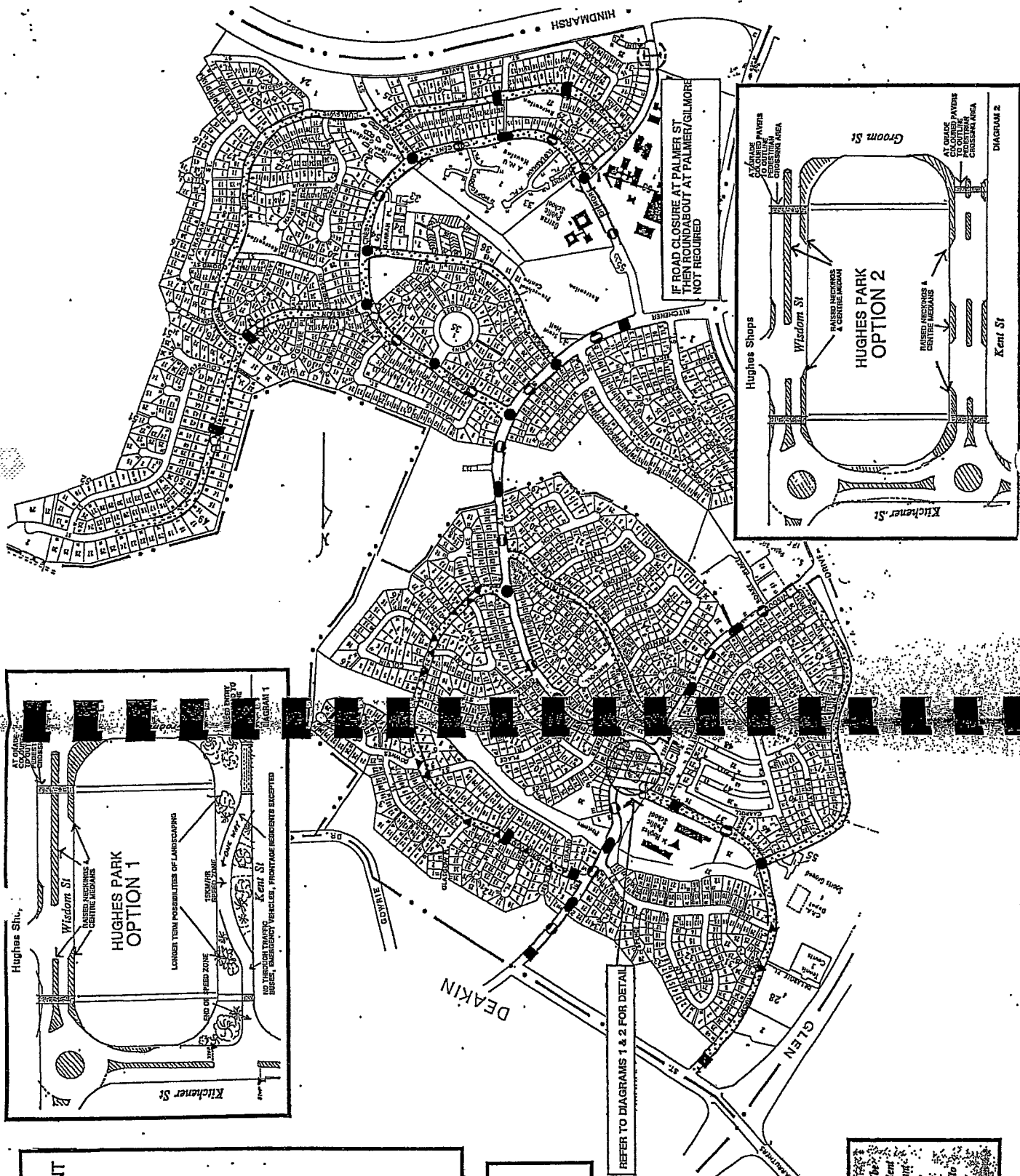
A Public Meeting will be held at the Hughes School hall on Groom Street on Wednesday 17th March at 7 pm to review the proposed scheme, determine whether it is acceptable and what the priority should be in the staging of device construction. There will be an Exhibition of the Recommended Scheme in Hughes Shopping Centre (outside SHOPRITE) from Friday 12th February to Sunday 28th February 1993. You are requested to view the Exhibition and fill out a Comments Sheet expressing your opinions.

**HUGHES & GARRAN
PROPOSED TRAFFIC MANAGEMENT
SCHEME & OPTIONS**

- Pedestrian Refuge & Neckings/Kerb Bilsters
 - Centre Bilster
 - Raised Threshold
 - Roundabout
 - B Bike Crossing Treatment
 - Speedhump
 - Built Kerb Bilsters/Neckings
 - ▲ Painted Kerb Bilsters
 - ⊖ Optional Road Closure
- Further possible stages of the Scheme, after monitoring of initial works & their impacts

Please visit the Public Exhibition for explanations, photos and drawings of the proposed devices.

Notes: This plan illustrates where possible devices could be used to address the objectives of the study to the extent of the clear and limited. It should be noted that the level of implementation will be dependent on discussion with the community; the level of community consensus achieved; the views of service providers to the community; the availability of resources to implement the plan; and the level of competing priorities for government funds.



THE PROPOSED TRAFFIC MANAGEMENT TREATMENTS

THE HUGHES PARK AREA

The intersections with the highest number of accidents are Kent/Kitchener St and Kitchener/Wisdom St. Two options are presented for treating Kent St between Groom and Kitchener St.

Option 1. *Traverse to Diagonal*

The basic concept here is that private vehicles are prohibited from that section of Kent St opposite the Hughes Park and all traffic (excluding buses, emergency vehicles and immediate property owners) has to travel around the park.

The key treatments are:

- one-way (south) only for bus and emergency vehicle through travel on Kent St between Groom and Kitchener Sts, with a built necking across the Groom Street entrance creating a single travel lane;
- a 15 km/hr speed zone on this section of Kent St;
- give-way signs on Kitchener and at Kent St so that easterly and westerly flowing traffic gives priority to buses accessing Kitchener St from Kent St;
- an attractive design possibility is to create a serpentine path for bus travel in the bus only area which would give an even greater impression of discontinuity and create a lane-way effect;

Option 2. *Traverse to Diagonal 2*

This option is a more traditional traffic management approach which caters to the turning needs of traffic and offers more safety to pedestrians.

The key treatments proposed are:

- a roundabout at the Kent/Kitchener St intersection with extended centre medians which offer pedestrians a refuge in the middle of the road particularly on Kent St opposite the footpaths across the Hughes Park;
- a centre median (with gaps to permit driveway access) and narrowing of the road space to one travel lane in both directions;
- indicated parking bays protected by kerb blisters/neckings;
- a solid line marking the parking lanes between neckings;
- paved pedestrian crossing paths across the travel lanes.

Wisdom Street near the Hughes Park/Whitworth Centre

Accompanying both of the above options is the treatment of Wisdom St between McNicol and Groom Sts where the following are recommended:

- a roundabout at the Wisdom/ Kitchener intersection;
- centre refuge which would act as a refuge for pedestrians crossing over Wisdom St to Hughes Park;
- neckings to accompany at grade paved pedestrian crossing paths across the travel lanes;
- necking and pedestrian refuge at the existing zebra crossing.

KENT STREET TREATMENTS

Slowing treatments are proposed at 150m spacing from Cartruthers St to Groom St. Mid-way between these, kerb blisters are proposed in the parking lanes to protect resident property access and eliminate overtaking in the parking lanes which are to be marked with a solid line.

The slowing treatments recommended are:

- on entry to the study area from the Cartruthers St intersection, a raised threshold or a centre blister to accommodate ACTION buses;

• further centre blisters are proposed at the crest (north of Birdwood Cres.), and immediately north of the pre-school before the descent into the bend past the pre-school.

WISDOM STREET TREATMENTS

Slowing treatments are proposed at 150m spacing from Yaamba Dr. to McNicol St. Mid way between these kerb blisters/neckings are proposed in the parking lanes as in Kent St. The slowing treatments are:

- a centre refuge with kerb blisters at the existing flagged school crossing opposite Salata, Peter and Paul School;
- centre blisters evenly spaced with the first located at the Markara School northern boundary and the other near Wisdom Pl.

KITCHENER STREET TREATMENTS

As in the case of Kent and Wisdom St, centre blister treatments are proposed at 150m spacing with kerb blisters mid way with marked parking bays.

- centre blister with some adjustments for pedestrian crossing near the McNicol Pl. walkway;
- centre blister south of Goble St on the crest;
- centre blister at the Hughes/Garran boundary;
- a roundabout at the Birdwood St intersection;
- a roundabout at the Gilmore Cres. (north) intersection;
- a roundabout at Robson St;
- at the existing flagged children's crossing, a raised platform.

GILMORE CRESCENT TREATMENTS

The recommended treatments opposite the school are:

- a centre median commencing directly east of the main gates of the Woden Valley Hospital with a small break to permit temporary entry into the staff car park until it is relocated - this will prevent parents and other drivers making U turns while school children are attempting to cross;
- a necking and pedestrian refuge at the main entrance to the school for school crossing needs;
- a continuation of the centre median to Palmer St;
- neckings and pedestrian refuge at the existing flagged children's crossing east of Palmer St.

Gilmore Cres. widens significantly as it enters the residential area and further treatments may be required as depicted overleaf.

THE COLLECTOR AND LOCAL ROADS

On Palmer Street an option is to close the road immediately north of the hospital entrance; if this option is not acceptable, then a roundabout at the Palmer/Gilmore intersection is an option.

There may be some traffic deviation onto certain other routes to avoid the inconvenience of having to travel at a slower pace on the main internal roads. The map indicates treatments which may be needed to counter this possible effect.

HUGHES/GARRAN TRAFFIC & PEDESTRIAN STUDY RESIDENTS' COMMENTS SHEET

THIS FORM IS FOR YOU TO COMPLETE AFTER YOU HAVE HAD A LOOK AT THE EXHIBITION. PLEASE DROP THIS FORM INTO THE BOX PROVIDED AT THE PUBLIC EXHIBITION OR MAIL IT TO THE ABOVE ADDRESS FOR ATTENTION OF: MR R. SHOUKRALLAH

1. ARE YOU GENERALLY IN FAVOUR OF THE PROPOSED SCHEME?
Circle your answer

YES NO UNSURE

2. WOULD YOU OBJECT TO A DEVICE WHICH SLOWS DOWN TRAFFIC BEING CONSTRUCTED NEAR YOUR PROPERTY?
Circle your answer

YES NO UNSURE

3. DO YOU SUPPORT A FULL ROAD CLOSURE ON PALMER STREET IMMEDIATELY NORTH OF THE HOSPITAL ENTRANCE?
Circle your answer

YES NO UNSURE

4. INDICATE YOUR PREFERRED TREATMENT FOR HUGHES PARK
Tick one box only

(a) Option 1

(b) Option 2

(c) Leave as is

(d) Other Solution (describe overleaf)

5. INDICATE ANY CHANGES YOU WOULD LIKE MADE TO THE SCHEME: NAME THE STREET THE DEVICE(S) AND YOUR REASON FOR THE CHANGE

Street

Device

Proposed Change & Reason for Change

.....
Continue over page if necessary

6. NOMINATE THREE TREATMENTS IN THIS SCHEME WHICH, YOU BELIEVE SHOULD HAVE THE HIGHEST PRIORITY FOR IMPLEMENTATION?

First

Second

Third

7. HAVE YOU SPOKEN TO A STREET REPRESENTATIVE?
Circle your answer

YES

NO

PLEASE WRITE YOUR NAME AND ADDRESS BELOW

WRITE ANY OTHER COMMENTS OVER THE PAGE

Vikneson, Jayanthy

From: Vikneson, Jayanthy
Sent: Thursday, 22 November 2012 12:09 PM
To: 'David Lavin (Canberra)'; Tracey Adhikari (Canberra)
Cc: Shoukrallah, Rifaat; Quinlan, David
Subject: HOLT LATM - letters to stakeholders

Hi David & Tracey,

FYI...letters have been sent to the following stakeholders informing them of the project and inviting their feedback:

Tony Halls
ACTION
GPO Box 158
Canberra City ACT 2601

Ron Collins
NRMA Motoring & Services
62 Athllon Drive
Tuggeranong, ACT 2900

Jane Brooks
Pedal Power
GPO 581
Canberra ACT 2601

Jennifer Woods
Motorcycle Rider's Association of the ACT
GPO Box 1768
Canberra ACT 2601

Leon Arundell
Living Streets Canberra
walk@grapevine.net.au

Jelconnen Community Council Inc
PO Box 1131
Belconnen ACT 2616

Linda Cooke
NRMA - ACT Road Safety Trust
GPO Box 2890
Canberra ACT 2601

Regards,
Jayanthy

Vikneson, Jayanthy

From: Vikneson, Jayanthy
Sent: Thursday, 22 November 2012 11:57 AM
To: 'walk@grapevine.net.au'
Subject: HOLT - LATM - Messenger St, Trickett St & Beaurepaire St
Attachments: Letter to stakeholder - Living Streets.pdf

Hi Leon,

Please find attached information on the above project and an invitation to provide feedback via the ACT Government's Time to Talk website (www.timetotalk.act.gov.au) or via email to Canberra@cardno.com.au

Regards,
Jayanthy

Jayanthy Vikneson | Traffic Management and Safety
Phone: 02 6205 3208 | Fax: 02 6207 6872 | jayanthy.vikneson@act.gov.au
Roads ACT | Territory and Municipal Services Directorate | ACT Government
Level 7 Macarthur House, 12 Wattle Street, Lyneham, ACT 2602 | www.act.gov.au





ACT
Government

Territory and Municipal Services

**STUDY OF TRAFFIC CONDITIONS ON MESSENGER STREET,
TRICKETT STREET AND BEAUREPAIRE CRESCENT**

22 November 2012

Leon Arundell
Living Streets Canberra
walk@grapevine.net.au

Dear Stakeholder

A post-construction evaluation report was recently completed on the effectiveness of the speed cushions installed on Spofforth Street in Holt. The evaluation showed that the primary objective of the scheme – to reduce the speed on Spofforth Street – was achieved. However, respondents to the survey also expressed concerns about possible impacts on nearby streets since the speed cushions were implemented.

- Residents believe traffic volumes have increased on many streets but particularly on Messenger Street, Trickett Street and Beaurepaire Crescent.
- Residents also believe traffic speeds and irresponsible driver behaviour has increased on Messenger Street, Trickett Street and Beaurepaire Crescent.
- Some residents do not support installing speed cushions on other streets while some do.
- The majority of residents would like more consultation prior to traffic calming measures being implemented on Messenger Street, Trickett Street and Beaurepaire Crescent or any other streets.

Following this feedback from the community, the ACT Government has commissioned CARDNO to undertake a study with a view to improving the safety and amenity of residents on Messenger Street, Trickett Street and Beaurepaire Crescent. This will include a technical component analysing speed, volume and crash data, as well as seeking views from all residents of Holt and Macgregor.

You are invited to provide your views about current traffic conditions on Messenger Street, Trickett Street and Beaurepaire Crescent by completing an online survey at www.timetotalk.act.gov.au by 5 pm Friday 21 December 2012. Once we have your feedback, we will consult with you again next year on the options for improvement.

If you would like more information please visit www.timetotalk.act.gov.au. Alternatively you may call David Lavin or Tracey Adhikari from CARDNO on 6116 4500 or email Canberra@cardno.com.au.



Rifaat Shoukrallah

Senior Manager – Traffic Management and Safety, Roads ACT
Territory and Municipal Services Directorate

Vikneson, Jayanthi

From: Tracey Adhikari (Canberra) [tracey.adhikari@cardno.com.au]
Sent: Tuesday, 6 November 2012 11:51 AM
To: Vikneson, Jayanthi
Subject: RE: Survey monkey
Attachments: Holt - Text for Time to Talk_Tracey.docx

Hi Jayanthi,

Here is the Time to Talk text.

Cheers

Tracey Adhikari
PROJECT ENGINEER
CARDNO



Phone +61 2 6112 4537 Fax +61 2 6112 4599
Address Level 2, 14 Wormald Street, Symonston ACT 2609 Australia
Postal P.O. Box 7217, CPBC ACT 2610
Email tracey.adhikari@cardno.com.au Web www.cardno.com

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From: Vikneson, Jayanthi [mailto:Jayanthi.Vikneson@act.gov.au]
Sent: Tuesday, 6 November 2012 11:36 AM
To: Tracey Adhikari (Canberra)
Subject: RE: Survey monkey

Thanks Tracey!

Yes, we will be putting it up. Have received the TAMS text...when are you sending me the Time to Talk text???

Regards,
Jayanthi

From: Tracey Adhikari (Canberra) [mailto:tracey.adhikari@cardno.com.au]
Sent: Tuesday, 6 November 2012 11:33 AM
To: Vikneson, Jayanthi
Cc: David Lavin (Canberra)
Subject: Survey monkey

Hi Jayanthi.

Survey Monkey is up and running. Just confirming, you are putting the TAMS letter and the Time to Talk letter up on their appropriate web pages aren't you.

Cheers

Tracey Adhikari
PROJECT ENGINEER
CARDNO



Phone +61 2 6112 4537 Fax +61 2 6112 4599
Address Level 2, 14 Wormald Street, Symonston ACT 2609 Australia
Postal P.O. Box 7217, CPBC ACT 2610
Email tracey.adhikari@cardno.com.au Web www.cardno.com

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Text for Time to Talk

STUDY OF TRAFFIC CONDITIONS ON MESSENGER STREET, TRICKETT STREET AND BEAUREPAIRE CRESCENT

A post-construction evaluation report was recently completed on the effectiveness of the speed cushions installed on Spofforth Street in Holt. The evaluation showed that the primary objective of the scheme – to reduce the speed on Spofforth Street – was achieved. However, respondents to the survey also expressed concerns about possible impacts on nearby streets since the speed cushions were implemented.

- Residents believe traffic volumes have increased on many streets but particularly on Messenger Street, Trickett Street and Beaurepaire Crescent.
- Residents also believe traffic speeds and irresponsible driver behaviour has increased on Messenger Street, Trickett Street and Beaurepaire Crescent.
- Some residents do not support installing speed cushions on other streets while some do.
- The majority of residents would like more consultation prior to traffic calming measures being implemented on Messenger Street, Trickett Street and Beaurepaire Crescent or any other streets.

Following this feedback from the community, the ACT Government will now assess the need for additional traffic safety measures on Messenger Street, Trickett Street and Beaurepaire Crescent in consultation with local residents.

The ACT Government has commissioned CARDNO to undertake this study with a view to improving the safety and amenity of residents on Messenger Street, Trickett Street and Beaurepaire Crescent. This will include a technical component analysing speed, volume and crash data, as well as seeking views from all residents of Holt and Macgregor.

The locations of this study are shown below:

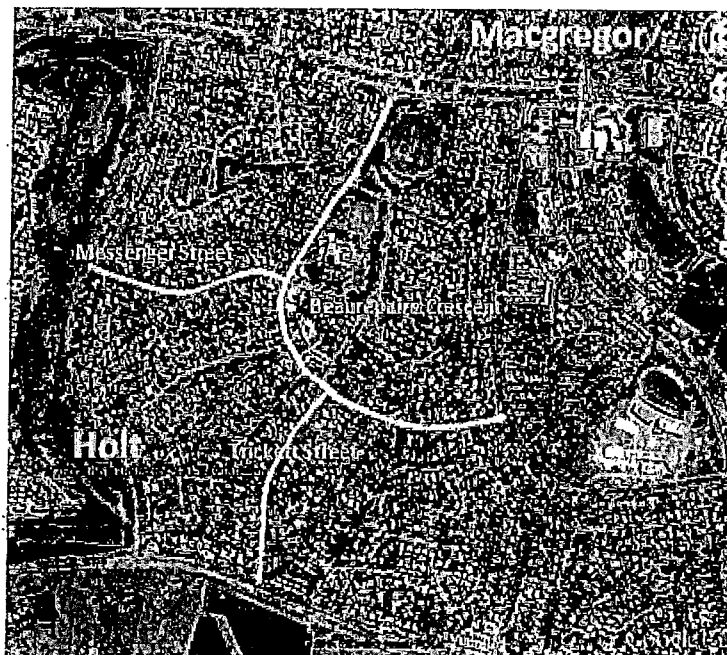


Figure 1: Google Map showing locations of this study

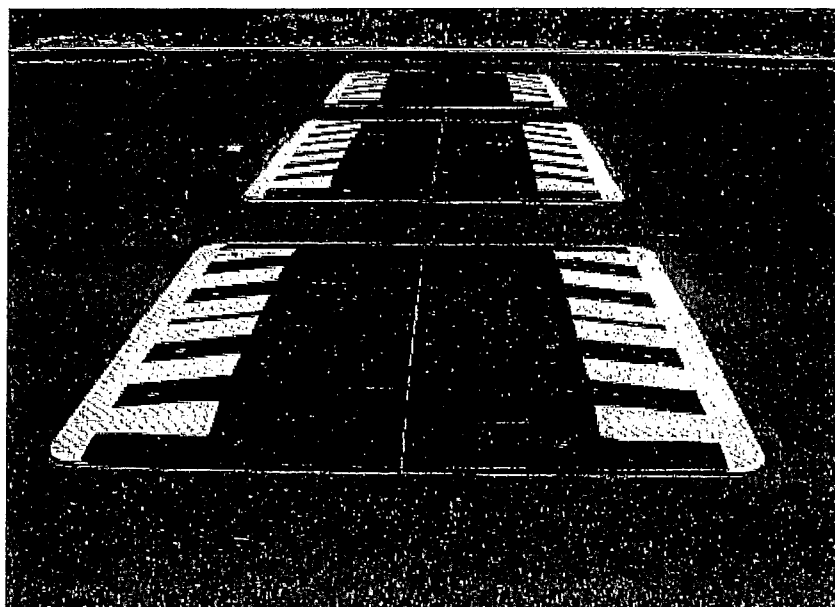
Examples of traffic calming devices that may be considered include the following:

Speed humps



Bugden Avenue, Fadden

Speed cushions



Spofforth Street, Holt