

David Lavin
SENIOR ROADS ENGINEER
CARDNO



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Vikneson, Jayanthy

From: Taylor, John
Sent: Wednesday, 3 October 2012 12:59 PM
To: Woodcock, Damien
Cc: Vikneson, Jayanthy
Subject: FW: Message from ESDD Communications.

Damien,

Can you formally record this in IAMS please.

Regards,

John

From: Potapowicz, Pawel
Sent: Wednesday, 3 October 2012 12:25 PM
To: Homewood, Heather
Cc: Vikneson, Jayanthy; Taylor, John
Subject: RE: Message from ESDD Communications.

Hi Heather, and thank you for passing this e-mail to us.

I will take this e-mail as comments on the project and will pass it on to the appropriate officer for information.

Regards
pawel

From: Homewood, Heather
Sent: Friday, 28 September 2012 2:34 PM
To: Potapowicz, Pawel
Cc: City Management
Subject: FW: Message from ESDD Communications.

Good Afternoon

This was received in the Roads ACT & City Management mailbox, can you please respond to the original message.

Thankyou
Regards
Canberra Connect

From: Walker, Rosemary
Sent: Monday, 24 September 2012 1:54 PM
To: City Management
Subject: FW: Message from ESDD Communications.

From: ESDD Communications
Sent: Monday, 24 September 2012 12:46 PM
To: Roads
Subject: Message from ESDD Communications.

Hi, we received the following in our ESDD Communications inbox. Could you please respond.

Regards

ESDD Communications

From:

Sent: Sunday, 23 September 2012 7:22 AM

To: ESDD Communications

Subject: Spofforth St Holt

Dear Sir/Madam,

Yesterday my wife and myself attended a meeting ("chaired" by Alistair Coe Lib candidate for the forthcoming ACT Elections) of about 100 plus people at the Holt Neighbourhood Oval regarding the speed bumps that have been installed on Spofforth St Holt.

I do not think that anything was achieved but the overall feeling of those present was that these speed bumps/humps are not required, even those present who live on Spofforth St were not in favour of them but would like some action taken to control traffic movements on this street.

Also it was noted that a lot of the traffic statistics used pre & post installation of the speed bumps to justify this costly exercise in futility appear to be a bit flawed.

What seemed to be the most suited arrangement to those present to monitor traffic behaviour once these devices are removed was proper police presence/action and this should have been carried out in the first place.

Personally and I hate to have to say this, but I think that 3 fixed speed cameras should be installed along Spofforth St, one at either end with the 3rd half way along the street.

Could you please pass these comments onto the appropriate person.

Regards

Mark Metters | ESDD Communications

Phone 02 6207 5220 | **Mobile** 0424 143 779

Communications | Environment and Sustainable Development | ACT Government

Dame Pattie Menzies House, Challis Street, Dickson | GPO Box 158 Canberra ACT 2601 | www.actpla.act.gov.au |

www.environment.act.gov.au

Vikneson, Jayanthy

From: David Lavin (Canberra) [david.lavin@cardno.com.au]
Sent: Tuesday, 2 October 2012 10:32 AM
To: Taylor, John
Cc: Tracey Adhikari (Canberra); Shoukrallah, Rifaat; Vikneson, Jayanthy
Subject: RE: ACT Streets Improvement Programme: Spofforth Street Post Implementation Modifications - Fee Proposal

John,

Although it refers to speed humps (presumably equally applicable to speed cushions), if you look at Section C2.2 (AS1742.13) it states...

"For best effect and public acceptance road humps should be sited in accordance with the following guidelines:

- (a) The first hump should be within 100 m of the start of the street so that the approach speed of vehicles is naturally low, but should be clear of arterial road intersections so that turning movements from the arterial are not interfered with."*

Therefore, we would concur with your response below to retain the first and last set of speed cushions at each end of Spofforth Street.

As previously mentioned, we proposed removing the speed cushions either end of Messenger Street on the basis that we perceived that there may be lower speeds in this area due to the horizontal alignment and presence of the intersection. Similarly, we also considered that by removing these cushions we could keep the existing cushions in their current location thereby reducing the cost associated with having to relocate cushions, as a result of reconfiguring the layout of the cushions, due to a removal at another location.

Nevertheless, we will review the reconfiguration proposed in your response below and advise accordingly in due course.

In terms of the traffic signs, we have an opportunity to remove the warning signs at each speed cushion location and replace these with a supplementary plate beneath the speed cushion warning signs at each end of the scheme, indicating the distance over which the speed cushions are implemented. Is this acceptable, or do you wish to keep the current layout?

Finally with respect to the cushions that are to be removed, we presume that you would want these removed to store for use at other locations (subject to condition)?

Regards,

David

David Lavin
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From: Taylor, John [mailto:John.Taylor@act.gov.au]
Sent: Friday, 28 September 2012 2:42 PM
To: David Lavin (Canberra)
Cc: Tracey Adhikari (Canberra); Shoukrallah, Rifaat; Vikneson, Jayanthi
Subject: RE: ACT Streets Improvement Programme: Spofforth Street Post Implementation Modifications - Fee Proposal

Hello David,

The Austroads Guide to Traffic Management Part 8: Local Area Traffic Management suggests in section 8.1 "The first device encountered in a street should be placed where it can be clearly seen and speeds are naturally low (AS 1742.13)". I couldn't find anywhere in the guide where it says they should be within 100m. therefore, I accept that it is appropriate that the first set from each end should be retained as they are. I don't support removing the sets either side of Messenger Street because although it is an intersection it is a T junction and Spofforth St has right of way. I used this street quite frequently for many years prior to the installation of the cushions and I didn't perceive drivers ahead of me slowing down because of the intersection.

I suggest that one set of cushions between the first (counting from Southern Cross Dr) and 5th set between Southern Cross Dr and Messenger St be removed and the remaining two sets be repositioned to provide an even spacing between each set remembering that they should be located near a street light to provide a minimum 3.5 lux and to avoid driveways, bus stops etc. This will result in the sets being approximately 120m apart, which is acceptable.

In the section between Messenger St and Drake-Brockman Dr I suggest that one set between the first set (counting from Messenger St) and the fourth set be removed and the remaining set relocated to provide an even spacing between the first and fourth set considering the same constraints as mentioned in the previous paragraph.

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: David Lavin (Canberra) [mailto:david.lavin@cardno.com.au]
Sent: Tuesday, 25 September 2012 11:18 PM
To: Taylor, John
Cc: Tracey Adhikari (Canberra)
Subject: RE: ACT Streets Improvement Programme: Spofforth Street Post Implementation Modifications - Fee Proposal

John,

Many thanks for your response on our proposal for Flinders Way and Spofforth Street – we will commence the detailed design, approvals, etc. as required.

With respect to Spofforth Street we acknowledge the increased distance but would argue that it might be more appropriate to remove the speed cushions on either side of Messenger Street on the basis that the alignment and the presence of the intersection at this location would contribute to a reduced speed through this section of Spofforth

Street. It is also worth noting that in accordance with standards, the first set of speed cushions should be within 100m of a junction, as such it may be better to retain the first and last sets of cushions for this reason?

I'm sure you've seen this already...

<http://the-riotact.com/victory-declared-over-the-holt-raceway/81132#comments>

Regards,

David

David Lavin
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From: Taylor, John [<mailto:John.Taylor@act.gov.au>]
Sent: Friday, 21 September 2012 4:26 PM
To: David Lavin (Canberra)
Cc: Vikneson, Jayanthi
Subject: RE: ACT Streets Improvement Programme: Spofforth Street Post Implementation Modifications - Fee Proposal

Hello David,

Thank you for your fee proposals in your letter dated 7 September 2012. Both proposals are accepted.

I have considered your suggested options and for the time being we will not be considering removing any more than 2 sets which is the commitment that the minister has given to the public. The minister also committed to reviewing the spacing between the cushions in each set to restrict 4 wheel drives and wide track vehicles from straddling the cushions. This may be difficult to achieve given the spacing was agreed to by ACTION and primarily about passenger comfort.

I have considered your proposal to remove the first set of cushions on either side of Messenger Street. This would mean that the spacing between the sets of cushions would go from approximately 200m now to 400m, which I consider to be too great a spacing based upon the results of the post construction survey. Whilst the speed survey location was not between the two sets of cushions either side of messenger Street it can be deduced that the 85th percentile speed between these sets of cushions would have been considerably higher than the results recorded at the two survey locations where the two sets of cushions were spaced approximately 100m apart (85th percentile speed ranged between 52.4 km/hr to 54.9 km/hr). I have decided that the two sets of cushions to be removed shall be the first set at each end of Spofforth Street.

In regard to the review of the spacing between cushions in each set of remaining cushions the following should be considered:

1. The spacing was agreed to by ACTION and any changes will need to be negotiated with them.
2. The spacing between cushions is also important for cyclists and motorcyclists. Any options that propose adjusting the space or even removing the space would need to be agreed to by Pedal Power and the Motorcycle Riders Association (MRA).
3. RACT agree to the space between cushions being removed subject to agreements being obtained as per points 1 and 2. However there shall always be a space of at least 1.2m between the face of kerb and the edge of the nearest cushion to enable cyclists to pass through the cushions and it could be used by motorcyclists as well. The space shall be protected by a NO STOPPING zone.

This work is to be completed by Christmas 2012 and should be done concurrently with the Flinders Way work.

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: David Lavin (Canberra) [<mailto:david.lavin@cardno.com.au>]

Sent: Tuesday, 11 September 2012 4:38 PM

To: Taylor, John

Subject: Re: ACT Streets Improvement Programme: Spofforth Street Post Implementation Modifications - Fee Proposal

John,

Please find attached our fee proposal for the proposed post-implementation modifications on Spofforth Street, Holt as requested.

I thought that this proposal had already been issued, but we've been having significant problems with our IT (we are due to have our servers replaced at the weekend) and it may not have reached you.

For your information, we have looked at two options – Option 1 allows for the removal of two sets of speed cushions in the vicinity of the Messenger Street intersection (on the basis that it is on the approach to an intersection and being on a bend) and Option 2 reduces the number of speed cushions by approximately half in line with the provision for the maximum spacing between speed cushions being 155m (Guide to Traffic Management, Part 8 Austroads).

We trust that you will find the quotation satisfactory and request that you confirm acceptance of the quotation at the earliest opportunity in order that we can commence with the detail design. In the meantime, if you have any queries or require clarification on any aspect of this proposal then please do not hesitate to contact the undersigned.

Finally, we have yet to hear back on the fee proposal we issued for Flinder's Way, can you advise if this has been accepted?

Regards,

David

David Lavin

SENIOR ROADS ENGINEER

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cc. R. SHOUKRAH

Jayanthi / John
Please note
NRR
20/9

Holt meeting Saturday 22 September

Hide Details

FROM:
TO:

Tuesday, 18 September 2012 10:44 AM

Dear Mr Coe

I am writing in response to your leaflet regarding a meeting at Holt oval on Saturday to discuss Holt traffic.

I have lived on Drake Brockman Drive since 1972 and feel very concerned for the lack of interest over many years in making this road safer for many reasons.

1. There has been a considerable influx of residents with very young families along this street. This would be expected with the Super School so closeby.
2. The speed of motorists is past ridiculous on many occasions, including cars, very large trucks and motorbikes. Almost seems like a raceway.
3. Driving west into the afternoon sun is blinding and I often find myself very tense waiting to turn right into my driveway. A rear ender is a distinct possibility when motorists are travelling too fast to see a stationery vehicle.
4. It takes sometimes up to 5 minutes to be able to back out of my driveway onto Drake Brockman Drive because of the sheer volume of traffic.
5. Pedestrians trying to cross to the farmside (Bicentennial Horse Trail) take risks particularly at busy times and weekends. This is a popular recreational area.
6. Narrowing of the driving lanes IS NOT enough to slow traffic. 60 km speed signs near Pegasus have made NO difference to traffic speeds from MacNaughton Street driving west on Drake Brockman Drive.

The number of speed humps on Spofforth Street have been an overkill and certainly do deter people using that road. So although Trickett and Beaurepaire are mentioned as diversions Drake Brockman Drive is it appears totally ignored and obviously has huge traffic increase. Trickett Street traffic HAS to use Drake Brockman Drive.

Has there been a recent traffic count on Drake Brockman between Spofforth and MacNaughton Streets? If so, I am sure there MUST be safety issues.

Please take my concerns very seriously. I think 40 years of residence should show experience of the local area problems and knowledge of the lack of action for Drake Brockman Drive.

Please take my concerns very seriously and raise these issues at your meeting.

Maybe 13 speed humps between MacNaughton Street and Spofforth Street is the answer!!

Thank you for the opportunity of input.

Best wishes

cc. R. Shoukrallah

*Jayanthi/John
Please note
N&R
20/9*

17 September 2012

~~Rifaat Shoukrallah~~

~~Senior Manager~~

~~Traffic Management and Safety~~

~~Roads ACT~~

GPO Box 158

Canberra ACT 2601

Please find attached an email sent to Mr. Alistair Coe MLA in response to his Public Meeting concerning Spofforth Street speed humps.

Kind regards

Dear Mr Coe

I read with interest your leaflet concerning a public meeting Re: Spofforth Street speed humps.

I have been a resident of Drake Brockman Drive, between Trickett and McNaughton Street for over 10 years and have expressed my ongoing concerns about the increase in and speed of traffic on our road to traffic authorities and police on numerous occasions. An acknowledgement of the problems of Drake Brockman Drive has largely been ignored.

When I wrote to Urban Services in 2005 asking about the possibility of roundabouts at McNaughton and Trickett Street or islands to slow traffic on Drake Brockman Drive (average speed 68km/h according to letter dated 15/8/2005 from Urban Services) the response was to paint white lines on the road to visually 'narrow' it. There had not been enough accidents to warrant any costly measures. I would be interested to know whether these lines are still working 7 years on with increased traffic from recent housing developments.

Recently, the 60km/h speed limit has been moved to near Cussen Street. Rather pointless when speed limits are being ignored.

As a Drake Brockman Drive resident we frequently deal with:

- Vehicles doing in well in excess of the 60km/h speed limit. Some vehicles are doing in excess of 100km/h.
- The fear of being hit when turning into our driveways by either speeding vehicles or drivers not watching the road ahead. On a number of occasions I have been overtaken on the right while about to turn right into my driveway.
- Difficulty in entering Drake Brockman Drive particularly at peak hour times.
- 'Donuts' are being performed at intersections and 'burn-outs' up the street. Tyre marks are testament to this.
- Crossing Drake Brockman Drive, for residents of Holt and Higgins wishing to use the Bicentennial Horse-riding Trail for dog walking and recreation, can be extremely dangerous particularly on weekends and at peak hours. This is especially so for elderly residents and those with prams and children. There are NO pedestrian islands or zebra crossings.

Costly measures I have taken to minimise the traffic effects for my family have been:

- To install double glazing on the front windows of my house to minimise traffic noise
- Upgrading my car to a safer model in the hope of protecting my children since I consider being rear-ended turning into my driveway inevitable.

When the West Macgregor development was 'up for public consultation' I expressed my concern about traffic problems on Drake Brockman Drive to Purdon Associates only to be told that only Southern Cross Drive had been assessed for traffic in the development proposal. Was the government supposing all traffic would travel on this road only or were Holt residents deliberately being ignored?

While I understand Beaurepaire Crescent and Trickett Street are experiencing increased traffic due to the measures taken on Spofforth Street, please be aware that Drake Brockman Drive has and will continue to experience increased traffic and speeding traffic regardless of where traffic islands are located. When asked for feedback on the Spofforth Street islands I expressed concern on the form about Drake Brockman Drive but we were not mentioned on feedback letters.

A development at the golf course estate on Spofforth Street and further development proposals for Parkwood Road will only see traffic problems we experience exacerbated.

I would be pleased if you could raise these issues at your meeting on 22 September.

Kind regards

Cc:

Rifaat Shoukrallah

Senior Manager, Traffic Management and Safety

Roads ACT

GPO Box 158

Canberra ACT 2601

Vikneson, Jayanthi

From: Shoukrallah, Rifaat
Sent: Wednesday, 19 September 2012 8:43 AM
To: Taylor, John; Vikneson, Jayanthi
Subject: FW: Spofforth St public meeting
Attachments: IMG.pdf

-----Original Message-----

From: Gill, Tony
Sent: Tuesday, 18 September 2012 5:28 PM
To: Shoukrallah, Rifaat
Subject: FW: Spofforth St public meeting

Fyi

TG

-----Original Message-----

From: Peters, Paul
Sent: Tuesday, 18 September 2012 5:23 PM
To: Gill, Tony
Subject: FW: Spofforth St public meeting

Hi Tony

For advice please re below.

Thanks

Paul Peters
Executive Director
Roads and Public Transport Division
Territory and Municipal Services
ACT Government

(02) 6207 0738
9413 251 167

-----Original Message-----

From: Byles, Gary
Sent: Tuesday, 18 September 2012 2:08 PM
To: Peters, Paul
Subject: Fwd: Spofforth St public meeting

Please confirm we do not intend to have a rep at this meeting on Saturday

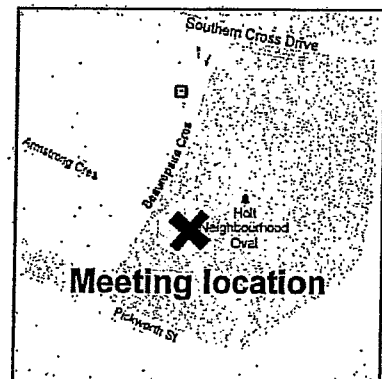
Sent from my iPad

Public Meeting Spofforth Street speed humps

Alistair Coe MLA invites you to a public meeting about traffic in Holt.

**1pm, Saturday
22 September
Holt Oval**
(near the cricket nets)

Earlier this year the Labor Government installed 13 speed humps on Spofforth Street in an attempt to reduce traffic speeds. The changes have resulted in motorists using other streets in Holt as a rat-run to avoid the speed humps.



I am concerned that the Government's 'solution' has shifted the problem and made the situation even worse.



The Chronicle, 4 September (page 1)

Streets such as Beaurepaire Crescent and Trickett Street have seen huge traffic increases making them more dangerous.

Even the Government's own data shows that traffic has increased by 54% (1080 to 1668 cars per day) on Beaurepaire Crescent since the speed humps were installed.

I hope to see you at the meeting on Saturday to discuss this issue. If you would like more information, please contact me on 6205 0101 or alistair@alistaircoe.com.au.

Alistair Coe MLA
Liberal Member for Ginninderra



ACT
Government

Territory and Municipal Services

E-MAILED
26-09-2017

Dear

I refer to your emails of 3 and 10 September 2012 to the Minister for Territory and Municipal Services regarding the evaluation of the Spofforth Street traffic calming measures. The ACT Government is currently in a caretaker period leading up to the Legislative Assembly elections on 20 October 2012 and the Minister has asked me to reply on her behalf.

I appreciate your concerns and for ease I will address each point raised by you in turn:

Email of 3 September 2012

1. 375 of the 423 respondents (89%) were Holt residents.
2. 33 respondents live on Spofforth Street.
3. All respondents received the same survey questionnaire requesting feedback on the effectiveness of the speed cushions on Spofforth Street. A copy of this questionnaire can be found in Appendix A of the Evaluation Report (pages 22-23). I understand that you were provided with the link to view the report online by the Chief Minister's Office on 6 September 2012.
4. Respondents felt that traffic impacts are now being experienced on other streets such as Beaurepaire Crescent, Trickett Street and Messenger Street with traffic volumes being their major concern. It has been decided to investigate the need for additional traffic safety measures on these streets to address this feedback and this will be done in consultation with the residents of those streets.
5. Apart from the speed cushions, signs are also installed alerting motorists to the existence of the speed cushions. These are visible at all times. Therefore, I have asked Roads ACT to investigate your concerns about the visibility of some of these devices.

6. The investigation of the traffic conditions on Spofforth Street showed that 15% of motorists travelled at or above 76 km/h in a 50 km/h zone. Speed cushions were installed to reduce these high speeds. The results of the evaluation show that this traffic calming scheme has been technically successful and achieved its objectives.

I understand that consideration was given during the design of the scheme to the possibility that motorists would use alternative routes such as Beaurepaire Crescent and Trickett Street. The evaluation showed that traffic volumes have increased on some streets but are still within the acceptable limits for such streets. Roads ACT will investigate traffic safety improvements on these streets in consultation with residents.

Email of 10 September 2012

1. The residents of Spofforth Street have not been given undue weight in the analysis. The evaluation report simply quotes the degree of support for the traffic calming scheme from all 423 respondents as well as those who lived on Spofforth Street. Out of the 423 respondents (59%) supported the traffic calming scheme implemented on Spofforth Street.
2. 90% of respondents felt that traffic impacts are now being experienced on other streets such as Beaurepaire Crescent, Trickett Street and Messenger Street and there will be further assessment of the need for additional traffic safety measures on these streets in consultation with residents.
3. Roads ACT will examine and assess the traffic safety and amenity issues on Beaurepaire Crescent, Trickett Street and Messenger Street in consultation with the residents of these streets.
4. Roads ACT is aware of the traffic impacts experienced by other streets in the vicinity and consideration will be given to ways of addressing these issues.
5. Spofforth Street is a declared site for mobile speed camera van operations and is regularly patrolled by the Traffic Camera Office. The police also undertake regular patrols on this road and have caught drivers speeding. However, the Traffic Camera Office and police resources are limited. Speed cushions were installed on Spofforth Street to reduce speeds as they provide continuous all-day speed control to most vehicles using the street.
6. The determination of speed limits in the ACT is based on the classification of roads through a formal road hierarchy. This classification relates to the predominant function of a road and to the extent it serves the two basic purposes of the road network, namely the movement of traffic and access to

property. Spofforth Street is a minor collector road whose primary function is to provide access to properties along its length and distribute traffic into Holt via Messenger Street. The speed limit on minor collector roads in the ACT is 50km/hr.

Roads ACT investigated the traffic conditions on Spofforth Street mainly in response to residents' complaints about speeding. The investigation showed that a large proportion of vehicles using this street were travelling in excess of the posted speed limit. Speed cushions were installed to reduce these high speeds, and the results of the evaluation show that this traffic calming scheme has been technically successful and achieved its objectives.

7. Following the review, it was decided to modify the existing scheme to address feedback received from the community, including the removal of two sets of speed cushions and investigate the impacts on other streets to prevent the 'rat-run to avoid the humps'.

Yours sincerely



Gary Byles
Director-General

26 September 2012



RECEIVED

13/9/12 104

Related info 2012 01 841

Bourne, Sarah

From: Monday, 10 September 2012 5:01 PM
Sent: Bourne, Sarah
To: RE: Spofforth Street Calming measures
Subject:

Sarah

Having today been able to access the Roads ACT Report, I now have these additional questions

1 I see 423 responded. BUT, only 8% of the respondents (a total of 33 people) live in Spofforth Street Yet these are given undue weight in the analysis

2 There is frequent reference to the protests of those who live on Messenger, Trickett & Beaurepaire re the increased traffic on our streets. 90% of respondents protested this point, yet are not given any weight at all

3 Yes the aim of the project was achieved- "safety on Spofforth " but at the loss of community amenity to the rest of us

4 No one argues there was not a problem on spofforth, but the other streets had the same problem. It's just the Roads ACT solution hit everyone else. That's not fair to 390 VOTERS

5 A fair and obvious answer was and is a **GREATER AND IRREGULAR POLICE PRESENCE**, on a 60 kph limit But its cheaper to install humps, isn't it ?

6 There must be someone who has great influence on what happens on Spofforth Street-first the un-official 60 to 50 kph reduction, now the speed humps

7 And of course, the latest concession-remove 4 humps. Whether its 4 or 40 humps, the traffic will still " rat run " to avoid the humps. Roads ACT continues to be an un-representative, expensive embarrassment to the taxpayers of the ACT

From: Bourne, Sarah [mailto:Sarah.Bourne@act.gov.au]
Sent: Thursday, 6 September 2012 3:10 PM
To:
Subject: Spofforth Street Calming measures

Good Afternoon Mr

I refer to your email to the Chief Minister of Monday 3 September 2012.

I have provided a link for you to view the evaluation report on the traffic calming measures in Spofforth Street. A formal response addressing your concerns will also be provided to you.

<http://timetotalk.act.gov.au/community-engagements/?engagement=spofforth-street-traffic-calming-measures>

Regards

SARAH BOURNE
DEPARTMENTAL LIAISON OFFICER | OFFICE OF THE CHIEF MINISTER KATY GALLAGHER MLA |
TERRITORY AND MUNICIPAL SERVICES DIRECTORATE | ACT GOVERNMENT

From:
Sent: Monday, 3 September 2012 4:19 PM
To: Schembri, Karen
Subject: Spofforth Street Calming measures

Karen

Saturday's Canberra Times contained an advertisement proclaiming the availability results of an evaluation of the traffic calming measures installed some months ago in Spofforth Street, Holt.

Interested parties were invited to visit a website www.timetotalk.act.gov.au and obtain information on the review.

I have just visited that website and there is nothing there about this particular matter. Two weeks ago Andrew Barr promised, on Chief Minister talk-back on Radio 666, that residents of Holt would receive a letter-drop reporting on Roads ACT "investigation" very soon

I also note in the advertisement that there is a claim made that the "majority of respondents to the survey were supportive of them (sic)".

In the absence of detailed information on the website, can you please provide the following information on the survey.

1. what was the total number of Holt residents who responded?
2. How many of those respondents live in Spofforth Street?
3. What exactly were the questions asked of the respondents? Were those questions skewed to elicit a particular answer from Spofforth Street residents favourable to the installed calming measures and the ACT Roads decision-making process which saw them installed, instead of recommending increased police presence?
4. What weighting was given to the protests from those respondents not living in Spofforth Street, but who have either had their streets subjected to increased traffic loads (Messenger Street, Beaurepaire Crescent and Trickett Street)? Will the residents of Spofforth Street be
5. Did Roads ACT consider that at least 4 of these devices installed in Dec 2011 have been strategically located in the shadows of trees growing nearby on the nature strip, where the shadows of the trees until 2pm renders the humps un-noticeable to drivers, until the very last moment, by traffic not familiar with their location?
6. Will the ACT Government acknowledge that, while there is a small problem with plus-60 kph traffic on Spofforth Street, it is not reasonable for the (non-policing) solution to impact on other residents in the form of diverted traffic and loss of community amenity.

I'd like a response to my questions in the next week, thank you. There are less than 7 weeks to the election and I obviously need to get the views of other candidates if the ACT Government wont come to its senses and act in the interests of ALL Holt residents in this matter

Regards

Messenger Street, HOLT

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Anger at calming measure

Humps bump traffic problem elsewhere

By Mark Sawa

RESIDENTS and the ACT Liberals have blasted a review of a traffic calming measure that laid down 13 speed humps in a row on a Belconnen road just before Christmas.

The speed humps along Spofforth Street, on the western edge of Holt, were introduced to reduce the volume and speed of vehicles along the road.

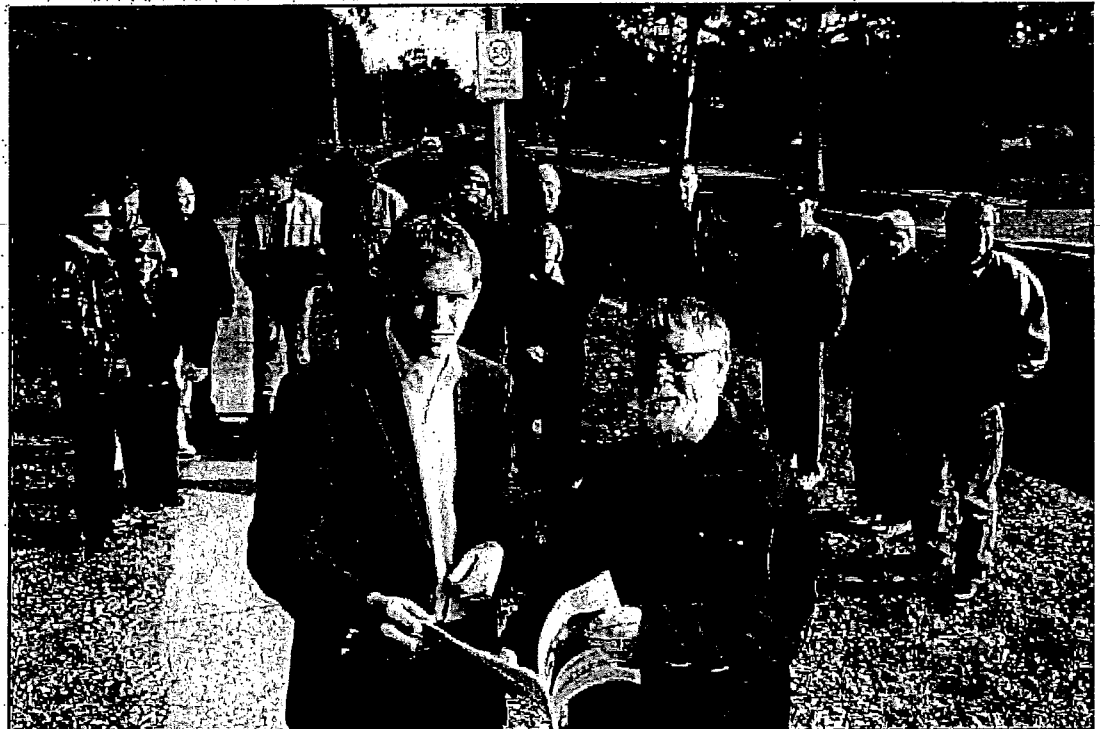
They've worked so effectively that motorists who used the road, which skirts the outside of Holt, are now cutting through the suburb's heart to avoid the humps.

But those living on Beaurepaire Crescent and Trickett Street have experienced the brunt of the traffic with an increase of more than 50 per cent.

The Roads ACT review states these "minor collector" roads remain under the acceptable limit of 3000 vehicles per day but residents are furious that the government has "just shifted the problem".

More accidents, a noticeable increase in cars speeding and a major increase in heavy vehicles that are now banned from using Spofforth due to weight limits or avoid it to save time now cut through the suburb. Some residents said they now had trouble sleeping due to the increase in noise, while others expressed fears for the many kids in the neighbourhood.

Beaurepaire Crescent resident Stephen Rowley said his front yard



Liberals roads spokesman Alistair Coe, Beaurepaire Crescent resident Stephen Rowley and local residents condemn traffic calming measures that have resulted in major increases on roads through Holt. Picture: Elena Lee

was a no-go zone for his grandkids when they came to visit.

"Taking all the traffic off Spofforth Street has just dramatically increased the traffic here," Mr Rowley said.

"We look at it as though it has been closed off."

He said the traffic increased immediately after the speed humps were put in but in the past six months

it had gotten much worse.

An April analysis by Roads ACT showed a contrasting story on Spofforth Street where the speed humps had "effectively achieved the

desired outcomes by decreasing average speeds, enhancing road safety and decreasing traffic volumes".

Continued Page 10

Anger brews over Holt traffic calming measures

Continued from Page 1

Minister for Territory and Municipal Services Katy Gallagher said a review in May sought community comment on the effectiveness of the "speed cushions".

"The feedback from the community found a majority supported the scheme," Ms Gallagher said.

"Some improvements were also identified, such as removing two sets of speed cushions (from 13 to 11) as well as resizing or repositioning the speed cushions so that larger vehicles cannot straddle and speed over them."

The improvements are estimated to cost \$30,000 and will be implemented by the end of the year.

But Opposition Roads spokesman Alistair Coe said reducing the number of speed humps by two was simply inadequate.

"All that they've done is that traffic has gone from 1000 cars a day on Spofforth Street to 300 cars, but those additional 700 cars are now on Beaurepaire and going quickly," Mr Coe said. "If anything the problem is probably worse."

Meanwhile Roads ACT has committed to further traffic assessments on Beaurepaire Crescent and Trickett Street in consultation with residents.

A sprouting of more speed humps in Holt remains an option.

Vikneson, Jayanthi

From: Rae, Kirsten
Sent: Thursday, 30 August 2012 11:14 AM
To: Vikneson, Jayanthi; Shoukrallah, Rifaat
Subject: FW: CHIEF MINSITER MEDIA RELEASE - Review completed of Spofforth Street traffic safety measures
Attachments: 120830 MR Review of Spofforth Street.pdf

From: Howard, Scott
Sent: Thursday, 30 August 2012 11:14 AM
Subject: CHIEF MINSITER MEDIA RELEASE - Review completed of Spofforth Street traffic safety measures

Review completed of Spofforth Street traffic safety measures

ACT Chief Minister and Minister for Territory and Municipal Services, Katy Gallagher, today announced the results of the evaluation of traffic safety measures implemented on Spofforth Street in Holt.

"The Spofforth Street traffic calming measures were introduced following complaints by residents about speeding on the street, which the ACT government acted upon," the Chief Minister said.

Scott Howard | Communications Advisor | Office of the Chief Minister
t: 6205 8144 | f: 6205 3030 | m: 0478 474 071 | scott.howard@act.gov.au | Twitter: @scotthoward82

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Katy Gallagher MLA

CHIEF MINISTER

MINISTER FOR HEALTH

MINISTER FOR TERRITORY AND MUNICIPAL SERVICES

MEMBER FOR MOLONGLO

MEDIA RELEASE

Review completed of Spofforth Street traffic safety measures

ACT Chief Minister and Minister for Territory and Municipal Services, Katy Gallagher, today announced the results of the evaluation of traffic safety measures implemented on Spofforth Street in Holt.

"The Spofforth Street traffic calming measures were introduced following complaints by residents about speeding on the street, which the ACT government acted upon," the Chief Minister said.

"Roads ACT conducted a detailed investigation into traffic conditions which found a number of safety issues caused by high speeds, especially for residents entering and exiting their residences. The investigation showed 15 percent of cars travelling down the 50km/h sign posted street were travelling over 76km/h.

"In December 2011, 13 sets of speed cushions were installed to improve road safety, reduce vehicle speeds and reduce traffic volumes along Spofforth Street between Drake Brockman Drive and Southern Cross Drive.

"At my request, the ACT Government commenced a review of the safety measures in May that were put in place and sought community comment on the effectiveness of the speed cushions.

"The feedback from the community found a majority supported the scheme. Some improvements were also identified, such as removing two sets of speed cushions as well as resizing or repositioning the speed cushions so that larger vehicles cannot straddle and speed over them, while also ensuring ACTION buses will still be able to straddle the speed cushions. The removed speed cushions can be reused in future road safety projects.

"Letters will be distributed to households advising residents of the changes over the coming days and information can also be found on the web at www.tams.act.gov.au," the Chief Minister said.

The improvements identified during the consultation will be implemented by December 2012, with modifications expected to cost approximately \$30,000. The ACT Government will also assess the need for additional traffic safety measures on side streets along Spofforth Street, such as Beaurepaire Crescent and Trickett Street, in consultation with local residents.

Data analysis in April 2012 showed the speed cushions have effectively achieved the desired outcomes by decreasing average speeds, enhancing road safety and decreasing traffic volumes along Spofforth Street.

[ACT Legislative Assembly](http://www.act.gov.au)

Phone: (02) 6205 0840 Email: gallagher@act.gov.au  [@katyGMLA](https://twitter.com/katyGMLA)  [KatyGallagherMLA](https://www.facebook.com/KatyGallagherMLA)

Following the installation of the speed humps, average speeds along Spofforth Street have decreased over 15 kilometres per hour. Average weekday and weekend traffic volumes were reduced by up to 832 vehicles per day. While some vehicles have been diverted onto alternative routes, data analysis shows they are still carrying the acceptable limit of vehicles per day.

“While it is too early to assess the long term impacts on safety, there have been no crashes since the installation of the speed cushions and it appears the traffic safety measures have been effective in improving road safety,” the Chief Minister concluded.

For more information visit www.timetotalk.act.gov.au

Statement Ends

Date: 30 August 2012

Media Contact: Scott Howard Ph: 6205 8144 (w) 0478 474 071 (m)

Vikneson, Jayanthy

From: David Lavin (Canberra) [david.lavin@cardno.com.au]
Sent: Tuesday, 28 August 2012 9:02 PM
To: Vikneson, Jayanthy
Subject: RE: Spofforth Street Post Implementation Modifications

Jayanthy,

We have received the information that you sent through and are currently looking at putting a proposal and plan together as requested.

Regards,

David

David Lavin
SENIOR ROADS ENGINEER
CARDNO



Phone +61 2 6112 4515 Fax +61 2 6112 4599 Mobile 0423 759 857
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From: Vikneson, Jayanthy [<mailto:Jayanthy.Vikneson@act.gov.au>]
Sent: Wednesday, 22 August 2012 4:21 PM
To: David Lavin (Canberra)
Cc: Taylor, John; Quinlan, David
Subject: Spofforth Street Post Implementation Modifications

Hi David,

As discussed, following the evaluation of the Spofforth Street traffic calming measures, the ACT Government has decided "to remove two sets of the existing speed cushions on Spofforth Street as well as undertake some adjustments to the remaining cushions as necessary."

I have attached the evaluation report, and seek your advice on

1. which two sets can be removed whilst still maintaining the current reduced speeds experienced on the street, and
2. if and how the speed cushions can be adjusted so larger vehicles are unable to straddle and speed over them but they still comply with ACTION bus requirements.

Please submit a concept plan and fee proposal for the design of the above by 5 September 2012.

We intend to implement these modifications by December 2012.

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



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Vikneson, Jayanthy

From: Vikneson, Jayanthy
Sent: Tuesday, 28 August 2012 2:12 PM
To: Rae, Kirsten
Cc: Shoukrallah, Rifaat; Quinlan, David; Taylor, John
Subject: RE: CMO questions re spofforth street

Hi Kirsten,

Responses to your queries:

- A) Yes.
- B) We have requested the Consultant to advice "if and how the speed cushions can be adjusted so larger vehicles are unable to straddle and speed over them but they still comply with ACTION bus requirements." This could mean re-sizing and/or re-positioning the cushions in each set. There is also the possibility that the Consultant might advise that it is not possible to make any modifications because of ACTION's requirements as well as cyclists' requirements (min 1.5 m spacing between kerb and cushion, adequate space between cushions for cyclist movement if car is parked beside kerb).

Regards,
Jayanthy

From: Rae, Kirsten
Sent: Tuesday, 28 August 2012 1:45 PM
To: Vikneson, Jayanthy
Subject: CMO questions re spofforth street

Hi Jayanthy,

The Chief's Minister's office have some more questions.

- A) Can the speed cushions we are removing be reused?
- B) What is meant by 'modifying the speed cushions so that large vehicles cannot straddle them', are we going to resize, or move the speed cushions?

Cheers
Kirsten

Kirsten Rae | Communications Officer |
Phone 02 6205 2173 | Fax 02 6207 6148 | Mobile 0478 405 794
Governance | Territory and Municipal Services Directorate | ACT Government
12 Wattle Street, Lyneham | GPO Box 158 Canberra ACT 2601 | www.act.gov.au
www.tams.act.gov.au | [Twitter](#) | [Flickr](#) | [YouTube](#)

Vikneson, Jayanthy

From: Vikneson, Jayanthy
Sent: Friday, 24 August 2012 2:38 PM
To: Rae, Kirsten
Cc: Shoukrallah, Rifaat; Quinlan, David; Taylor, John
Subject: RE: Spofforth street...more questions from ministers office

Hi Kirsten,

Responses to your queries:

- a) 13 sets of speed cushions @ around 100m spacing
- b) We have requested the Consultant to advise "if and how the speed cushions can be adjusted so larger vehicles are unable to straddle and speed over them but they still comply with ACTION bus requirements."

Regards,
Jayanthy

From: Rae, Kirsten
Sent: Friday, 24 August 2012 1:43 PM
To: Vikneson, Jayanthy
Subject: Spofforth street...more questions from ministers office

Hi Jayanthy,

Minister's office has come back with some questions for Spofforth Street.

- a) How many speed cushions were installed originally?
- b) Once we modify the positioning of the speed cushions so large vehicles cannot straddle and speed over them, will ACTION buses have to go over them?

Thanks
Kirsten

Kirsten Rae | Communications Officer |
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.2 Wattle Street, Lyneham | GPO Box 158 Canberra ACT 2601 | www.act.gov.au
www.tams.act.gov.au | [Twitter](#) | [Flickr](#) | [YouTube](#)

Vikneson, Jayanthy

From: Shoukrallah, Rifaat
Sent: Tuesday, 14 August 2012 4:07 PM
To: Rae, Kirsten
Cc: Quinlan, David; Day, Michael; Taylor, John; Vikneson, Jayanthy
Subject: FW: Spofforth Street
Attachments: MIN186_0812 Spofforth Street consultation results.docx; Letter to residents post consultation.docx; website - post consultation update.docx

Hi Kirsten
Thanks a lot for your help
I have made some minor modifications using track changes
All else is fine
R

From: Rae, Kirsten
Sent: Monday, 13 August 2012 3:41 PM
To: Shoukrallah, Rifaat
Subject: RE: Spofforth Street

Hi Rifaat,

Please find attached media release, letter to residents and website info material for your approval.

Let me know if we need a community noticeboard entry, I'm not sure if you have \$ for it?

Cheers
Kirsten

From: Shoukrallah, Rifaat
Sent: Monday, 13 August 2012 11:15 AM
To: Rae, Kirsten
Cc: Vikneson, Jayanthy
Subject: FW: Spofforth Street

Kirsten
Here is some material
I have yet to go through it in detail
But you can use for now and I will clear later
Also attached is a copy of the brief we sent to the CM

From: Vikneson, Jayanthy
Sent: Monday, 13 August 2012 10:40 AM
To: Shoukrallah, Rifaat; Quinlan, David; Taylor, John
Subject: RE: Spofforth Street

Hi All,

Attached are the draft Media Release, Web text, and Residents' letter.

I've also attached the Evaluation Report for CE to upload on the web.

Regards,
Jayanthy

From: Shoukrallah, Rifaat
Sent: Monday, 13 August 2012 9:56 AM
To: Rae, Kirsten
Cc: Taylor, John; Vikneson, Jayanthi
Subject: RE: Spofforth Street

Kirsten

We had been working on some of that stuff a while back
Let me check what we have and will send to you (including the brief to the CM)

John/Jayanthi

What have we prepared already?

R

From: Rae, Kirsten
Sent: Monday, 13 August 2012 9:14 AM
To: Shoukrallah, Rifaat
Subject: Spofforth Street

Hi Rifaat,

The Minister's office has asked for us to prepare a media release and letters to residents for Spofforth Street. They want it this afternoon as Barr mentioned it on Talkback radio on Friday, so I will have something to you shortly.

Would you also like a community noticeboard entry for this Saturday?

Cheers

Kirsten

Kirsten Rae | Communications Officer |
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Katy Gallagher MLA

CHIEF MINISTER

MINISTER FOR HEALTH

MINISTER FOR TERRITORY AND MUNICIPAL SERVICES

MEMBER FOR MOLONGLO

MEDIA RELEASE

MIN186/0812

August 2012

Review of Spofforth Street traffic safety measures

ACT Chief Minister and Minister for Territory and Municipal Services, Katy Gallagher, today announced the results of the evaluation review of traffic safety measures implemented on Spofforth Street in Holt.

"In December 2011 speed cushions were installed to improve road safety, reduce vehicle speeds and reduce traffic volumes along Spofforth Street between Drake Brockman Drive and Southern Cross Drive," the Chief Minister said.

"In May and June 2012 the ACT Government sought community feedback on the effectiveness of the speed cushions. The majority of the community supported the scheme and some improvements were identified such as reducing the number of cushions and modifying the speed cushions so that large vehicles cannot straddle and speed over them."

Improvements identified during the consultation will be implemented by December 2012, with modifications expected to cost approximately \$30,000.

Additional traffic safety measures may be implemented on side streets along Spofforth Street, such as Beaurepaire Crescent and Trickett Street, subject to further investigation and consultation.

The Chief Minister said the Spofforth Street traffic calming measures were introduced after Roads ACT conducted a detailed investigation into the traffic conditions following complaints by residents about speeding. The investigation found a number of safety issues caused by high speeds, especially for residents entering and exiting their residences.

"Data analysis in April 2012 showed the speed cushions have effectively achieved the desired outcomes by decreasing average speeds, enhancing increasing road safety and decreasing traffic volumes along Spofforth Street," the Chief Minister said.

"Following the installation of the speed humps, average speeds along Spofforth Street have decreased over 15 kilometres per hour. Average weekday and weekend traffic volumes were reduced by 498 vehicles up to 832 vehicles per day. While some vehicles have been diverted onto alternative routes, data analysis shows they are still carrying the acceptable limit of vehicles per day.

ACT Legislative Assembly

Phone (02) 6205 0840 Fax (02) 6205 3030 Email: gallagher@act.gov.au

"While it is too early to assess the long term impacts on safety, there have been no crashes since the installation of the speed cushions. It appears the speed cushions have been effective in improving road safety," the Chief Minister concluded.

For more information visit www.timetotalk.act.gov.au

NOTE: This media release will be considered a draft only until it has been through appropriate Communications and Marketing Unit approval processes.

DO NOT DELETE THIS NOTE.

Statement Ends

Date: [DATE] 2012

Media Contact: Adina Cirson Ph: 6205 0384 (w) 0435 964 454 (m)
Scott Howard Ph: 6205 8144 (w) 0478 474 071 (m)

Traffic calming measures on Spofforth Street in Holt

In December 2011 speed cushions were installed to improve road safety, reduce vehicle speeds and reduce traffic volumes along Spofforth Street in Holt between Drake Brockman Drive and Southern Cross Drive.

The measures were introduced after Roads ACT conducted a detailed investigation into the traffic conditions following complaints from residents about speeding. The investigation found a number of safety issues caused by high speeds, especially for residents entering and exiting their residences

In May and June 2012, the ACT Government sought community feedback on the effectiveness of speed cushions installed on Spofforth Street. All residences in Holt were provided with information about the project and were given opportunity to provide feedback. The majority of the feedback received was supportive of the traffic calming measures.

Data analysis shows the speed cushions have been effective in reducing traffic speeds, decreasing traffic volumes and improving road safety. Average speeds along Spofforth Street decreased by over 15 kilometres per hour and average weekday and weekend traffic volumes were reduced by up to 832 vehicles per day. Preliminary crash reports also show there have been no accidents since the speed cushions were installed, however a longer period is required for a more representative evaluation.

Following the review, the ACT Government has decided to modify the existing scheme to address feedback received from the community. Modifications include the removal of one or more sets of cushions, and modifying the positioning of the speed cushions so that large vehicles cannot straddle and speed over them.

Improvements identified during the consultation will be implemented by December 2012 and are expected to cost approximately \$30,000.

The ACT Government is also considering implementing additional traffic safety measures on side streets along Spofforth Street, such as Beaurepaire Crescent and Trickett Street, subject to further investigation and consultation.

Thank you to everyone who provided feedback on the Spofforth Street traffic calming measures.

The full evaluation report is available at [\[insert link\]](#).

Dear Resident

RE: Traffic calming measures on Spofforth Street in Holt

In December 2011 speed cushions were installed to improve road safety, reduce vehicle speeds and reduce traffic volumes along Spofforth Street in Holt between Drake Brockman Drive and Southern Cross Drive.

The measures were introduced after Roads ACT conducted a detailed investigation into the traffic conditions following complaints from residents about speeding. The investigation found a number of safety issues caused by high speeds, especially for residents entering and exiting their residences

In May and June 2012, the ACT Government sought community feedback on the effectiveness of speed cushions installed on Spofforth Street. All residences in Holt were provided with information about the project and were given opportunity to provide feedback. The majority of the feedback received was supportive of the traffic calming measures.

Data analysis shows the speed cushions have been effective in reducing traffic speeds, decreasing traffic volumes and improving road safety. Average speeds along Spofforth Street decreased by over 15 kilometres per hour and average weekday and weekend traffic volumes were reduced by up to 832 vehicles per day. Preliminary crash reports also show there have been no accidents since the speed cushions were installed, however a longer period is required for a more representative evaluation.

Following the review, the ACT Government has decided to modify the existing scheme to address feedback received from the community. Modifications include the removal of one or more sets of cushions, and modifying the positioning of the speed cushions so that large vehicles cannot straddle and speed over them.

Improvements identified during the consultation will be implemented by December 2012 and are expected to cost approximately \$30,000.

The ACT Government is also considering implementing additional traffic safety measures on side streets along Spofforth Street, such as Beaurepaire Crescent and Trickett Street, subject to further investigation and consultation.

Thank you to everyone who provided feedback on the Spofforth Street traffic calming measures.

For more information including the evaluation report please visit www.timetotalk.act.gov.au

Rifaat Shoukrallah
Senior Manager, Traffic Management and Safety
Roads ACT

BU 31/7/12:

① copy to Roford speed review
② file



ACT
Government
Territory and Municipal Services

RECEIVED
23 JUL 2012
Minister for TAMS

BRIEF

Ref: 201200266

Date 11 July 2012

To Minister for Territory and Municipal Services

- Director-General *PD 24/7/12*
- Deputy Director-General
- Executive Director, Roads and Public Transport Division *PD 13.7.12*
- Director, Finance *AKP 12/7/12*
- Director, Roads ACT *TSU 11/7/12*

From Senior Manager - Traffic Management and Safety

Subject Evaluation of the traffic calming scheme on Spofforth Street

Purpose

To brief you on the results of the evaluation of the traffic calming scheme on Spofforth Street.

Background

The ACT Road Safety Strategy 2011-20 emphasises speed management as a critical component to improve safety on the ACT network. The Strategy recommends the use of engineering measures to support speed management initiatives. A specific action item in the ACT Road Safety Action Plan 2011-13 is to: "Implement local area traffic management treatments in residential areas."

In 2010, as part of the Residential Streets Improvements Program, traffic conditions on Spofforth Street were investigated in response to residents' complaints about speeding and concerns about the potential increase in traffic volume as a result of the new development in West Macgregor. The investigation showed that 15% of motorists were travelling at 76km/h or more on Spofforth Street.

The objectives of the traffic calming scheme were therefore, to:

- Reduce travel speeds on Spofforth Street;
- Reduce traffic volumes on Spofforth Street; and
- Improve road safety on Spofforth Street.

Given the limited funding available for this project, the study recommended the installation of rubber speed cushions on Spofforth Street at a maximum spacing of 100 metres to reduce travelling speeds and minimise its use as a short cut for traffic from West Macgregor. The speed cushions are designed to allow buses to straddle them as they travel along Spofforth Street.

In late 2010, all residences along Spofforth Street, as well as some residences on Messenger Street, Southern Cross Drive and Drake Brockman Drive, were informed of the scheme's details by letter box drop, and invited to submit comments. A total of sixty-two letters were issued and thirteen responses were received. Nine respondents were supportive of the proposals, three respondents provided qualified support and one respondent rejected the proposal.

The speed cushions were installed on Spofforth Street at a total cost of \$117,250.

Evaluation of the Traffic Calming Scheme

The technical evaluation included a 'before and after' comparison of traffic speed, volume and crashes. The detailed results are presented in Attachment A and can be summarised as follows:

- Travelling speeds and traffic volumes on Spofforth Street have been reduced;
 - average speeds are now below 50 km/h;
 - the traffic volume has been reduced by up to 832 vehicles per day.
- There has been a reduction in crashes in the 'after' period. However, for a more representative evaluation of safety impacts, crash records of a longer period (at least two to three years) for the 'before' and 'after' periods would be required.
- Traffic volumes have increased on some side streets such as Beaurepaire Street and Trickett Street. However, the new volumes are still within the acceptable limits for such streets.

Community feedback was also sought regarding the effectiveness of the speed cushions. A total of four hundred and twenty-three responses (only thirty-three of those live on Spofforth Street) were received:

- About 83% of respondents were satisfied with the consultation process;
- Around 79% of respondents felt that the scheme has reduced the speed on Spofforth Street and 83% felt it has reduced the volume of traffic;
- Respondents were equally divided in relation to 'safety improvements' on Spofforth Street. However, 52% of Spofforth Street respondents felt that the overall level of safety on their street has improved by the installation of the speed cushions;
- About 59% of respondents supported the speed cushions implemented on Spofforth Street (18% supportive of the scheme as is and 41% requesting a reduction in the number of cushions). Amongst those who live on Spofforth Street, 75% of respondents supported the traffic calming scheme on their street;
- Almost 90% of respondents felt that traffic impacts are now being experienced on other streets, with traffic volume being their major concern. However, 58% did not support the implementation of traffic calming measures on these streets.

Discussion

Given the above results, it can be concluded that the traffic calming scheme on Spofforth Street has been technically successful and achieved its objectives. The 'before and after' analysis indicates a reduction in travelling speeds and traffic volumes.

The majority of respondents to the community survey expressed views confirming the results of the technical analysis.

Comments indicate that the community was aware of the need for traffic calming measures on Spofforth Street. The majority of respondents supported the scheme, with more support expressed from those who live on Spofforth Street (the original complainants) than from residents of other streets (who use Spofforth Street as a travel route). Many, however, requested a reduction in the number of cushions on Spofforth Street.

Some negative comments were also received regarding the use of speed cushions as a solution. The speed cushions were installed as a cost-effective traffic calming scheme, are in line with the *ACT Road Safety Strategy* and *Action Plan* and have proven to be technically effective in achieving the intended objectives.

Given the overall support for the scheme, it is recommended that the measures should be retained. However, in view of the above, Roads ACT proposes to reduce the number of cushions on Spofforth Street, in consultation with ACTION buses, Pedal Power and others, and modify the remaining speed cushions so

large vehicles are unable to straddle or speed over them. These modifications could cost around \$30,000. Roads ACT will also consider improvements to the side streets, currently experiencing some impacts, in consultation with residents of those streets.

Consultation

To gain community feedback regarding the effectiveness of the traffic calming measures, questionnaires were distributed by letter box drop to all residences throughout the suburb of Holt. An online survey was made available through the Territory and Municipal Services Directorate's website and questionnaires were also made available at the libraries, government shop fronts and local shops.

Financial

The modifications to the traffic calming scheme could cost around \$30,000.

Media

A media release informing the community about the results of the evaluation will be prepared in conjunction with your office.

Recommendations.

That you:

- Note the evaluation results;

NOTED/PLEASE DISCUSS

- Agree to the modifications to the existing scheme; and

AGREED/NOT AGREED/PLEASE DISCUSS

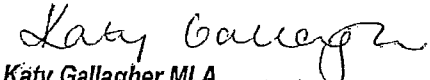
- Agree that consideration should be given to improvements to the side streets, currently experiencing some impacts, in consultation with residents of those streets.

AGREED/NOT AGREED/PLEASE DISCUSS

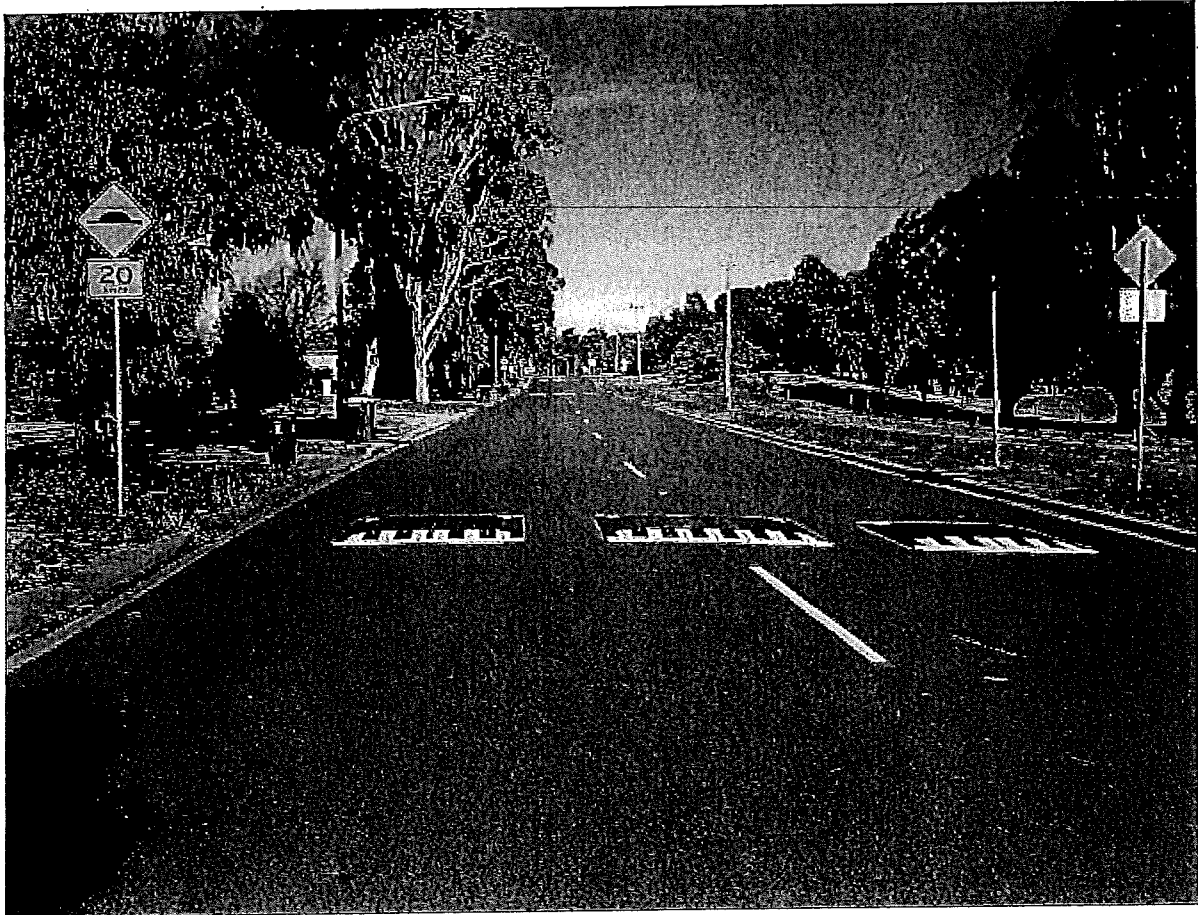

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11 July 2012

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24/7/12



**TRAFFIC MANAGEMENT AND SAFETY
ROADS ACT**

**RESIDENTIAL STREET IMPROVEMENTS
SPOFFORTH STREET TRAFFIC CALMING SCHEME
EVALUATION**

JULY 2012

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1 INTRODUCTION

The Traffic Management and Safety (TMS) Section of Roads ACT, in the Territory and Municipal Services Directorate (TAMSD), is responsible for monitoring and managing the safety and operating conditions of the existing road network in the ACT. TMS is also responsible for evaluating the effectiveness of traffic management measures, including those directed at enhancing the amenity of residential areas.

In 2010 TMS investigated Spofforth Street between Drake Brockman Drive and Southern Cross Drive under its *Residential Streets Improvements Program* in response to residents' complaints about speeding and concerns about the potential increase in traffic volume as a result of the new development in West Macgregor. As part of this investigation, traffic speed and volume surveys were carried out to determine the extent of traffic related problems. Crash data on Spofforth Street was also analysed.

The investigation showed that 15% of motorists on Spofforth Street travelled at 76 km/h or more in a 50 km/h zone. It was recommended that rubber speed cushions be installed on Spofforth Street at a maximum spacing of 100 metres to reduce travelling speeds and minimise its use as a short cut for traffic from West Macgregor. It was anticipated the cushions may not significantly reduce the speed of motorcycles or large vehicles such as buses.

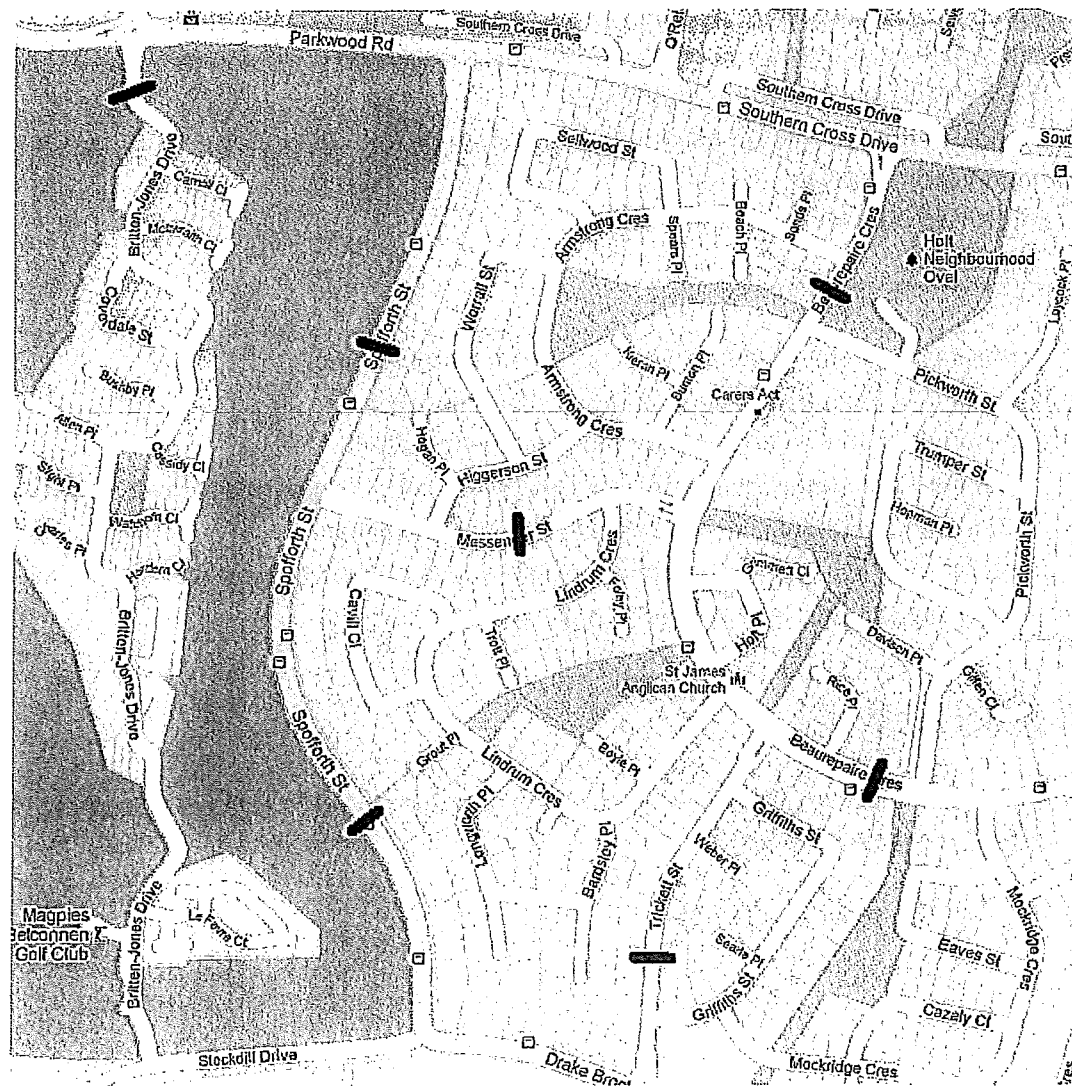
In late 2010, all residences along Spofforth Street, as well as some residences on Messenger Street, Southern Cross Drive and Drake Brockman Drive, were informed of the proposed traffic calming measures by letterbox drop and were invited to submit feedback. The majority of the feedback received was supportive of the proposed calming measures.

The speed cushions were installed in December 2011. These speed cushions are used across Australia to control speeding, and are in line with efforts under the *ACT Road Safety Strategy 2011-20* and the *ACT Road Safety Action Plan 2011-2013* to improve safety on the ACT network. One specific item in the Action Plan is to "*Implement local area traffic management treatments in residential areas*".

To enable the technical evaluation of this treatment, traffic surveys were again undertaken in April 2012 (4 months after the implementation) at the same locations of the original surveys. The locations of all traffic surveys are presented in Figure 1.1.

To gain community feedback regarding the effectiveness of the treatment, questionnaires were distributed to all residences throughout the suburb of Holt. Online surveys were made available through the TAMS website, and questionnaires were also made available at the libraries, government shop fronts and local shops. This took place during May and June 2012.

This report presents the outcomes of this evaluation, covering both the physical/technical data as well as the community feedback.



Locations of 'before' and 'after' surveys

Locations of 'after' only surveys

Figure 1.1: Traffic Survey locations on Spofforth Street

2 OBJECTIVES

The objectives of the traffic calming scheme on Spofforth Street were to:

- Reduce travel speeds on Spofforth Street.
- Reduce traffic volumes on Spofforth Street, and minimise its use as a short cut for traffic from West Macgregor.
- Improve road safety on Spofforth Street.

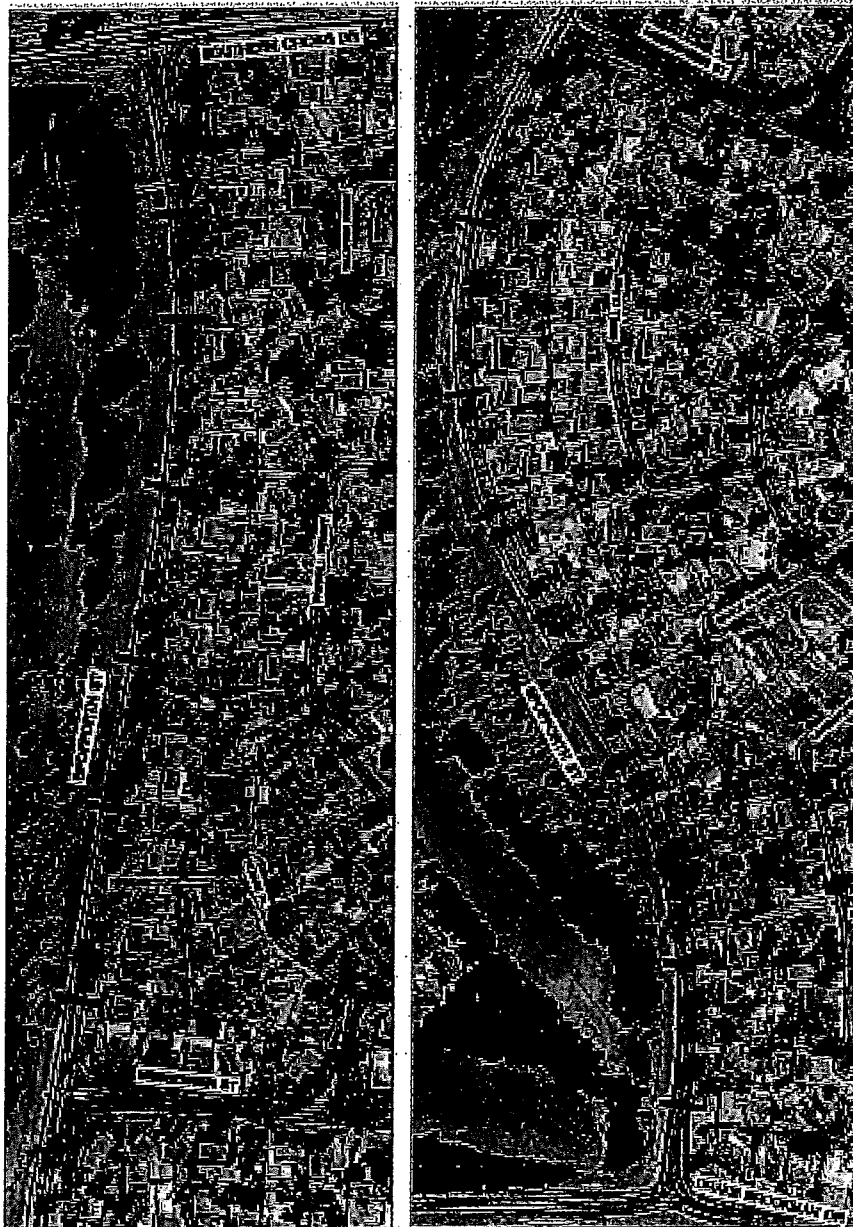
The objectives of this evaluation are to:

- Determine if the travelling speeds were reduced on the street.
- Determine if the traffic volume was reduced on the street.
- Determine whether road safety was improved on the street.
- Determine if the traffic calming scheme (speed cushions) is supported by stakeholders.
- Identify any undesirable impacts of the implemented scheme.
- Establish whether the communication process was considered appropriate.
- Identify any potential improvements to the scheme.

3 SCHEME DETAILS

The locations of the speed cushions on Spofforth Street are shown in Figure 3.1 (a photo of the cushions is included in Appendix C).

The construction cost of this project was \$117,250.



■ Denotes speed cushion

Figure 3.1: Speed cushions on Spofforth Street

4 TECHNICAL EVALUATION

4.1 TRAFFIC SPEEDS

TMS undertook 24 hour / 7 day tube counts at 2 locations on Spofforth Street in June 2011 and April 2012. Tables 4.1.1 and 4.1.2 present traffic speeds (in km/hr) on Spofforth Street measured before and after the implementation of speed cushions. The speed limit on Spofforth Street is 50km/h.

Table 4.1.1 Weekday Traffic Speeds – before and after

MAP REF No.	SITE DESCRIPTION	Towards	BEFORE		AFTER		CHANGE	
			Average Speed	85%ile Speed	Average Speed	85%ile Speed	Average Speed	85%ile Speed
1	Spofforth Street (Southern Cross - Messenger)	Southern Cross Dr Messenger St	59.6	68.4	44.5	54.9	-15.1	-13.5
			61.1	70.4	42.9	54.2	-18.2	-16.2
	Spofforth Street (Messenger – Drake Brockman)	Messenger St Drake Brockman Dr	59.0	67.4	38.3	52.8	-20.7	-14.6
			59.0	69.0	40.4	52.4	-18.6	-16.6

Table 4.1.2 Weekend Traffic Speeds – before and after

MAP REF No.	SITE DESCRIPTION	Towards	BEFORE		AFTER		CHANGE	
			Average Speed	85%ile Speed	Average Speed	85%ile Speed	Average Speed	85%ile Speed
1	Spofforth Street (Southern Cross - Messenger)	Southern Cross Dr Messenger St	61.2	70.0	43.7	53.3	-17.5	-16.7
			61.5	71.5	42.3	51.4	-19.2	-20.1
2	Spofforth Street (Messenger – Drake Brockman)	Messenger St Drake Brockman Dr	59.9	68.0	36.8	49.0	-23.1	-19.0
			60.6	70.0	38.4	49.1	-22.2	-20.9

It is evident that both the average and the 85%ile speeds along Spofforth Street between Drake Brockman Drive and Southern Cross Drive were reduced after the implementation of speed cushions on this street and are now within acceptable limits. This speed reduction ranged from 13.5 km/h to a maximum of around 23 km/h. All the 'after' average speeds recorded were below 50 km/h and all the 'after' 85%ile speeds recorded were below 55 km/h.

Figures 4.1.1, 4.1.2, 4.1.3 and 4.1.4 show the graphical 'before' and 'after' speed data.

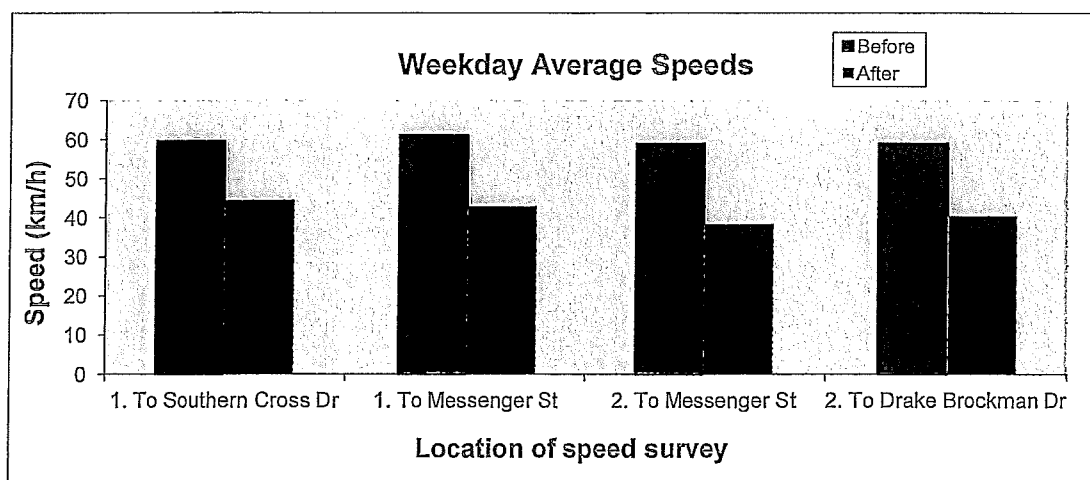


Figure 4.1.1:
Weekday
Average speed data

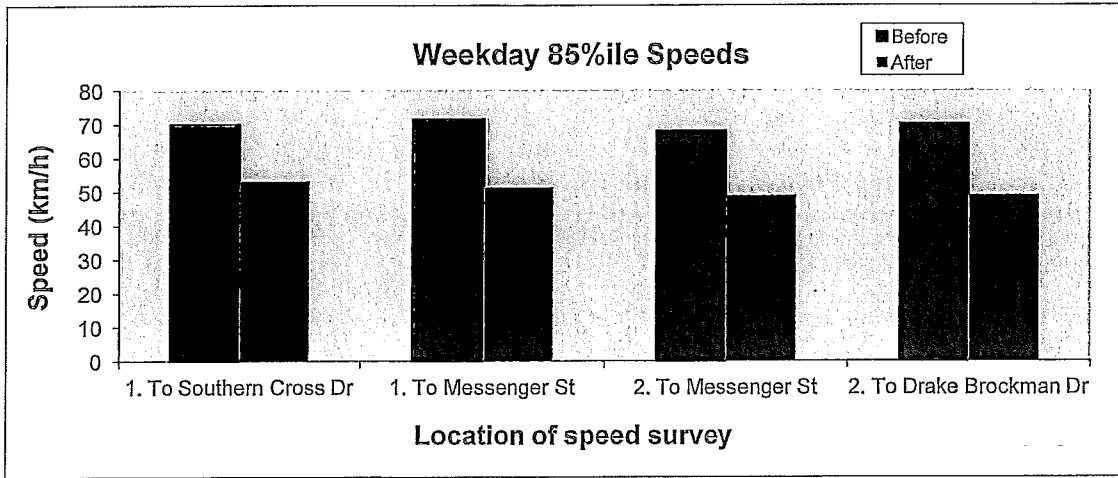


Figure 4.1.2:
Weekday
85%ile speed data

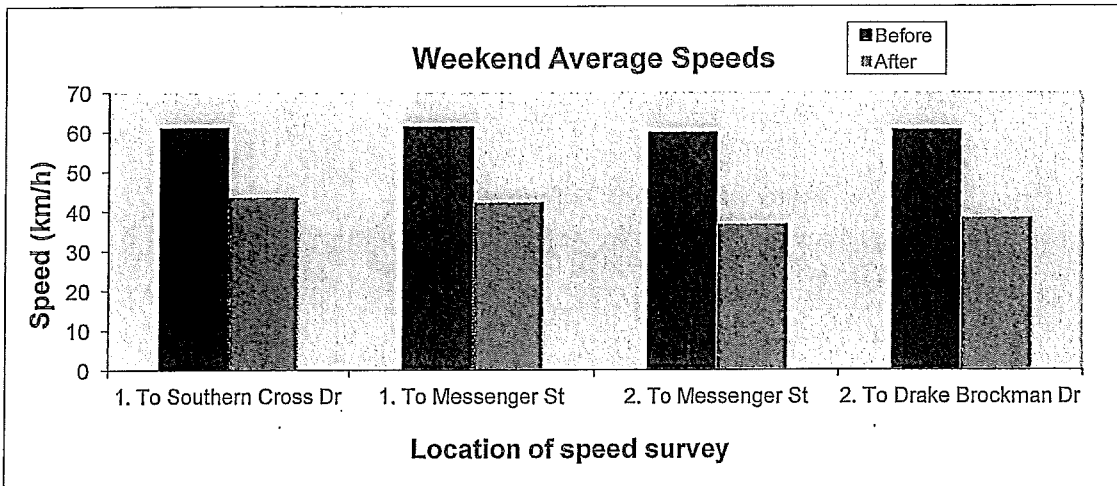


Figure 4.1.3:
Weekend
Average speed data

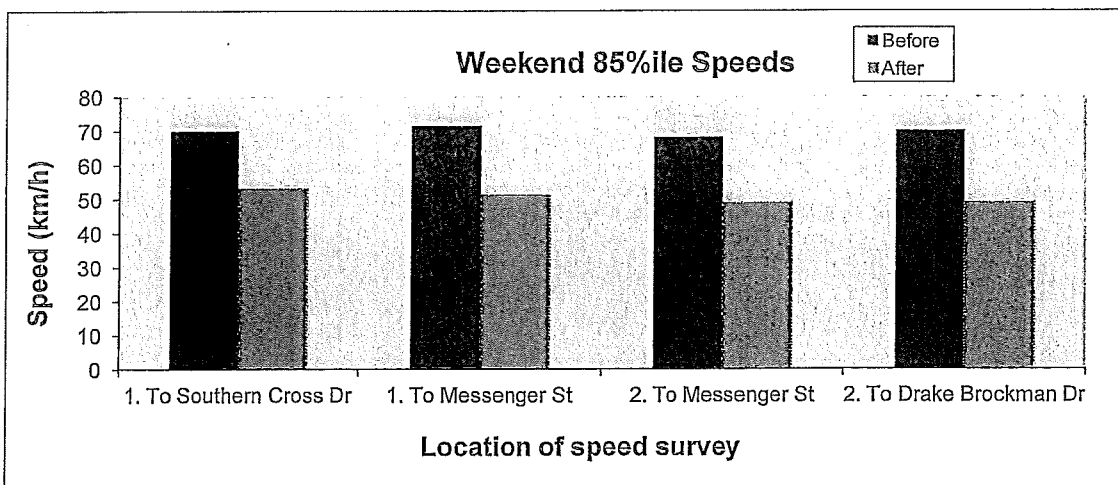


Figure 4.1.4:
Weekend
85%ile speed data