

4.2 TRAFFIC VOLUMES

Table 4.2.1 provides the details of traffic volumes (vehicles per day) on Spofforth Street measured before and after the implementation of the speed cushions. Results of data collected are also presented in Figures 4.2.1 and 4.2.2.

Table 4.2.1 Average Traffic Volumes – before and after

MAP REF No.	SITE DESCRIPTION	TOWARDS	BEFORE		AFTER		CHANGE	
			Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
1	Spofforth Street (Southern Cross - Messenger)	Southern Cross Dr Messenger St	889	735	258	237	-631	-498
			1015	742	217	188	-798	-554
2	Spofforth Street (Messenger – Drake Brockman)	Messenger St Drake Brockman Dr	1085	863	283	266	-802	-597
			1084	784	252	219	-832	-565

Reductions in average weekday and weekend traffic volumes are quite high, and range from 498 vehicles per day to a maximum of 832 vehicles per day. This is most likely because motorists who had previously used Spofforth Street as a short cut have now intentionally avoided using it as a result of the newly installed speed cushions.

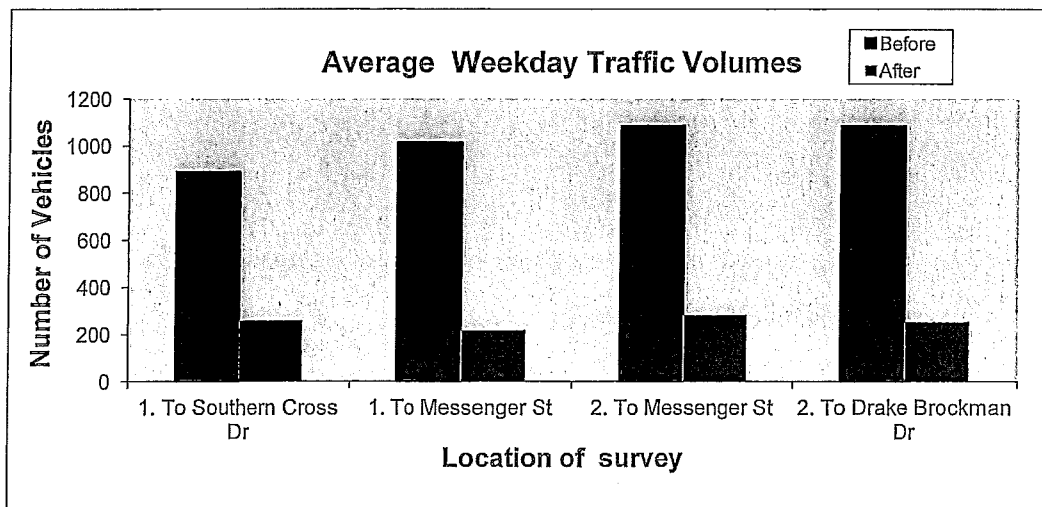


Figure 4.2.1:
Weekday
Average Traffic Volume

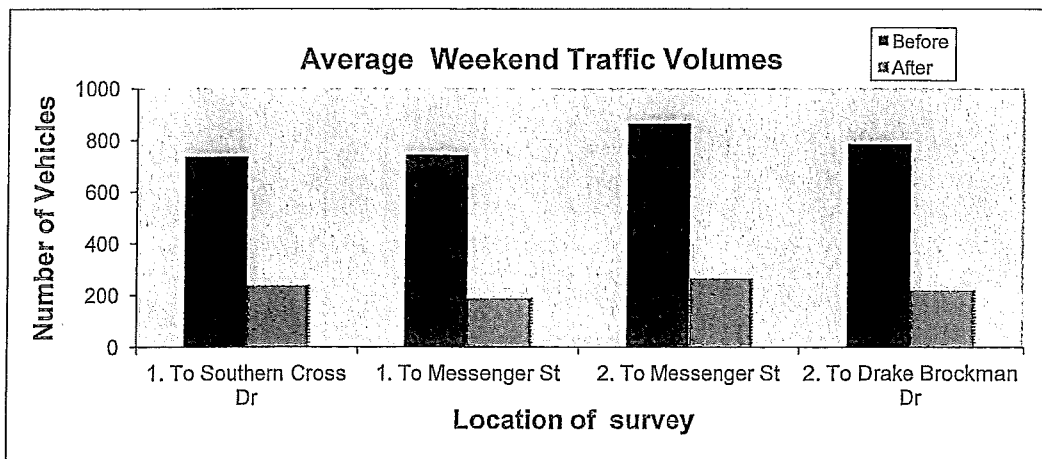


Figure 4.2.2:
Weekend
Average Traffic Volume

4.3 TRAFFIC CRASHES

Table 4.3.1 provides the details of crashes reported on Spofforth Street (between Drake Brockman Drive and Southern Cross Drive) 3 years before (December 2008 – November 2011) and 6 months after (January 2012 – June 2012) the implementation of the speed cushions. The construction period (December 2011) is excluded from this analysis since it is not a typical representation of usual conditions. The table also shows the five-year crash history used in the original investigation.

Table 4.3.1 Traffic Crashes - before and after

LOCATION	TYPE	BEFORE (2003 – 2007)	BEFORE (Dec 2008 – Nov 2011)	AFTER (Jan 2012 – Jun 2012)	% CHANGE IN CRASHES
Spofforth St between Drake Brockman Dr – Messenger St	Midblock	1	1	0	-100
Spofforth St between Messenger St – Southern Cross Dr	Midblock	2	1	0	-100
Spofforth St/Messenger St	Intersection	0	0	0	0

Although crash records indicate that there have been reductions in crashes in the ‘after’ period, care should be exercised in interpreting the above figures given the short evaluation period.

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.

4.4 IMPACTS ON OTHER STREETS

Traffic speed and volume surveys were also undertaken on Messenger Street, Beaurepaire Crescent and Trickett Street in December 2010/June 2011 and April/May 2012 and on Britten-Jones Drive in April 2012 to assess the impact of the speed cushions on these streets. Tables 4.4.1, 4.4.2 and 4.4.3 show the data collected on these streets.

Table 4.4.1 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	Messenger Street (Higgerson – Lindrum)	Higgerson St Lindrum Cr	52.2	63.1	57.9	67.9	+5.7	+4.8
			50.9	60.0	45.1	54.7	-5.8	-5.3
2	Beaurepaire Crescent (Armstrong – Pickworth)	Armstrong Cr Pickworth St	55.6	64.8	56.9	64.6	+1.3	-0.2
			56.1	64.9	57.2	65.4	+1.1	+0.5
3	Beaurepaire Crescent (Rice – Pickworth)	Rice Pl Pickworth St	55.7	63.4	56.2	64.0	+0.5	+0.6
			56.9	65.2	57.3	65.0	+0.4	-0.2
4	Trickett Street (Weber – Griffiths)	Weber Pl Griffiths St	56.1	63.0	56.0	62.5	-0.1	-0.5
			58.4	66.4	58.5	65.7	+0.1	-0.7
5	Britten-Jones Drive (Parkwood – Carnall)	Parkwood Rd Carnall Cl	-	-	38.6	43.6	-	-
			-	-	38.2	43.2	-	-

Table 4.4.2 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	Messenger Street (Higgerson – Lindrum)	Higgerson St Lindrum Cr	52.6	61.5	57.4	67.5	+4.8	+6.0
			49.9	59.7	45.3	53.5	-4.6	-6.2
2	Beaurepaire Crescent (Armstrong – Pickworth)	Armstrong Cr Pickworth St	56.2	65.0	57.3	65.5	+1.1	+0.5
			56.6	66.0	57.4	66.0	+0.8	0
3	Beaurepaire Crescent (Rice – Pickworth)	Rice Pl Pickworth St	57.6	65.5	56.8	64.1	-0.8	-1.4
			57.5	66.0	57.2	65.5	-0.3	-0.5
4	Trickett Street (Weber – Griffiths)	Weber Pl Griffiths St	55.4	63.5	57.0	64.0	+1.6	+0.5
			58.5	66.5	58.6	66.5	+0.1	0
5	Britten-Jones Drive (Parkwood – Carnall)	Parkwood Rd Carnall Cl	-	-	38.3	44.0	-	-
			-	-	38.7	43.0	-	-

Messenger Street, Beaurepaire Street, Trickett Street and Britten-Jones Drive are residential streets where the 50km/h default speed limit applies.

The speed survey results indicate that there was a degree of speeding on Messenger Street, Beaurepaire Street and Trickett Street prior to the installation of speed cushions on Spofforth Street, with the recorded average and 85%ile speeds in excess of 50 km/h. Whilst the speeds on Messenger Street (towards Higgerson Street) have increased, by up to 6 km/h, following the implementation of speed cushions on Spofforth Street, it is difficult to conclude that this was as a result of the scheme since there was no significant increase in traffic volumes on Messenger Street. There is, however, no significant change in the speeds on Beaurepaire Street and Trickett Street. The speeds on Britten-Jones Drive are within the legal speed limit.

Table 4.4.3 Average Traffic Volumes - before and after

MAP REF No.	SITE DESCRIPTION	Towards	BEFORE		AFTER		CHANGE	
			Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
1	Messenger Street (Higgerson - Lindrum)	Higgerson St Lindrum Cr	171	198	215	219	+44	+21
			136	141	179	186	+43	+45
2	Beaurepaire Crescent (Armstrong - Pickworth)	Armstrong Cr Pickworth St	1298	1198	1673	1408	+375	+210
			1080	959	1668	1283	+588	+324
3	Beaurepaire Crescent (Rice - Pickworth)	Rice Pl Pickworth St	1045	941	1084	974	+39	+33
			916	877	988	887	+72	+10
4	Trickett Street (Weber - Griffiths)	Weber Pl Griffiths St	899	662	1385	1016	+486	+354
			927	596	1363	935	+436	+339
5	Britten-Jones Drive (Parkwood - Carnall)	Parkwood Rd Carnall Cl	-	-	445	445	-	-
			-	-	448	472	-	-

The traffic volumes on the above streets have all increased. However, the new traffic volumes are still within their environmental capacity and the acceptable limit of 3000 vehicles per day for minor collector roads (Beaurepaire Crescent and Trickett Street) and 1000 vehicles per day for local access roads (Messenger Street and Britten-Jones Drive).

5 COMMUNITY SURVEYS

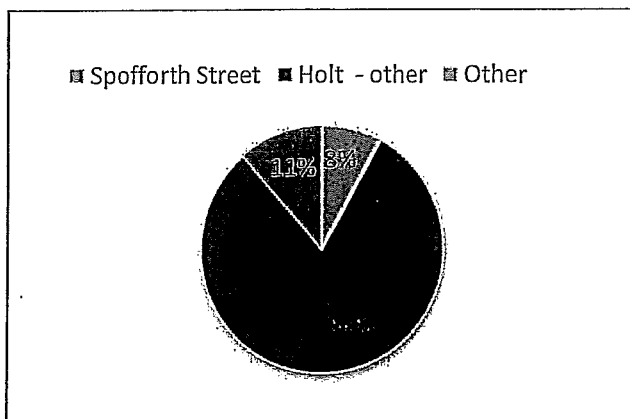
The speed cushions on Spofforth Street were installed in December 2011. In May 2012 TMS distributed questionnaires to all residences throughout the suburb of Holt requesting feedback on the effectiveness of the speed cushions. The questionnaires were also made available at the libraries, government shop fronts and local shops, and an online version was made available on the TAMS website.

A total of eight questions were included in this questionnaire. A copy of the questionnaire is attached in Appendix A. The details of responses received are covered in Appendix B.

5.1 COMMUNITY FEEDBACK

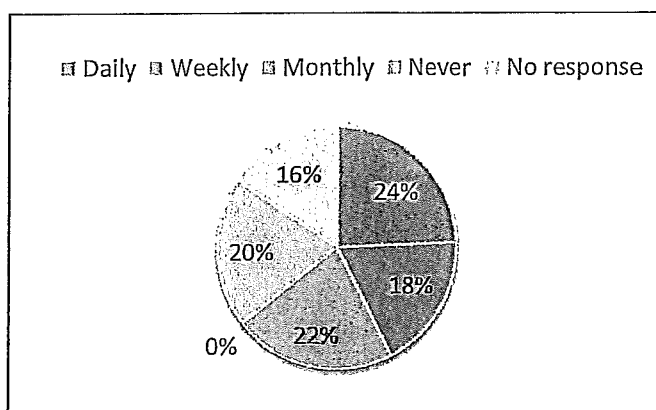
The online survey received 128 responses, and 295 hardcopy responses were received. The tables and figures below summarise the public responses.

QUESTION 1		RESPONSE		
		Spofforth Street	Holt - other	Other
Where do you live?	Total	33	342	48



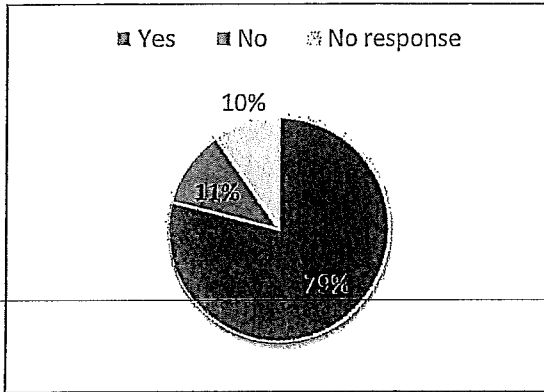
The majority of the respondents (81%) live in other parts of Holt. Only 8% of the respondents live on Spofforth Street and 11% live in other suburbs outside Holt.

QUESTION 2		RESPONSE				
		Daily	Weekly	Monthly	Never	No response
On average, how often do you travel on Spofforth Street?	Total	103	77	92	85	66



Only 24% of the respondents travelled daily on Spofforth Street.

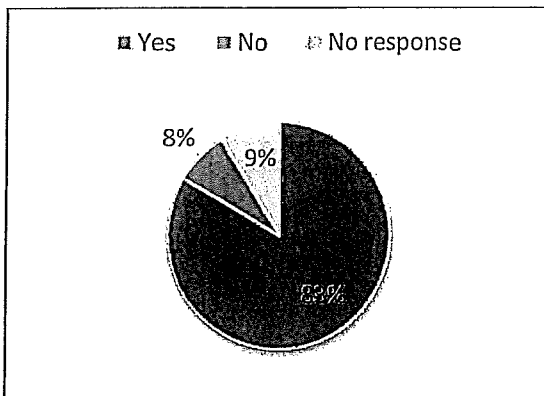
QUESTION 3A		RESPONSE		
		Yes	No	No response
Do you think the speed cushions have reduced the speed of the majority of traffic?.	Total	334	47	42



The majority of the respondents (79%) felt that the speed cushions have reduced the speed of the majority of traffic on Spofforth Street.

The analysis also indicated that 88% of respondents from Spofforth Street think that the speed cushions reduced the speed of the majority of traffic on Spofforth Street.

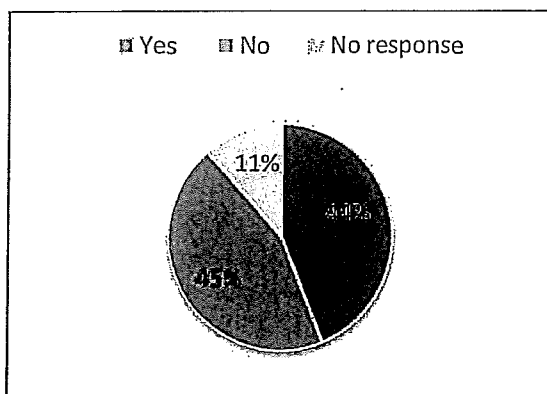
QUESTION 3B		RESPONSE		
		Yes	No	No response
Do you think the speed cushions have reduced the volume of traffic?	Total	353	32	38



The majority of the respondents (83%) felt that the speed cushions have reduced the volume of traffic on Spofforth Street.

The analysis also indicated that 91% of respondents from Spofforth Street think that the speed cushions reduced the traffic volume on Spofforth Street.

QUESTION 3C		RESPONSE		
		Yes	No	No response
Do you think the speed cushions have improved the overall level of road safety?	Total	185	189	49



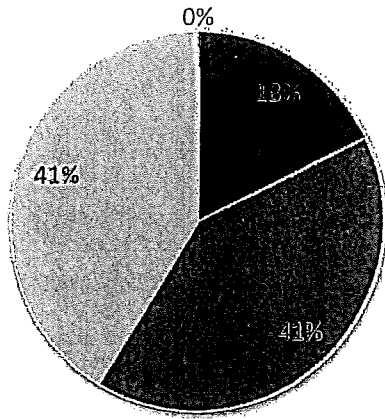
The respondents' views were equally divided in relation to 'safety improvements' on Spofforth Street as a result of the speed cushions.

However, the analysis indicated that 52% of the respondents from Spofforth Street felt that the overall level of safety on Spofforth Street has been improved by the installation of the speed cushions.

QUESTION 4		RESPONSE			
		Yes	Yes, but reduce the number of cushions	No	No response
Do you support the speed cushions as implemented on Spofforth Street?	Total	75	173	174	1

- Yes
- Yes, but reduce the number of cushions
- No
- No response

The majority of respondents (59%) supported the speed cushions implemented on Spofforth Street, with 18% supportive of the current installations and 41% requesting a reduction in the number of cushions.

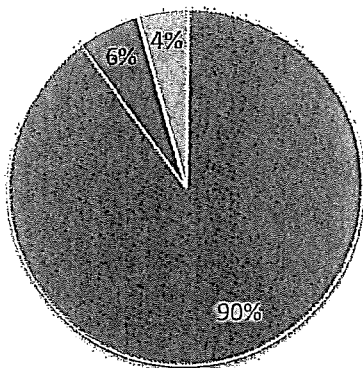


The analysis also indicated that 75% of respondents from Spofforth Street supported the speed cushions implemented on Spofforth Street, with 36% supportive of the current installations and 39% requesting a reduction in the number of cushions.

QUESTION 5		RESPONSE		
		Yes	No	No response
Do you think traffic impacts are now being experienced on other streets?	Total	380	24	19

- Yes
- No
- No response

The majority of respondents (90%) felt that traffic impacts are now being experienced on other streets.



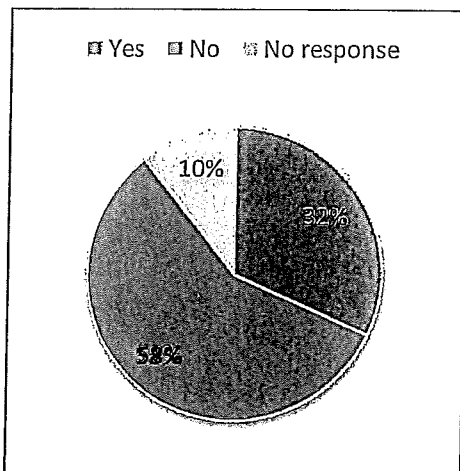
The top eight streets which respondents felt were experiencing traffic impacts are tabled below. The details of all responses received are covered in Appendix B.

QUESTION 6		RESPONSE		
		Speed	Volume	Road Safety
If you answered 'yes' to Question 5 please provide some detail below	Beaurepaire Cr	96	214	99
	Britten-Jones Dr	22	39	27
	Drake Brockman Dr	13	21	9
	MacNaughton St	23	69	26
	Messenger St	21	33	15
	Southern Cross Dr	25	110	44
	Starke Street	38	68	42
	Trickett St	89	195	84

The analysis indicated that traffic volumes seem to be the main concern on the above-mentioned streets, with concerns being the highest on Beaurepaire Street, Trickett Street and Southern Cross Drive.

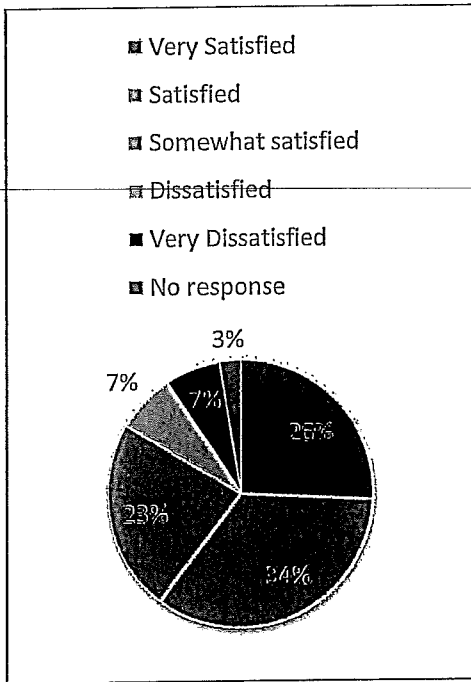
Concerns were also expressed in relation to traffic speeds and road safety on Beaurepaire Street, Trickett Street and others.

QUESTION 7		RESPONSE		
		Yes	No	No response
Would you support the implementation of traffic calming measures on the streets identified in Question 6?	Total	134	244	45



The majority of respondents (58%) did not support the implementation of traffic calming measures on the streets identified in Question 6.

QUESTION 8		RESPONSE					
		Very satisfied	Satisfied	Somewhat satisfied	Dissatisfied	Very dissatisfied	No Response
Are you satisfied with this opportunity to provide feedback on the Spofforth Street traffic calming measures?	Total	109	146	99	30	28	11



The majority of respondents are satisfied with the community engagement for this project, with nearly 83% of people being recorded as 'Somewhat satisfied' or above.

Comments on the implementation of the speed cushions were received from 50% of the respondents. Some of the comments are highlighted in Section 5.2.

5.2 GENERAL COMMENTS

Some respondents added further comments to their replies to the survey's questions. As expected, a large number of comments were received covering a wide range of issues, some of which (if not related to the objectives) were considered outside the scope of this project and thus not included.

Some comments expressed acceptance of the speed cushions. Examples of these are:

- They are well and truly worthwhile.
 - I am worried that they will be taken away.
 - They have been very effective in reducing speeding and rat-running through my street.
 - As a cyclist who uses Spofforth Street more than three to four times a day, I feel so much safer with reduced and slower moving traffic.
-
- The speed cushions have done a wonderful job on Spofforth Street. Please place some on Beaurepaire Street to slow down the speeding hoons.

Some comments were either negative about the speed cushions or provided suggestions including:

- Too many cushions. Remove half of them.
- Re-line the road with shoulder markings or parking lanes to one side, look at raising the speed limit to 60 km/h and continue to have speed cushions in more limited numbers.
- Spacing of cushions is too close to each other.

Many respondents commented on the design of the cushions/scheme and seemed mainly concerned about the fact that some vehicles are still able to speed over the cushions:

- The cushions haven't slowed down trucks, 4-wheeled drives, buses or bikes.
- People just speed between the cushions.
- There are some drivers who feel that the best way to overcome the speed cushions is to substantially increase the speed at which they travel over them.

Other comments helped to establish whether the communication process was considered appropriate:

- Engage the community, not just the people living on the street.
- Have a longer and more detailed consultation process prior to installation.
- I encourage you to use this kind of engagement process more often. Thank you.
- Don't believe the initial community engagement process was adequate. The measures have impact on more residents than those initially canvassed.
- Only the articulate respond to questionnaires. Solution: doorknocks.
- Increase public awareness of the feedback opportunities.
- I found it hard to find this on the TAMS website. Make it more visible next time.

Feedback received also helped to uncover any undesirable impacts of the speed cushions:

- Multiple speed humps are damaging to vehicles.
- There is increased traffic in surrounding streets (Trickett and Beaurepaire).
- It is now very difficult to turn right onto Southern Cross Drive from Holt.
- The elderly and other frail people suffer severely.

6 SUMMARY AND CONCLUSIONS

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 the potential increase in traffic volume as a result of the new development in West Macgregor. As a result, speed cushions were installed on Spofforth Street in December 2011.

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 implementation.
- Establish whether the communication process was considered appropriate.
- Identify any potential improvements to the scheme.

The results of the evaluation indicate the following:

- The technical analysis shows that travelling speeds and traffic volumes have been reduced:
 - All average speeds on Spofforth Street are now below 50 km/h, and the 85th percentile speeds are now below 55km/h.
 - The speed reductions ranged from 13.5 km/h to a maximum of 23 km/h.
 - Reductions in average weekday and weekend traffic volumes ranged from 498 to 832 vehicles per day.
- 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.
- Whilst the speeds on Messenger Street (towards Higgerson Street) have increased, following the implementation of speed cushions on Spofforth Street, it is difficult to conclude that this was the result of the scheme as there was no significant increase in traffic volumes on Messenger Street.
- The majority of the respondents (79%) felt that the speed cushions have reduced the speed of the majority of traffic on Spofforth Street.
- The majority of the respondents (83%) felt that the speed cushions have reduced the volume of traffic on Spofforth Street.
- The respondents' views were equally divided in relation to 'safety improvements' on Spofforth Street as a result of the speed cushions. However, the analysis indicated that 52% of the respondents from Spofforth Street felt that the overall level of safety on their street has been improved by the installation of the speed cushions.

- The majority of respondents (59%) supported the speed cushions implemented on Spofforth Street, with 18% supportive of the current installations and 41% requesting a reduction in the number of cushions.
- The majority of respondents (90%) felt that traffic impacts are now being experienced on other streets, with traffic volumes being their major concern. However, 58% did not support the implementation of traffic calming measures on these streets.
- About 83% of the surveyed public was satisfied, very satisfied or somewhat satisfied with the consultation process.

It is evident that the cushions have significantly reduced speeds on Spofforth Street. This is in line with the ACT Government's speed management efforts under the *ACT Road Safety Strategy* and *Action Plan* to improve safety on the ACT network.

The cushions have also significantly reduced traffic volumes on Spofforth Street. Traffic impacts on other streets in the vicinity are being experienced and consideration should be given to ways of addressing these issues.

Crash records of a longer period (at least two to three years) for the 'before' and 'after' periods should be analysed for a more representative evaluation of safety impacts.

The orientation and width of the speed cushions could be re-configured, and, if possible, the number of speed cushions decreased and/or re-located.

**APPENDIX A:
QUESTIONNAIRE SURVEY**



**SPOFFORTH STREET TRAFFIC CALMING MEASURES
POST CONSTRUCTION EVALUATION SURVEY**

Dear Resident

In 2010, Roads ACT undertook a detailed investigation into the Spofforth Street traffic conditions between Drake Brockman Drive and Southern Cross Drive. The investigation was conducted as a result of 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 per cent of motorists travelled 76 kilometres per hour or more in a 50 kilometres per hour zone. It was recommended that rubber speed cushions be installed 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 traffic cushions were installed in December 2011. Since their implementation, some concerns have been raised regarding the number of cushions and the redistribution of traffic on nearby streets and subsequent impacts.

Roads ACT is now evaluating the effectiveness of the traffic calming measures through the comparison of 'before' and 'after' data as well as seeking views from all residents throughout the suburb of Holt.

To submit feedback please complete the questionnaire below or online at www.timetotalk.act.gov.au by Friday 29 June 2012. If you have any additional comments please write to Roads ACT, Locked Bag 2000, Civic Square, ACT 2608 or email roads@act.gov.au

Your views will inform the results of this evaluation. For more information please contact Canberra Connect on 13 22 81 or visit www.timetotalk.act.gov.au

Rifaat Shoukrallah
Senior Manager – Traffic Management and Safety
Territory and Municipal Services

Please tear along here and mail the card back to us.

Please answer the following Spofforth Street traffic calming works questions by circling your response.

1. Where do you live?
Street: Suburb:
2. On average, how often do you travel on Spofforth Street?
Daily / Weekly / Monthly / Never
3. Do you think the speed cushions have:
 - A) reduced the speed of the majority of traffic? *Yes / No*
 - B) reduced the volume of traffic? *Yes / No*
 - C) improved the overall level of road safety? *Yes / No*
4. Do you support the speed cushions as implemented on Spofforth Street?
Yes / Yes, but reduce the number of cushions / No
5. Do you think traffic impacts are now being experienced on other streets? *Yes / No*

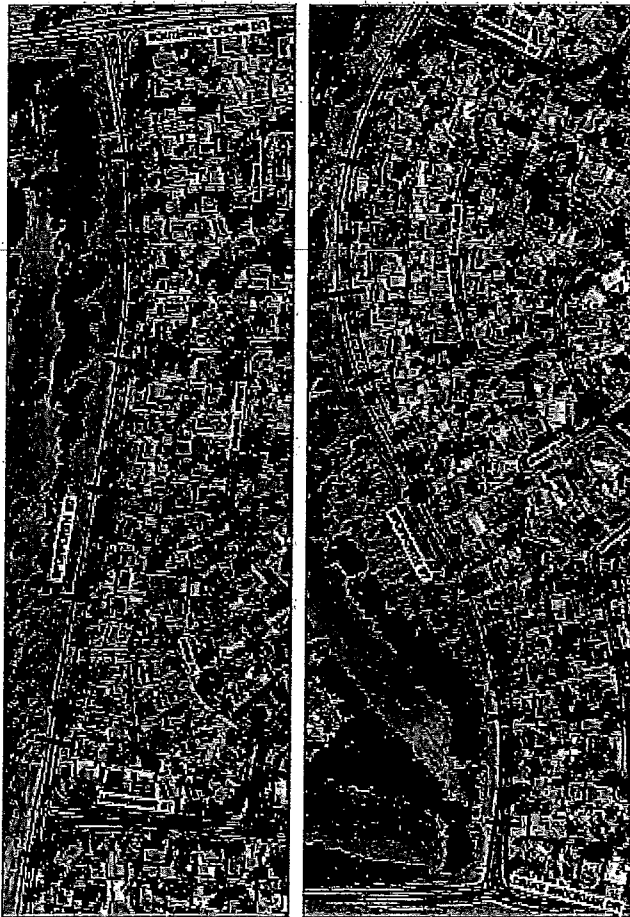
6. If you answered 'yes' to question 5, please provide some detail below.

<u>STREET NAME</u>	<u>IMPACT (please circle)</u>
.....	<i>Speed / Volume / Road Safety</i>
.....	<i>Speed / Volume / Road Safety</i>
.....	<i>Speed / Volume / Road Safety</i>
7. Would you support the implementation of traffic calming measures on the streets identified in question 6? *Yes / No*
8. Are you satisfied with this opportunity to provide feedback on the Spofforth Street traffic calming measures?
Very satisfied / Satisfied / Somewhat Satisfied / Dissatisfied / Very Dissatisfied



ACT
Government
Territory and Municipal Services

Map of Spofforth Street Traffic Calming Measures



■ Denotes speed cushion

Delivery Address:
PO Box 726
MITCHELL ACT 2911

No stamp required
if posted in Australia



Territory and Municipal Services - Roads ACT
Reply Paid 726
MITCHELL ACT 2911

**APPENDIX B:
DETAILS OF PUBLIC RESPONSES**

Spofforth Street Speed Cushions - Survey Responses

Question no.	Question	All Responses				Spofforth St residents' Responses Only			
		Online responses	Hardcopy responses	Total responses	% Responses	Online responses	Hardcopy responses	Total responses	% Responses
1	Where do you live?	15	18	33	8	15	18	33	100
		77	265	342	81	N/a	N/a	N/a	N/a
		36	12	48	11	N/a	N/a	N/a	N/a
2	On average, how often do you travel on Spofforth Street?	48	55	103	24	14	18	32	97
		18	59	77	18	0	0	0	0
		19	73	92	22	0	0	0	0
		5	80	85	20	0	0	0	0
		38	28	66	16	1	1	2	3
3A	Do you think the speed cushions have reduced the speed of the majority of traffic?	106	228	334	79	14	15	29	88
		17	30	47	11	1	3	4	12
		5	37	42	10	0	0	0	0
3B	Do you think the speed cushions have reduced the volume of traffic?	115	238	353	83	13	17	30	91
		7	25	32	8	2	1	3	9
		6	32	38	9	0	0	0	0
3C	Do you think the speed cushions have improved the overall level of road safety?	59	126	185	44	8	9	17	52
		63	126	189	45	7	6	13	39
		6	43	49	11	0	3	3	9
4	Do you support the speed cushions as implemented on Spofforth Street?	17	58	75	18	7	5	12	36
		35	138	173	41	3	10	13	39
		75	99	174	41	5	3	8	24
		1	0	1	0	0	0	0	0
5	Do you think traffic impacts are now being experienced on other streets?	116	264	380	90	12	17	29	88
		11	13	24	6	3	0	3	9
		1	18	19	4	0	1	1	3
6	See next page								
7	Would you support the implementation of traffic calming measures on the streets identified in Question 6?	25	109	134	32	4	3	7	21
		95	149	244	58	9	11	20	61
		8	37	45	10	2	4	6	18
8	Are you satisfied with this opportunity to provide feedback on the Spofforth Street traffic calming measures?	23	86	109	26	2	5	7	21
		39	107	146	34	3	8	11	33
		45	54	99	23	8	4	12	36
		10	20	30	7	2	2	4	6
		11	17	28	7	1	1	2	3
		11	11	22	3	0	0	0	0

Spofforth Street Speed Cushions – Survey Responses

Question no.	Question	Street Name	No. of responses for each impact					
			Speed		Volume		Road Safety	
			No. of responses	%	No. of responses	%	No. of responses	%
6	If you answered 'yes' to Question 5 please provide some detail below.	Armstrong Cr	1	0.2%	1	0.2%	1	0.2%
		Beaurepaire Cr	96	22.7%	214	50.6%	99	23.4%
		Britten-Jones Dr	22	5.2%	39	9.2%	27	6.4%
		Chave St	1	0.2%			1	0.2%
		Coverdale St	1	0.2%	1	0.2%	1	0.2%
		Drake Brockman Dr	13	3.1%	21	5.0%	9	2.1%
		Fullagar Cr	1	0.2%	1	0.2%	1	0.2%
		Ginninderra Dr			1	0.2%		
		Griffiths St			1	0.2%		
		Hardwick Cr			1	0.2%	1	0.2%
		Holt Pl	1	0.2%		0.0%	1	0.2%
		Kingsford Smith Dr			2	0.5%		
		Lindrum Cr	2	0.5%	2	0.5%	3	0.7%
		Luke St	1	0.2%	1	0.2%	1	0.2%
		MacNaughton St	23	5.4%	69	16.3%	26	6.1%
		Messenger St	21	5.0%	33	7.8%	15	3.5%
		Mockridge Cr	2	0.5%	2	0.5%	1	0.2%
		Moyes Cr	1	0.2%				
		O'Reilly St			3	0.7%		
		Osburn Dr			3	0.7%		
Parkwood Rd			1	0.2%				
Pickworth St	4	0.9%	4	0.9%	4	0.9%		
Southern Cross Dr	25	5.9%	110	26.0%	44	10.4%		
Starke Street	38	9.0%	68	16.1%	42	9.9%		
Trickett St	89	21.0%	195	46.1%	84	19.9%		

**APPENDIX C:
PHOTO OF SPEED CUSHIONS**

Speed cushions installed on Spofforth Street



A set of speed cushions on Spofforth Street

Vikneson, Jayanthi

From: Rae, Kirsten
Sent: Monday, 2 July 2012 3:38 PM
To: Vikneson, Jayanthi
Subject: RE: Spofforth Street traffic calming scheme - Survey summary
Attachments: All responses - PDF.zip; Holt residents - PDF.pdf; Spofforth Street residents - PDF.zip

Hi Jayanthi,

Here are the survey monkey results.

Unfortunately the survey was set up differently this time and the first question re location was open ended. We can filter by key words so I've done a PDF and excel version for Spofforth Street residents (as requested), but cannot do a report for non-Spofforth Street residents in Holt.

I've attached a PDF of all Holt residents, let me know if you would like an excel version of this.

Have also attached the excel and PDF versions of the report which contain all responses.

Cheers
Kirsten

From: Vikneson, Jayanthi
Sent: Monday, 2 July 2012 9:49 AM
To: Rae, Kirsten
Cc: Gombar-Millynn, Helen
Subject: FW: Spofforth Street traffic calming scheme - Survey summary

Hi Kirsten,

Just wondering when the online survey results will be ready...

FYI...we have received 286 hardcopy responses to date.

Regards,
Jayanthi

From: Vikneson, Jayanthi
Sent: Friday, 22 June 2012 9:34 AM
To: Rae, Kirsten
Subject: Spofforth Street traffic calming scheme - Survey summary

Hi Kirsten,

The Spofforth Street survey closes next Friday, 29 June 2012.

When you collate the survey responses, could you please provide summaries for

1. All responses
2. Responses from residents of Spofforth Street only
3. Responses from other Holt residents who do not live on Spofforth Street

Thanks!

All responses

**Spofforth Street Traffic Calming Measures -
Post Construction Evaluation**



1. Where do you live?

	Response Percent	Response Count
Street	96.1%	123
Suburb	100.0%	128
answered question		128
skipped question		0

2. How often, on average, do you travel on Spofforth Street?

	Response Percent	Response Count
Daily	37.5%	48
Weekly	14.1%	18
Monthly	14.8%	19
Never	3.9%	5
Other (please specify)	29.7%	38
answered question		128
skipped question		0

3. Do you think the speed cushions have:

	Yes	No	Response Count
Reduced the speed of the majority of traffic on Spofforth Street?	86.2% (106)	13.8% (17)	123
Reduced the volume of traffic on Spofforth Street?	94.3% (115)	5.7% (7)	122
Improved the overall level of road safety on Spofforth Street?	48.4% (59)	51.6% (63)	122
		answered question	127
		skipped question	1

4. Do you support the speed cushions as implemented on Spofforth Street?

		Response Percent	Response Count
Yes	<input type="checkbox"/>	13.4%	17
Yes, but reduce the number of speed cushions	<input type="checkbox"/>	27.6%	35
No	<input type="checkbox"/>	59.1%	75
		answered question	127
		skipped question	1

5. Do you think traffic impacts are now being experienced on other streets?

		Response Percent	Response Count
Yes	<input type="checkbox"/>	91.3%	116
No	<input type="checkbox"/>	8.7%	11
		answered question	127
		skipped question	1

6. If you answered 'yes' to question 5, please provide detail about the streets that are impacted and how (i.e. speed, safety, volume).

	Response Percent	Response Count
Street #1 name and impact	100.0%	113
Street #2 name and impact	71.7%	81
Street #3 name and impact	37.2%	42
answered question		113
skipped question		15

7. Would you support the implementation of traffic calming measures on the streets identified in question 6?

	Response Percent	Response Count
Yes	20.8%	25
No	79.2%	95
Comments		66
answered question		120
skipped question		8

8. Are you satisfied with this opportunity to provide feedback on the Spofforth Street traffic calming measures?

		Response Percent	Response Count
Very satisfied	<input type="checkbox"/>	18.0%	23
Satisfied	<input type="checkbox"/>	30.5%	39
Somewhat satisfied	<input type="checkbox"/>	35.2%	45
Dissatisfied	<input type="checkbox"/>	7.8%	10
Very dissatisfied	<input type="checkbox"/>	8.6%	11
If you have any suggestions on how we can improve our community engagement processes please tell us below:			53
answered question			128
skipped question			0

9. Do you have any other comments you would like provide?

	Response Count
	103
answered question	103
skipped question	25

Page 1, Q1: Where do you live?

	Street	
1	Bardsley Place	Jun 28, 2012 11:59 PM
2	Bardsley Place	Jun 28, 2012 11:59 PM
3	Britten-Jones Drive	Jun 28, 2012 11:20 PM
4	Trickett St	Jun 28, 2012 11:17 PM
5	Bardsley Place	Jun 28, 2012 7:58 PM
6	Armstrong Crescent	Jun 28, 2012 2:59 AM
7	Propsting St	Jun 28, 2012 12:02 AM
8	Aaron Place	Jun 27, 2012 7:26 PM
9	Messenger Street	Jun 26, 2012 10:22 PM
10	Messenger St	Jun 26, 2012 9:59 PM
11	Spofforth St	Jun 26, 2012 9:56 PM
12	Spofforth St	Jun 26, 2012 9:53 PM
13	Spofforth St	Jun 26, 2012 9:46 PM
14	Spofforth St	Jun 26, 2012 3:22 PM
15	Spofforth St	Jun 26, 2012 3:18 PM
16	Carnall Close	Jun 25, 2012 8:25 PM
17	Southern Cross Drive	Jun 25, 2012 6:05 PM
18	Cavill	Jun 24, 2012 2:10 PM
19	Spofforth Street	Jun 23, 2012 7:52 PM
20	Macfarlane Burnet Avenue	Jun 21, 2012 11:53 PM
21	Meyers Place	Jun 21, 2012 10:35 PM
22	Britten Jones Drive	Jun 21, 2012 5:12 PM
23	Spofforth St	Jun 21, 2012 5:32 AM
24	Jauncey Court	Jun 19, 2012 3:50 PM
25	Britten Jones Dr	Jun 18, 2012 8:39 PM
26	Spofforth	Jun 17, 2012 8:11 PM
27	Beaurepaire crescent	Jun 16, 2012 6:30 PM
28	Marulda Street	Jun 16, 2012 4:00 PM
29	Allen Place	Jun 16, 2012 1:50 PM

Page 1, Q1. Where do you live?

30	Trumper Street	Jun 14, 2012 10:10 PM
31	Bardsley Place	Jun 13, 2012 8:48 PM
32	Herdson	Jun 13, 2012 3:26 PM
33	Beaurepaire Cres	Jun 13, 2012 5:01 AM
35	Southern Cross Drive	Jun 12, 2012 2:33 AM
36	Trickett Street	Jun 11, 2012 6:34 PM
37	Higgerson Street	Jun 10, 2012 5:38 PM
38	Bryan Hudson street	Jun 10, 2012 12:22 AM
39	Bryan Hudson Street	Jun 10, 2012 12:22 AM
40	Worrall St	Jun 7, 2012 5:36 AM
41	Camall Close	Jun 6, 2012 7:14 PM
42	Longworth Place	Jun 6, 2012 2:55 PM
43	Messenger Street	Jun 6, 2012 7:57 AM
44	Bryan Hudson St	Jun 4, 2012 3:39 PM
45	Trickett St	Jun 4, 2012 1:47 PM
46	Drake-Brockman Drive	Jun 3, 2012 11:46 PM
47	Armstrong Crescent	Jun 3, 2012 9:35 PM
48	lindrum crescent	Jun 3, 2012 9:17 PM
49	Worrall St	Jun 3, 2012 5:53 PM
50	Spofforth Street	Jun 3, 2012 4:53 PM
51	Spoffort Street	Jun 1, 2012 10:30 PM
52	higgerson street	Jun 1, 2012 7:48 PM
53	beaurepaire cres	Jun 1, 2012 4:21 PM
54	Spofforth	May 31, 2012 8:34 PM
55	Worrall Street	May 31, 2012 4:51 PM
56	Southern Cross Drive	May 31, 2012 4:34 AM
58	Slight Place	May 30, 2012 9:07 PM
60	Bardsley Place	May 30, 2012 4:21 AM
61	Spofforth Street	May 30, 2012 3:55 AM
62	Worrall st	May 29, 2012 4:15 AM

Page 1, Q1. Where do you live?

63	Magrath Cesc	May 28, 2012 7:00 PM
64	Wunderly Circuit	May 28, 2012 4:10 AM
65	Southern Cross Dr	May 27, 2012 9:37 PM
66	Hollows Cct	May 27, 2012 7:12 PM
67	Southern Cross Drive	May 27, 2012 7:10 PM
68	Souther Cross Drive	May 27, 2012 6:46 PM
69	Magrath Crescent	May 27, 2012 2:35 AM
70	Pickworth	May 25, 2012 11:05 PM
71	Clarnette Place	May 25, 2012 5:51 PM
72	Hayward place	May 25, 2012 7:56 AM
73	Dagmar Berne St	May 25, 2012 4:36 AM
74	Pickworth Street	May 24, 2012 6:54 PM
75	Heighway st	May 24, 2012 4:49 PM
76	Cavill Close	May 24, 2012 2:35 PM
77	Archdall Street	May 24, 2012 2:16 AM
78	Bunton Place	May 23, 2012 10:08 PM
79	Coode Street	May 23, 2012 9:57 PM
80	Bryan Hudson Street	May 23, 2012 9:13 PM
81	Southern Cross Drive	May 23, 2012 7:43 PM
82	Southern Cross Drive	May 23, 2012 7:25 PM
83	Constance Stone Street	May 23, 2012 5:59 PM
84	Constance Stone	May 23, 2012 3:57 PM
85	Eric de Salis	May 23, 2012 12:27 AM
86	Dagmar Berne Street	May 23, 2012 12:11 AM
87	Jonsson	May 22, 2012 8:35 PM
88	Messenger Street	May 22, 2012 5:01 PM
89	Corbin Place	May 22, 2012 4:39 PM
91	Trickett	May 22, 2012 4:09 PM
92	Dagmar Berne Street	May 22, 2012 4:01 PM
93	Dagmar Berne St	May 22, 2012 3:55 PM

Page 1, Q1. Where do you live?

94	Osburn Drive	May 22, 2012 3:34 PM
95	Heighway St	May 22, 2012 5:05 AM
96	Spofforth Street	May 22, 2012 2:14 AM
97	dagmar berne street	May 22, 2012 12:44 AM
98	Dagmar Berne Street	May 22, 2012 12:06 AM
99	poole place	May 21, 2012 11:17 PM
100	Messenger Street	May 21, 2012 5:09 AM
101	Lindrum Crescent	May 21, 2012 4:39 AM
102	Macfarlane Burnet Avenue	May 21, 2012 3:09 AM
103	Box Place	May 20, 2012 7:55 PM
104	Kirkland Cct	May 20, 2012 7:33 PM
105	Armstrong	May 20, 2012 7:27 PM
106	Longworth Place	May 20, 2012 6:06 PM
107	Spofforth Street	May 20, 2012 4:05 PM
108	Britten-Jones Drive	May 20, 2012 12:22 AM
109	BRITTEN JONES DRIVE	May 19, 2012 9:28 PM
110	Pickworth Street	May 19, 2012 9:19 PM
111	Southern Cross Drive	May 19, 2012 7:56 PM
112	Armstrong Crescent	May 19, 2012 5:57 PM
113	Newmarch Place	May 19, 2012 5:34 PM
114	Backhouse St	May 19, 2012 4:51 PM
115	Worrall St	May 18, 2012 11:15 PM
116	Trickett	May 18, 2012 8:47 PM
117	Tanumbirini Street	May 18, 2012 4:52 PM
119	Spofforth	May 18, 2012 3:26 AM
120	Macfarlane Burnet Avenue	May 18, 2012 3:18 AM
121	Greenman St	May 18, 2012 1:04 AM
122	Cavill Close	May 18, 2012 12:43 AM
123	Chave Street	May 17, 2012 11:28 PM
124	Hirschfeld Crescent	May 17, 2012 10:15 PM

Page 1, Q1. Where do you live?

125	mcintosh street	May 17, 2012 10:07 PM
126	Spofforth	May 17, 2012 6:21 PM
127	Lindrum Cresent	May 17, 2012 5:37 PM
128	Constance Stone Street	May 16, 2012 10:11 PM
Suburb		
1	Holt	Jun 28, 2012 11:59 PM
2	Holt	Jun 28, 2012 11:59 PM
3	Holt	Jun 28, 2012 11:20 PM
4	Holt	Jun 28, 2012 11:17 PM
5	Holt	Jun 28, 2012 7:58 PM
6	Holt	Jun 28, 2012 2:59 AM
7	Curtin	Jun 28, 2012 12:02 AM
8	MacGregor	Jun 27, 2012 7:26 PM
9	Holt	Jun 26, 2012 10:22 PM
10	Holt	Jun 26, 2012 9:59 PM
11	Holt	Jun 26, 2012 9:56 PM
12	Holt	Jun 26, 2012 9:53 PM
13	Holt	Jun 26, 2012 9:46 PM
14	Holt	Jun 26, 2012 3:22 PM
15	Holt	Jun 26, 2012 3:18 PM
16	Holt	Jun 25, 2012 8:25 PM
17	Holt	Jun 25, 2012 6:05 PM
18	Holt	Jun 24, 2012 2:10 PM
19	HOLT	Jun 23, 2012 7:52 PM
20	Macgregor	Jun 21, 2012 11:53 PM
21	Macgregor	Jun 21, 2012 10:35 PM
22	Holt	Jun 21, 2012 5:12 PM
23	Holt	Jun 21, 2012 5:32 AM
24	Chamwood	Jun 19, 2012 3:50 PM
25	Holt	Jun 18, 2012 8:39 PM

Page 1, Q1. Where do you live?

26	Holt	Jun 17, 2012 8:11 PM
27	Holt	Jun 16, 2012 6:30 PM
28	Aranda	Jun 16, 2012 4:00 PM
29	HOLT	Jun 16, 2012 1:50 PM
30	Holt	Jun 14, 2012 10:10 PM
31	Holt	Jun 13, 2012 8:48 PM
32	Macgregor	Jun 13, 2012 3:26 PM
33	HOLT	Jun 13, 2012 5:01 AM
34	Dunlop	Jun 12, 2012 4:41 AM
35	Holt	Jun 12, 2012 2:33 AM
36	HOLT	Jun 11, 2012 6:34 PM
37	HOLT	Jun 10, 2012 5:38 PM
38	Macgregor	Jun 10, 2012 12:22 AM
39	Macgregor	Jun 10, 2012 12:22 AM
40	Holt	Jun 7, 2012 5:36 AM
41	Holt	Jun 6, 2012 7:14 PM
42	Holt	Jun 6, 2012 2:55 PM
43	Holt	Jun 6, 2012 7:57 AM
44	Macgregor	Jun 4, 2012 3:39 PM
45	Holt	Jun 4, 2012 1:47 PM
46	Holt	Jun 3, 2012 11:46 PM
47	Holt	Jun 3, 2012 9:35 PM
48	holt	Jun 3, 2012 9:17 PM
49	Holt	Jun 3, 2012 5:53 PM
50	Holt	Jun 3, 2012 4:53 PM
51	HOLT	Jun 1, 2012 10:30 PM
52	holt	Jun 1, 2012 7:48 PM
53	Holt	Jun 1, 2012 4:21 PM
54	Holt	May 31, 2012 8:34 PM
55	Holt	May 31, 2012 4:51 PM

Page 1, Q1: Where do you live?

56	Holt	May 31, 2012 4:34 AM
57	Holt	May 31, 2012 4:19 AM
58	Holt	May 30, 2012 9:07 PM
59	HIGGINS	May 30, 2012 2:32 PM
60	Holt	May 30, 2012 4:21 AM
61	Holt	May 30, 2012 3:55 AM
62	Holt	May 29, 2012 4:15 AM
63	Spence	May 28, 2012 7:00 PM
64	Macgregor	May 28, 2012 4:10 AM
65	Holt	May 27, 2012 9:37 PM
66	MacGregor	May 27, 2012 7:12 PM
67	HOLT	May 27, 2012 7:10 PM
68	Holt	May 27, 2012 6:46 PM
69	Spence	May 27, 2012 2:35 AM
70	Holt	May 25, 2012 11:05 PM
71	FLYNN	May 25, 2012 5:51 PM
72	Macgregor	May 25, 2012 7:56 AM
73	MACGREGOR	May 25, 2012 4:36 AM
74	HOLT	May 24, 2012 6:54 PM
75	Macgregor	May 24, 2012 4:49 PM
76	Holt	May 24, 2012 2:35 PM
77	Macgregor	May 24, 2012 2:16 AM
78	Holt	May 23, 2012 10:08 PM
79	Monash	May 23, 2012 9:57 PM
80	Macgregor	May 23, 2012 9:13 PM
81	HOLT	May 23, 2012 7:43 PM
82	Latham	May 23, 2012 7:25 PM
83	West Macgregor	May 23, 2012 5:59 PM
84	Macgregor	May 23, 2012 3:57 PM
85	Macgregor	May 23, 2012 12:27 AM

Page 1, Q1: Where do you live?

86	MacGregor	May 23, 2012 12:11 AM
87	Dunlop	May 22, 2012 8:35 PM
88	Holt	May 22, 2012 5:01 PM
89	Macgregor	May 22, 2012 4:39 PM
90	West Macgregor	May 22, 2012 4:29 PM
91	HOLT	May 22, 2012 4:09 PM
92	Macgregor	May 22, 2012 4:01 PM
93	Macgregor	May 22, 2012 3:55 PM
94	Macgregor	May 22, 2012 3:34 PM
95	Macgregor	May 22, 2012 5:05 AM
96	Holt	May 22, 2012 2:14 AM
97	macgregor	May 22, 2012 12:44 AM
98	Macgregor	May 22, 2012 12:06 AM
99	latham	May 21, 2012 11:17 PM
100	Holt	May 21, 2012 5:09 AM
101	HOLT	May 21, 2012 4:39 AM
102	Macgregor	May 21, 2012 3:09 AM
103	Latham	May 20, 2012 7:55 PM
104	Macgregor	May 20, 2012 7:33 PM
105	Holt	May 20, 2012 7:27 PM
106	Holt	May 20, 2012 6:06 PM
107	Holt	May 20, 2012 4:05 PM
108	Holt	May 20, 2012 12:22 AM
109	HOLT	May 19, 2012 9:28 PM
110	HOLT	May 19, 2012 9:19 PM
111	Macgregor	May 19, 2012 7:56 PM
112	Holt	May 19, 2012 5:57 PM
113	Macgregor	May 19, 2012 5:34 PM
114	Latham	May 19, 2012 4:51 PM
115	Holt	May 18, 2012 11:15 PM

Page 1, Q1. Where do you live?

116	Holt Canberra	May 18, 2012 8:47 PM
117	Hawker	May 18, 2012 4:52 PM
118	Hawker	May 18, 2012 4:23 PM
119	Holt	May 18, 2012 3:26 AM
120	Macgregor	May 18, 2012 3:18 AM
121	Macgregor	May 18, 2012 1:04 AM
122	HOLT	May 18, 2012 12:43 AM
123	HOLT	May 17, 2012 11:28 PM
124	Macgregor	May 17, 2012 10:15 PM
125	scullin	May 17, 2012 10:07 PM
126	Holt	May 17, 2012 6:21 PM
127	Holt	May 17, 2012 5:37 PM
128	Macgregor	May 16, 2012 10:11 PM

Page 1, Q2. How often, on average, do you travel on Spofforth Street?

1	Not anymore	Jun 28, 2012 11:59 PM
2	very rarely	Jun 28, 2012 11:17 PM
3	As work requires, depending on shifts and runs allocated	Jun 28, 2012 12:02 AM
4	on occasion	Jun 24, 2012 2:10 PM
5	Use intersection Spofforth and Drake Brockman	Jun 21, 2012 5:12 PM
6	We as a couple travel on this street at least 4 times every day	Jun 21, 2012 5:32 AM
7	Previously maybe 8 to 10 times a week, now never.	Jun 19, 2012 3:50 PM
8	Very rarely	Jun 16, 2012 1:50 PM
9	Never now, because of the speed bumps	Jun 14, 2012 10:10 PM
10	Always went that way but no longer	Jun 10, 2012 5:38 PM
11	Used to regularly, don't now	Jun 10, 2012 12:22 AM
12	Was weekly but now never due to the speed cushions	Jun 10, 2012 12:22 AM
13	As little as possible, I avoid it because of the speed bumps.	Jun 6, 2012 2:55 PM
14	I have driven on Spofforth once after speed humps were installed and find them extreme and consequently do not use this street anymore - I don't like these humps as no matter how slow you go they fling most vehicles.	Jun 3, 2012 9:35 PM
15	Was twice daily until the street was disabled	May 31, 2012 4:34 AM
16	We refuse to use this street whilst these ridiculous barricades are in place	May 30, 2012 9:07 PM
17	2-3 TIMES WEEKLY	May 30, 2012 2:32 PM
18	I used to travel along Spoffoth regularly but will not drive there now with the speed "cushions"	May 27, 2012 6:46 PM
19	very occasionally	May 27, 2012 2:35 AM
20	Used to occassionally,now never	May 25, 2012 11:05 PM
21	I used to as a shortcut but refuse to now.	May 25, 2012 4:36 AM
22	I used to use it at least weekly, now I avoid it.	May 24, 2012 4:49 PM
23	Stopped travelling due to calming measures installed	May 24, 2012 2:35 PM
24	Used to be daily, now NEVER	May 22, 2012 4:29 PM
25	Rarely	May 22, 2012 4:09 PM
26	never, now the reduced speed limit of 20km, and speed cushions	May 22, 2012 3:34 PM
27	Only if I forget to avoid it.	May 22, 2012 5:05 AM
28	Once a regular user, (4+ weekly), now avoid completely	May 21, 2012 4:39 AM

Page 1, Q2. How often, on average, do you travel on Spofforth Street?

29	Never NOW...before the idiocy daily	May 20, 2012 7:33 PM
30	Every other month in car, daily by foot.	May 20, 2012 7:27 PM
31	I now never drive on Spofforth Street due to the speed humps!!!	May 20, 2012 12:22 AM
32	I don't travel on it anymore - the road is disgusting to use!!	May 19, 2012 5:34 PM
33	used to use it every weekend. Now never	May 18, 2012 8:47 PM
34	Never now	May 18, 2012 4:52 PM
35	It was every few days, now never.	May 18, 2012 12:43 AM
36	Used to be regular, but now, never, due to speed cushions	May 17, 2012 10:15 PM
37	No longer drive due to cushions. Walking daily - on the road (no traffic to worry about).	May 17, 2012 5:37 PM
38	It used to be daily - now everybody just exits Drake Brockman Drive one street earlier	May 16, 2012 10:11 PM

Page 1, Q6. If you answered 'yes' to question 5, please provide detail about the streets that are impacted and how (i.e. speed, safety, volume).

Street #1 name and impact		
1	Trickett St - it has increased the traffic volume drastically. There also seem to be more trucks on this street too.	Jun 28, 2012 11:59 PM
2	Beaurepaire - speed, safety, volume	Jun 28, 2012 11:59 PM
3	Trickett Street - increased traffic volume, decreased safety	Jun 28, 2012 11:20 PM
4	Trickett St - increased volume of traffic	Jun 28, 2012 11:17 PM
5	Beaurepaire Cres - extra traffic	Jun 28, 2012 7:58 PM
6	Southern Cross Drive - increased volume, road safety issues due to difficulty in entering from side streets in Holt and MacGregor	Jun 28, 2012 2:59 AM
7	MacNaughton St	Jun 28, 2012 12:02 AM
8	Starke St - more people trying to turn into Southern Cross Dr - and there has been more accidents - but I suppose the residents of Spofforth St feel safer even though it's killing more people just somewhere else.	Jun 27, 2012 7:26 PM
9	Messenger Street - Traffic Increase - Decrease level of road safety	Jun 26, 2012 10:22 PM
10	Southern Cross Dr	Jun 26, 2012 9:56 PM
11	Britten Jones Dr	Jun 26, 2012 9:53 PM
12	Southern Cross Drive	Jun 26, 2012 9:46 PM
13	Drake Brockman Dr Holt	Jun 26, 2012 3:22 PM
14	Southern Cross Dr	Jun 26, 2012 3:18 PM
15	Britten Jones Drive. Speed, safety, volume, vehicle size.	Jun 25, 2012 8:25 PM
16	Beaurepaire, extra volume	Jun 25, 2012 6:05 PM
17	beaurepaire - more traffic, we rarely had to wait at the lindrum intersection, now there are two or three cars at least - at all times of the day	Jun 24, 2012 2:10 PM
18	messenger st volume	Jun 23, 2012 7:52 PM
19	Trickett Street more cars accessing this now	Jun 21, 2012 11:53 PM
20	Southern Cross Drive - volume	Jun 21, 2012 10:35 PM
21	Much easier and quicker to enter Drake Brockman from Stockdill	Jun 21, 2012 5:12 PM
22	Britten Jones street: increased traffic from New Magregor	Jun 21, 2012 5:32 AM
23	I now travel through the Woodhaven Estate 8 to 10 times a week.	Jun 19, 2012 3:50 PM
24	Britten Jones, increase in traffic	Jun 18, 2012 8:39 PM
25	Trickett St. speed and volume	Jun 17, 2012 8:11 PM
26	Beaurepaire cres, increased traffic	Jun 16, 2012 6:30 PM

Page 1, Q6. If you answered 'yes' to question 5, please provide detail about the streets that are impacted and how (i.e. speed, safety, volume).

27	I don't know the names but will now use surrounding routes if I have a takeaway coffee	Jun 16, 2012 4:00 PM
28	Britton-Jones Drive	Jun 16, 2012 1:50 PM
29	Beaurepaire St, Holt, volume	Jun 14, 2012 10:10 PM
30	Southern Cross Drive: Extreme amounts of traffic from west macgregor now as all traffic finds alternate route. With the increase of roadworks it is VERY unsafe, as such it has resulted in 1 death just recently	Jun 13, 2012 3:26 PM
31	Beaurepaire Cres volume.safety	Jun 13, 2012 5:01 AM
32	Southern cross drive - more traffic (from W. Macgregor)	Jun 12, 2012 4:41 AM
33	Trickett	Jun 12, 2012 2:33 AM
34	Trickett Street, large increase in volume of traffic, speeds of up to more than 80 ks/hr, no driver concern for safety	Jun 11, 2012 6:34 PM
35	Southern Cross Drive as traffic has doubled	Jun 10, 2012 5:38 PM
36	Southern cross, volume and speed	Jun 10, 2012 12:22 AM
37	Southern Cross Drive is now experiencing higher volume of traffic as people are avoiding Spofforth Street. Higher volume of traffic is now making two already dangerous intersections even more dangerous.	Jun 10, 2012 12:22 AM
38	Beaurepaire Cres	Jun 7, 2012 5:36 AM
39	Beaurepaire	Jun 6, 2012 7:14 PM
40	Tricket St - More Traffic	Jun 6, 2012 2:55 PM
41	Beaurepaire	Jun 6, 2012 7:57 AM
42	Southern Cross Drive	Jun 4, 2012 3:39 PM
43	Trickett St, volume of traffic	Jun 4, 2012 1:47 PM
44	Tricket Street	Jun 3, 2012 11:46 PM
45	Beaurepaire Crescent - speed, safety, volume	Jun 3, 2012 9:35 PM
46	Traffic is turning onto Trickett St and then Beaurepaire. This traffic then meets at Southern cross drive to access new Macgregor. This has led to a dramatic increase in traffic at this intersection with long delays and frequent accidents. Accident levels do not show impact as I witness daily 'near miss' events at this beaurepaire/southern cross drive intersection	Jun 3, 2012 5:53 PM
47	Messenger - volume and speed	Jun 1, 2012 10:30 PM
48	tricket strett	Jun 1, 2012 7:48 PM
49	Trickett, impact speed and frequency of traffic particularly 7am to 8am	Jun 1, 2012 4:21 PM
50	Messenger- volume	May 31, 2012 8:34 PM