

Related to
201200358
T1/Roads

Bourne, Sarah

From: Schembri, Karen on behalf of GALLAGHER
Sent: Wednesday, 21 March 2012 11:29 AM
To: Bourne, Sarah
Cc: Smorhun, Vic
Subject: FW: Response to

Holt

Hi Sarah

For feedback only.

I have thanked [redacted] and indicate her feedback would be provided to CM for her information.

Karen Schembri | Office of the Chief Minister
t: 620 50840 | fx: 620 53030 | karen.schembri@act.gov.au | www.chiefminister.act.gov.au

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---Original Message---

From: [redacted]
Sent: Wednesday, 21 March 2012 11:24 AM
To: GALLAGHER
Subject: RE: Response to [redacted]

Thanks Karen,

Reading through this letter makes me wonder if the people who thought about putting traffic calming measures in one street would only cause a knock on affect to the other streets that run nearby. Like Trickett Street. We are the ones that now get the West Macgregor Traffic and people trying to break the speed limit at all hours of the day and night. This is why we ask for one "speed cushion" in Trickett Street, before one of our children are hit by a car. Just trying to get in and out of our driveways is now becoming a hazard. Our Street has houses and young children on both sides of the road, not a golf course like Spofforth Street.

Thanks for your time. I will circulate the response letter to the local area for feed back.

Cheers



Mary Porter AM MLA
Labor Member for Ginninderra



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 e-mail: porter@parliament.act.gov.au

*Deputy Speaker ACT Legislative Assembly
 Chair of the Standing Committee on Planning, Public Works and Territory and Municipal Services
 Deputy Chair of the Standing Committee on Climate Change, Environment and Water
 Member of the Standing Committee on Education, Training and Youth Affairs*

29 February 2012

Ms Katy Gallagher MLA
 Minister for Territory and Municipal Services
 ACT Legislative Assembly
 London Circuit
 CANBERRA ACT 2601



Dear Ms Gallagher *Katy*

I am writing to you on behalf of *[redacted]* regarding traffic flow along Beaurepaire Street, Holt.

[redacted] recently contacted my office to express his concern about the amount of traffic which travels along Beaurepaire Street, where he lives, following the installation of speed bumps along Spofforth Street. He has informed me that the traffic flow begins at 5am in the morning and continues for a considerable number of hours.

[redacted] is particularly concerned about this situation as he has observed that a large number of motorists that travel along Beaurepaire Street are speeding and the street is also frequently used by children on their way to school.

[redacted] would like to know whether consideration has been given to what the impact of the traffic calming measures along Spofforth Street might have on surrounding streets; and if so, what was the conclusion. *Roads*

I have also written to the Minister for Police and Emergency Services, Mr Simon Corbell MLA, regarding motorists speeding along Beaurepaire Street.

I would appreciate if you could respond to *[redacted]* concerns. I thank you for your time and consideration in this matter and I look forward to receiving a response.

Yours sincerely

Mary Porter AM MLA
 Member for Ginninderra

COPY



Katy Gallagher MLA

CHIEF MINISTER

MINISTER FOR HEALTH

MINISTER FOR TERRITORY AND MUNICIPAL SERVICES

MEMBER FOR MOLONGLO

Ms Mary Porter AM MLA
Member for Ginninderra
ACT Legislative Assembly
London Circuit
CANBERRA ACT 2601

Dear Ms Porter *Mary*

Thank you for your letter of 29 February 2012, on behalf of [redacted], about traffic flow along, and speeding motorists on, Beaurepaire Crescent in Holt.

Roads ACT did give consideration during the design of the Spofforth Street traffic calming scheme, to the possibility that drivers would use alternative routes, such as Beaurepaire Crescent and Trickett Street. Roads ACT anticipated that the traffic volumes on these streets may increase, although they would still be less than the desirable maximum of 3,000 vehicles per day for these types of streets. However, the likely increase in traffic volumes was not quantified.

Roads ACT will be reviewing the performance and impact of the scheme in June 2012, after motorists' driving habits have stabilized. Traffic volume and speed surveys were undertaken on Beaurepaire Crescent and Trickett and Messenger Streets in November 2011, prior to the placement of the cushions. Follow-up surveys will be done in June 2012 as part of the review to enable the quantification of any shift in traffic volumes.

A check of police records for the last five years has indicated no history of similar complaints or incidents at this location. Intelligence received from members of the public, such as provided by your constituent in this instance, is used by ACT Policing in determining where to allocate resources. Your constituent's request for additional police resources to be allocated to Beaurepaire Street has been forwarded to the Officer in Charge of Traffic Operations for information. I note your advice that you have also written to the Minister for Police and Emergency Services, Simon Corbell MLA regarding speeding on Beaurepaire Street.

ACT Policing's commitment to keeping our roads safe has been demonstrated by the significant decrease in collisions causing injury or death during 2010-11 when compared with the 2009-10 year. This has been achieved through regular patrols of ACT roads conducted daily by Traffic Operations, general duties and non-uniformed officers in both marked and unmarked vehicles, and high-profile traffic targeting exercises.

ACT LEGISLATIVE ASSEMBLY

In addition, I would encourage your constituents to report any instances of bad driver behaviour, such as speeding, to Crime Stoppers on 1800 333 000.

Thank you for raising this matter with me. I trust that this information is of assistance.

Yours sincerely



Katy Gallagher MLA
Minister for Territory and Municipal Services

21 MAR 2012



Mary Porter AM MLA
Labor Member for Ginninderra



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*Deputy Speaker ACT Legislative Assembly
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 Deputy Chair of the Standing Committee on Climate Change, Environment and Water
 Member of the Standing Committee on Education, Training and Youth Affairs*

2 March 2012

Ms Katy Gallagher MLA
 Minister for Territory and Municipal Services
 ACT Legislative Assembly
 London Circuit
 CANBERRA, ACT 2601



Dear Ms Gallagher

I am writing to you on behalf of [redacted] and Beaurepaire Street, both in Holt.

[redacted] regarding traffic flow along Trickett Street

[redacted], who lives on the corner of Trickett Street and Beaurepaire Street, reports that there has been a substantial increase in the amount of traffic along both of the abovementioned streets since the installation of speed humps along Spofforth Street.

Along with the increase in traffic, [redacted] says, there has been an increase in the amount of traffic noise and speeding drivers.

[redacted] would like to know whether consideration has been given to what the impact of installing speed humps along Spofforth Street might have on surrounding streets; and if so, what was the conclusion. He would also like to know what measures were considered at the time of the development of new suburbs to take account of the increases in traffic.

I have also written to the Minister for Police and Emergency Services, Mr Simon Corbell MLA, regarding the motorists speeding near [redacted]'s home.

I would appreciate if you could respond to [redacted] concerns. I thank you for your time and consideration in this matter and I look forward to receiving a response.

Yours sincerely

Mary Porter AM MLA
 Member for Ginninderra



Katy Gallagher MLA

CHIEF MINISTER

MINISTER FOR HEALTH

MINISTER FOR TERRITORY AND MUNICIPAL SERVICES

COPY

MEMBER FOR MOLONGLO

Ms Mary Porter AM MLA
Member for Ginninderra
ACT Legislative Assembly
London Circuit
CANBERRA ACT 2601

Dear Ms Porter

Thank you for your letter of 2 March 2012, on behalf of [redacted] about traffic flow along Beaurepaire Crescent and Trickett Street, Holt.

Roads ACT did give consideration during the design of the Spofforth Street traffic calming scheme to the possibility that drivers would use alternative routes such as Beaurepaire Crescent, Trickett Street and Messenger Street. Roads ACT anticipated that the traffic volumes on these streets may increase, although there would still be less than the desirable maximum of 3,000 vehicles per day for these types of streets. However, the likely increase in traffic volumes was not quantified.

Roads ACT will be reviewing the performance and impact of the scheme starting in April 2012, and not June 2012 as previously advised. Traffic volume and speed surveys were undertaken on these streets in November 2011, prior to the placement of the cushions. Follow-up surveys will also be undertaken in April 2012 as part of the review to enable quantification of the shift in traffic volumes. The results of this review, including community feedback, will be available by the end of July 2012.

I am aware that the development of new suburbs, such as West Macgregor, will require traffic impact studies to be undertaken to identify what, if any, upgrade works are required on the external road network to accommodate the increased traffic generated by the development.

The officers in charge of ACT Policing Traffic Operations and Belconnen Station have been made aware of your constituent's concern regarding vehicles speeding on Beaurepaire and Trickett Streets in Holt. Intelligence received from members of the public, such as provided by your constituent in this instance, is used by ACT Policing in determining where to allocate resources. I note your advice that you have also written to the Minister for Police and Emergency Services, Mr Simon Corbell MLA regarding speeding on Trickett and Beaurepaire Streets.

ACT LEGISLATIVE ASSEMBLY

London Circuit, Canberra ACT 2601 GPO Box 1020, Canberra ACT 2601

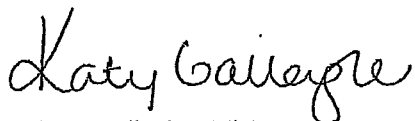
Phone (02) 6205 0840 Fax (02) 6205 3030 Email: gallagher@act.gov.au

ACT Policing's commitment to keeping our roads safe has been demonstrated by the significant decrease in collisions causing injury or death during the 2010-11 YTD when compared with the 2009-10 year. This has been achieved through regular patrols of ACT roads conducted daily by Traffic Operations, general duties and non-uniformed officers in both marked and unmarked vehicles, and high-profile traffic targeting exercises.

In addition, I would encourage your constituent to report any instances of bad driver behaviour, such as speeding, to Crime stoppers on 1800 333 000.

Thank you for raising this matter. I trust that this information is of assistance.

Yours sincerely



Katy Gallagher MLA
Minister for Territory and Municipal Services

29.8.12

Bourne, Sarah

From: Schembri, Karen on behalf of GALLAGHER
Sent: Monday, 5 March 2012 10:08 AM
To: Bourne, Sarah
Cc: Smorhun, Vic
Subject: FW: Trickett St Traffic Concerns

Sarah

For response please

Karen

Karen Schembri | Office of the Chief Minister
t: 620 50840 | fx: 620 53030 | karen.schembri@act.gov.au | www.chiefminister.act.gov.au

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From: /
Sent: Sunday, 4 March 2012 1:26 PM
To:
Subject: Trickett St Traffic Concerns

To Whom It May Concern.

Trickett Street in Holt has suddenly become a very busy street, since numerous speed humps have been installed along Spofforth St.

I now find myself having difficulty backing out of my driveway, because of the number of cars constantly coming up the street. I now back into my front yard and drive out front ways.

The volume of traffic on our street has increased significantly and the speed with which some of this traffic travels down the street is also alarming at times.

The introduction of the speed humps in Spofforth Street has also meant an increase in the volume of traffic travelling further along Southern Cross Drive, therefore the task of turning right off Beaurepaire Cres onto Southern Cross Drive has also become near impossible. I now travel along Drake Brockman Drive to Kingsford Smith Dr and then up to Southern Cross Drive traffic lights.

I can appreciate that residents of Spofforth St wanted the through traffic on their street to slow down, but 13 speed humps is a little bit of an overkill and has forced travellers to take other routes. This has also been accentuated by the opening of New Macgregor and the consequent traffic from there.

Spofforth St is a wider street than Trickett St and only has houses on one side of the street, so I would have thought it would be able to cope with heavier traffic.

...

Could you please explain why Spofforth St has the speed humps on it, yet Trickett St has no traffic calming devices.

Regards,

E-MAILED
27-3-12-5



Katy Gallagher MLA

CHIEF MINISTER

MINISTER FOR HEALTH

MINISTER FOR TERRITORY AND MUNICIPAL SERVICES

MEMBER FOR MOLONGLO

Dear

Thank you for your email of 4 March 2012 about traffic on Trickett Street in Holt.

Spofforth Street, Trickett Street and Beaurepaire Crescent are all minor collector streets. Their prime function is to provide access to residences rather than a through route.

Speed cushions were installed on Spofforth Street after an investigation into the traffic conditions on the street following representations from the community about driver behaviour, and to address the increasing traffic generated by the West Macgregor development. At the time of the investigation eighty-five percent of motorists travelled at or below 76 kilometres per hour in a 50 kilometre per hour speed zone.

The investigation recommended the installation of thirteen sets of speed cushions. I am aware that it is desirable to space the speed cushions 80 to 120 metres apart to effectively reduce the speed of traffic. Roads ACT consulted with the residents of Spofforth Street during the investigation and the majority of residents who responded were in favour of the treatment.

Roads ACT will undertake a review, commencing in April 2012, of the effectiveness and impact of the speed cushions along Spofforth Street. The review will include traffic surveys on Spofforth Street, Beaurepaire Crescent, Messenger Street and Trickett Street. The evaluation will also include obtaining feedback from residents. Depending on the outcome of this evaluation, further action may be taken on these streets.

In addition, Roads ACT has requested ACT Policing to patrol Trickett Street as well as Beaurepaire Crescent. I would encourage you to report any instances of bad driver behaviour to ACT Policing on 13 14 44. This information can assist ACT policing, particularly where you have observed a pattern or frequency of bad driver behaviour.

Thank you for raising this matter with me. I trust this information is of assistance.

Yours sincerely

Katy Gallagher MLA
Minister for Territory and Municipal Services

27 MAR 2012

ACT LEGISLATIVE ASSEMBLY



Mary Porter AM MLA
Labor Member for Ginninderra



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*Deputy Speaker ACT Legislative Assembly
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 Deputy Chair of the Standing Committee on Climate Change, Environment and Water
 Member of the Standing Committee on Education, Training and Youth Affairs*

9 March 2012

Ms Katy Gallagher MLA
 Minister for Territory and Municipal Services
 ACT Legislative Assembly
 London Circuit
 CANBERRA ACT 2601



Dear Ms Gallagher *Katy*

I am writing to you on behalf of Mr [redacted] regarding traffic flow along Beaurepaire Crescent, Holt.

[redacted] recently approached me regarding increased traffic travelling along Beaurepaire Crescent, where he lives, following the installation of speed humps along Spofforth Street.

[redacted] would like to know whether consideration has been given to what the impact of the traffic calming measures along Spofforth Street might have on surrounding streets; and if so, what was the conclusion.

[redacted] is particularly concerned about this situation as he has observed that a large number of motorists that travel along Beaurepaire Crescent are travel in excess of the posted speed limit.

[redacted] has suggested that speed humps be installed along Beaurepaire Crescent as well, to discourage motorists from speeding.

I have also written to the Minister for Police and Emergency Services, Mr Simon Corbell MLA, regarding a possible deployment of increased in police resources to discourage motorists speeding along this street.

I would appreciate if you could respond to [redacted] concerns. I thank you for your time and consideration in this matter and I look forward to receiving a response.

Yours sincerely

Mary Porter AM MLA
 Member for Ginninderra



COPY

Katy Gallagher MLA

CHIEF MINISTER

MINISTER FOR HEALTH

MINISTER FOR TERRITORY AND MUNICIPAL SERVICES

MEMBER FOR MOLONGLO

Ms Mary Porter AM MLA
Member for Ginninderra
ACT Legislative Assembly
London Circuit
CANBERRA ACT 2601

Dear Ms Porter *Mary*

Thank you for your letter of 9 March 2012, on behalf of [redacted], about traffic flow along Beaurepaire Crescent in Holt. I apologise for the delay in responding.

During the design of the Spofforth Street traffic calming scheme, Roads ACT did give consideration to the possibility that drivers would use alternative routes such as Beaurepaire Crescent, Trickett Street and Messenger Street. Roads ACT anticipated that the traffic volumes on these streets may increase, although there would still be less than the desirable maximum of 3,000 vehicles per day for these types of streets. However, the likely increase in traffic volumes was not quantified.

Roads ACT will be reviewing the performance and impact of the scheme starting this month. Traffic volume and speed surveys were undertaken on these streets in 2011, prior to the placement of the cushions. Follow-up surveys will also be undertaken in April 2012 as part of the review to enable quantification of the shift in traffic volumes. The results of this review, including community feedback, will be available by the end of July 2012. The review will also include an online survey.

I note your advice that you have also written to the Minister for Police and Emergency Services, Mr Simon Corbell MLA regarding this matter. Officers in charge of ACT Policing Traffic Operations and Belconnen Station have been made aware of your constituent's concern regarding speeding on Beaurepaire Crescent in Holt. Information received from members of the public, such as that received by your constituent in this instance, is used by ACT Policing in determining where to allocate resources.

ACT LEGISLATIVE ASSEMBLY

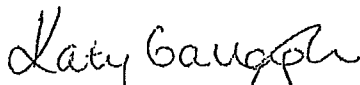
London Circuit, Canberra ACT 2601 GPO Box 1020, Canberra ACT 2601

Phone: (02) 6205 0010 Fax: (02) 6205 2000 Email: gallagher@act.gov.au

ACT Policing's commitment to keeping our roads safe has been demonstrated by the significant decrease in collisions causing injury or death during the 2010-11 financial year when compared with the 2009-10 financial year. This has been achieved through regular patrols of ACT roads conducted by Traffic Operations, general duties and non-uniformed officers in both marked and unmarked vehicles, and high-profile traffic targeting exercises.

Thank you for raising this matter with me. I trust that this information is of assistance.

Yours sincerely



Katy Gallagher MLA
Minister for Territory and Municipal Services

17 APR 2012



Mary Porter AM MLA
Labor Member for Ginninderra

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Deputy Speaker ACT Legislative Assembly
Chair of the Standing Committee on Planning, Public Works and Territory and Municipal Services
Deputy Chair of the Standing Committee on Climate Change, Environment and Water
Member of the Standing Committee on Education, Training and Youth Affairs

9 March 2012

Ms Katy Gallagher MLA
 Minister for Territory and Municipal Services
 ACT Legislative Assembly
 London Circuit
 CANBERRA ACT 2601



Dear Ms Gallagher *Katy*

I am writing to you on behalf of *me* regarding Trickett Street and Drake Brockman Drive, Holt.

She recently approached me in relation to the amount of additional traffic which travels along these roads following the installation of speed humps along Spofforth Street.

She is particularly concerned about this as she has observed that a large number of motorists that are travelling at speeds above the posted speed limits, creating obvious hazards for other drivers and pedestrians.

She would like to know whether consideration has been given to what the impact of the traffic calming measures along Spofforth Street might have on surrounding streets; and if so, what was the conclusion.

I have also written to the Minister for Police and Emergency Services, Mr Simon Corbell MLA, regarding motorists speeding along these streets.

I would appreciate if you could respond to *my* concerns, I thank you for your time and consideration in this matter and I look forward to receiving a response.

Yours sincerely

Mary Porter AM MLA
 Member for Ginninderra

COPY



Katy Gallagher MLA

CHIEF MINISTER

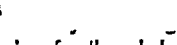
MINISTER FOR HEALTH

MINISTER FOR TERRITORY AND MUNICIPAL SERVICES

MEMBER FOR MOLONGLO

Ms Mary Porter AM MLA
Member for Ginninderra
ACT Legislative Assembly
London Circuit
CANBERRA ACT 2601

Dear Ms Porter 

Thank you for your letter of 9 March 2012, on behalf of  about traffic flows along Trickett Street and Drake-Brockman Drive, Holt. I apologise for the delay in responding.

During the design of the traffic calming scheme, Roads ACT did give consideration to the possibility that drivers would use alternative routes such as Beaufort Crescent and Trickett Street. Roads ACT anticipated that the traffic volumes on these streets may increase, although they would still be less than the desirable maximum of 3,000 vehicles per day for these types of streets. However, the likely increase in traffic volumes was not quantified.

Drake-Brockman Drive is an arterial road in the hierarchy of ACT roads. Arterial roads can be expected to carry large volumes of traffic in excess of 6,000 vehicles per day between districts. The section of Drake-Brockman Drive in Holt also serves residential properties and that is why the speed limit is 60 kilometres per hour, similar to Belconnen Way west of Coulter Drive and Southern Cross Drive west of Florey Drive.

Traffic volume and speed surveys were undertaken on Spofforth Street, Beaufort Crescent, Trickett Street and Messenger Street in 2011, prior to the placement of the cushions and follow-up surveys will be done on these streets as well as Drake-Brockman Drive in April 2012 as part of the review to enable quantification of the shift in traffic volumes. The results of this review, including community feedback will be available by the end of July 2012. The review will also include an online survey.

I note your advice that you have also written to the Minister for Police and Emergency Services, Mr Simon Corbell MLA regarding this matter. Officers in charge of ACT Policing Traffic Operations and Belconnen Station have been made aware of your constituent's concern regarding speeding on Drake-Brockman Drive and Trickett Street in Holt. Information received from members of the public, such as that received by your constituent in this instance, is used by ACT Policing in determining where to allocate resources.

ACT LEGISLATIVE ASSEMBLY

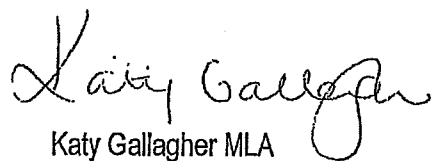
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Phone (02) 6205 0840 Fax (02) 6205 3030 Email gallagher@act.gov.au

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Thank you for raising this matter with me. I trust that this information is of assistance.

Yours sincerely



Katy Gallagher MLA
Minister for Territory and Municipal Services

17 APR 2012

closed

28/3/12

TO:

Traffic Management and Safety

COMPLAINT/ENQUIRY

Roads ACT - TMS

IAMS Public Enquiry No:
709164

11/4/12

DETAILS

Suburb / Site **HOLT, MESSENGER STREET, HOLT**

Reason for Inspection Request

ALOT OF CARS EXCESSIVLEY SPEEDING IN THE AREA. REQUEST FOR SPEED HUMPS OF ANYTHING PUT IN PLACE TO SLOW DOWN CARS. OCCURING FOR A LONG TIME AND IS VERY DANGEROUS.

Primary Asset Type

REQUEST FOR SERVICES
TRAFFIC CONTROL DEVICE
TMS ISSUES - NOT MAINTENANCE

Request Originator

Processed By

Requested: 28-MAR-2012

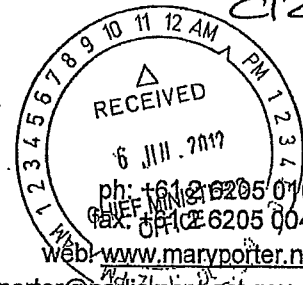
Inspection Report By Traffic Management and Safety

<p>Ph call - 11/4/12 - No Answer 20/4/12 - Left Message 26/4/12 - Left Message 2/5/12 - Left the message Not in the warrant system Ph call - 10/5/12 - Left the message Roads Act Delinquency Completed Speed Survey After getting data Roads ACT will take appropriate Action <u>closed</u> G-89-90</p>	<p>Description of issue and possible cause</p>
	<p>Recommended Remedial Works</p>
<p>Action / NoAction</p>	<p>Complainant advised of outcome</p>
<p>Inspected By Date</p>	

Return to Operational Support Unit after completion of remedial works or assessment, by no later than 11-APR-2012



Mary Porter AM MLA
Labor Member for Ginninderra



C1288/12

e-mail: porter@parliament.act.gov.au

Deputy Speaker ACT Legislative Assembly
Government Whip
Chair of the Standing Committee on Planning, Public Works and Territory and Municipal Services.
Deputy Chair of the Standing Committee on Climate Change, Environment and Water
Member of the Standing Committee on Education, Training and Youth Affairs

5 July 2012

Ms Katy Gallagher MLA
 Minister for Territory and Municipal Services
 London Circuit
 CANBERRA ACT 2601

Dear Ms Gallagher, *Katy*

I am writing to you again on behalf of *Beaurepaire Crescent in Holt, who* contacted my office in regards to increased traffic on a number of streets in his suburb, i.e. Beaurepaire Crescent, Trickett Street and Spofforth Street.

I previously wrote to you about this matter and *as you see by his latest* correspondence attached, is still left with questions about traffic management in Spofforth and adjoining streets

The comprehensive letter I have attached outlines his areas of concern in more detail.

I would appreciate it if you could again respond to *his* concerns. I thank you for your time and consideration in this matter and I look forward to receiving a response.

Yours sincerely

Mary

Mary Porter AM MLA
 Member for Ginninderra

cent

Dear Mary Porter

I am writing to express my views and serious concerns regarding road safety on Beaufort Crescent and Trickett Street since the installation of the speed cushions on Spofforth Street. Since the installation of the speed cushions there has been a considerable increase in the number of motorists using Beaufort Crescent. In fact it has become near on impossible to turn right onto Southern Cross Drive from Beaufort Crescent between 7:30am and 8:30am on weekdays due to the continuous line of traffic on your left coming from new Macgregor and turning right onto Beaufort Crescent. It seems every time there is a break in the traffic approaching on the left there are one or two cars on your right. In fact I now find myself turning left onto Southern Cross Drive and then right into the service street for Southern Cross Drive so I can turn left onto Southern Cross Drive from there and travel in the desired direction in a timely manner.

Also between the hours of 4:30pm and 6:30pm on weekdays I have been able to count between 75 and 80 cars passing by my home in 10 minute intervals. There has also been a huge increase in the amount of traffic noise on Beaufort Crescent of a night. I have lived on Beaufort Crescent for 32 years and have never been kept awake at night by the sound of cars passing my window. Since the installation of the Spofforth Street speed cushions I find myself regularly lying awake at night listening to the traffic buzzing past. I am also concerned that the installation of traffic lights at the intersection of Southern Cross Drive and Florey Drive will further increase the number of vehicles using Beaufort Crescent and Trickett Street as drivers will want to dodge the lights.

So I would like to pose the question, why is it desirable to divert traffic away from Spofforth Street and onto Beaufort Crescent and Trickett Street? Myself and other people I have spoken to feel Spofforth Street is far more capable of coping with the increased traffic in a safe manner for a number of reasons.

Firstly Spofforth Street runs along the edge of the suburb and has dwellings on only one side of the street. Traffic using Spofforth Street to get from Southern Cross Drive to Drake Brockman Drive or vice versa passes by 55 driveways and moves through 4 intersections. (please refer to the list of intersections attached) encountering minimal local traffic. In contrast traffic using Beaufort Crescent and Trickett Street for the same journey pass by 67 driveways move through 16 intersections and encounter far more local traffic as these streets act as feeder streets for a large portion of Holt. In addition traffic using this route passes by Holt Shops, the Church, the old Holt school site now the Holt Community Hub, Mens shed and childrens playground and the Holt oval with cricket nets which frequently sees balls coming across Beaufort Crescent with children in pursuit.

Furthermore the setback of houses on Spofforth Street is greater than that of houses on Beaufort Crescent and Trickett Street. Spofforth Street residents also enjoy a very wide nature strip between the road curb and the footpath and wider streets further insulating residents from traffic hazards and noise. It appears to me that when Spofforth Street was built it was designed to cater for the increased traffic of future new suburbs and keep this traffic on the outskirts of the suburbs rather than diverting it straight through the middle.

Since the installation of the 13 speed cushions on Spofforth Street it receives hardly any traffic in comparison with the number of cars using Beaufort Crescent and Trickett Street. On one afternoon in a 15min period we counted 80 vehicles on Beaufort Crescent turning left onto Southern Cross Drive. At the same time we counted only 3 vehicles all up on Spofforth Street and they were four wheel drives and they turned left onto Southern Cross Drive.

I would also like someone to explain why it is that the speed limit on Drake Brockman Drive, which has houses on only one side of the street like Spofforth Street, is 80kmh and 60kmh whilst the speed limit on Spofforth Street is 50kmh and with the speed cushions little more than 30kmh. Also Drake Brockman Drive carries heavy vehicles whilst Spofforth Street has a sign erected by Roads ACT stating no heavy traffic over 4.5t is permitted. This means that heavy vehicles are diverted through the

middle of the suburb via Trickett Street and Beaurepaire Crescent rather than around the outskirts which seems far more sensible and safer.

The TAMS survey conducted prior to the installation of the speed cushions showed that 15% of motorists using Spofforth Street travelled at 76kph or more in a 50kph zone. I would be interested to know the percentage of motorists speeding on Beaurepaire Crescent and Trickett Street and travelling at more than 76kph in a 50kph zone.

After previously expressing my concerns to Mary Porter I received some correspondence from Ms Katy Gallagher the minister for Territory and Municipal Services via Mary Porter. This correspondence states that when considering the installation of the speed cushions on Spofforth Street Roads ACT anticipated an increase in traffic volume on Beaurepaire Crescent and Trickett Street but anticipated overall levels would still be below the desirable maximum of 3000 vehicles per day for these types of streets. We have never had this much traffic on these streets despite them being feeder streets for a major part of Holt. This leads me to another question. What is the desirable maximum volume of traffic for Spofforth Street?

I'm also disgruntled by the impact the increased traffic levels has had on property values and saleability of properties on Beaurepaire Crescent. Even before the increased traffic families with young children would not purchase the four bedroom home next door to us due to the traffic and likelihood their children would want to cross the road and play on the playground or oval. In comparison I have heard that property values have strengthened on Spofforth Street since the reduction in traffic.

I am grateful for your consideration of my concerns and trust you will take appropriate action to improve road safety and comfort for Holt residents.

Yours Sincerely

Concerned Holt resident

Street Intersections that a vehicle will move through via Trickett Street and Beaurepaire Crescent and on to Parkwood Road leading to new Macgregor

1. Drake Brockman Drive onto Trickett Street
2. Trickett past 1st Griffiths Street
3. Trickett past Webber Place
4. Trickett past 2nd Griffiths Street
5. Trickett onto Beaurepaire Crescent
6. Beaurepaire past Lindrum Crescent
7. Beaurepaire past 1st Holt place
8. Beaurepaire past 2nd Holt Place
9. Beaurepaire past Messenger Street
10. Beaurepaire past 1st Armstrong Crescent
11. Beaurepaire past Pickworth Street
12. Beaurepaire past 2nd Armstrong Crescent Crescent
13. Beaurepaire onto Southern Cross Drive
14. Southern Cross Drive past Southern Cross Drive Service Road
15. Southern Cross Drive past O'Reilly Street
16. Southern Cross Drive past Spofforth Street

Street Intersections that a vehicle will move through via Spofforth Street and onto Parkwood Road leading to new Macgregor

1. Drake Brockman Drive past Trickett Street
2. Drake Brockman Drive onto Spofforth and past Stockdill Drive
3. Spofforth past Messenger Street
4. Spofforth onto Southern Cross Drive

COPY



Andrew Barr MLA

DEPUTY CHIEF MINISTER

TREASURER

MINISTER FOR ECONOMIC DEVELOPMENT

MINISTER FOR TOURISM, SPORT AND RECREATION

MEMBER FOR MOLONGLO

Ms Mary Porter AM MLA
Member for Ginninderra
ACT Legislative Assembly
London Circuit
CANBERRA ACT 2601


Dear Ms Porter ^{Mary}

Thank you for your letter of 5 July 2012 to the Minister for Territory and Municipal Services, Ms Katy Gallagher MLA, on behalf of _____ of Holt, about the increased traffic on a number of streets in his suburb. I am responding as Ms Gallagher is currently on leave.

_____ has also written to Mr Tony Gill, Director Roads ACT on this matter. Mr Gill has provided me with a copy of his response to _____, and I believe that he has adequately outlined the steps being followed to address the issues raised by _____.

Thank you for raising this matter. I trust this information is of assistance.

Yours sincerely


Andrew Barr MLA
Acting Minister for Territory and Municipal Services

20 JUL 2012

ACT LEGISLATIVE ASSEMBLY

London Circuit, Canberra ACT 2601 GPO Box 1020, Canberra ACT 2601

Phone (02) 6205 0011 Fax (02) 6205 0157 Email barr@act.gov.au



ACT

Government

18760

Territory and Municipal Services

POSTED
27-12

Dear [redacted]

Thank you for your letter of June 2012 regarding the speed cushions installed on Spofforth Street.

Please note that Roads ACT is now evaluating the effectiveness of the traffic calming measures through the comparison of 'before and after' traffic data as well as seeking feedback from residents in the suburb of Holt.

This feedback can be provided by completing a paper or online questionnaire. These details were provided in the questionnaire mailed to the residents of Holt. Your comments will also be included in the analysis of community feedback.

Depending on the outcome of this evaluation, further action may be taken.

Thank you for raising this matter with me. I trust this information is of assistance.

Yours sincerely,

Tony Gill

Tony Gill
Director
Roads ACT

2 July 2012

cc: Rifaat Shoukrallah, Traffic Management & Safety

Bourne, Sarah

From: Schembri, Karen on behalf of GALLAGHER
Sent: Thursday, 20 September 2012 9:05 AM
To: Bourne, Sarah
Cc: Smorhun, Vic
Subject: FW:

Sarah

Response from DG please

Karen Schembri | Office of the Chief Minister
t: 620 50840 | fx: 620 53030 | karen.schembri@act.gov.au | www.chiefminister.act.gov.au

IMPORTANT: This message, and any attachments to it, contains information that is confidential and may also be the subject of legal professional or other privilege. If you are not the intended recipient of this message, you must not review, copy, disseminate or disclose its contents to any other party or take action in reliance of any material contained within it. If you have received this message in error, please notify the sender immediately by return email informing them of the mistake and delete all copies of the message from your computer system.

From: []
Sent: Wednesday, 19 September 2012 8:17 PM
To: GALLAGHER
Subject:

Dear Madam,

I am writing to you regarding the proposed installation of speed cushions along Beaurepaire and Trickett Streets in Holt.

I am a resident of Holt and have no option but to travel on Beaurepaire St daily. Speed cushions are quite frankly, an abomination. Surely there is some alternative. It seems to me that the root of the problem lies in the fact that Southern Cross drive is not adequately coping with the increased traffic volumes created by the new estates in Macgregor. The new traffic lights installed at the intersection of Florey Drive have only made the situation worse. Yes I realise that this is a dangerous intersection, I have seen the results on plenty of occasions but once again there are other options.

I would also be interested to know if there has been an increase in traffic volumes on Messenger St. I have a strong suspicion that the good residents of Sopforth St are using it to 'rat run' through Beaurepaire & Trickett St adding to the problem. Certainly, many of the cars that have tailgated me along those roads have turned off at Messenger St.

In short, I feel that TAMS should concentrate on bringing Southern Cross Drive up to scratch rather than penalising the residents of suburban backstreets. We will have to drive over these things every time we leave our home due to a ham fisted attempt to solve a problem that is only evident during peak periods.

Unfortunately, I fear that these so called traffic calming measures are to become a constant source of frustration in the foreseeable future.

I eagerly await your response.

Regards,



ACT
Government

Territory and Municipal Services

201201903

JV:RS

25/09/12

Dear :

I refer to your email of 19 September 2012 to the Minister for Territory and Municipal Services regarding the possible installation of traffic calming measures on Beaurepaire Crescent and Trickett Street. 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.

As part of the above evaluation, traffic surveys were undertaken on Messenger Street in April 2012 (4 months after the implementation of the Spofforth Street speed cushions) indicated that average weekday and weekend traffic volumes on the street have increased by between 21 to 45 vehicles per day. However, these new volumes are still within the environmental capacity and acceptable limit for streets of that type.

Nevertheless, following the evaluation of the Spofforth Street traffic calming measures, the ACT Government has decided to investigate the need for additional traffic calming measures on Beaurepaire Crescent, Trickett Street and Messenger Street to address community's feedback. This study will include consultation with residents of these streets. Speed cushions may be one of the options considered to reduce speeds as they provide continuous all-day speed control to most vehicles using the street. However, no specific traffic calming measures have been proposed for these streets at this stage.

I understand that a traffic study undertaken as part of the West Macgregor development identified that some intersections on Southern Cross Drive required capacity and safety improvements, and recommended improvements at the Florey Drive and Starke Street (west) intersections. The traffic lights installed at the Florey Drive intersection are expected to reduce traffic conflicts and delays between through traffic on Southern Cross Drive and traffic entering from Florey Drive.

Construction is also underway at Starke Street (west) to provide a protected lane on Southern Cross Drive for vehicles turning right from Starke Street.

Roads ACT will also continue to monitor the traffic conditions and driver behaviours on Southern Cross Drive to determine if any further action is needed.

I trust that this information is of assistance.

Yours sincerely

Gary Byles
Director General
Territory and Municipal Services

September 2012

Bourne, Sarah

From: Schembri, Karen on behalf of GALLAGHER
Sent: Monday, 24 September 2012 10:52 AM
To: Bourne, Sarah
Cc: Smorhun, Vic
Subject: FW: Road Calming Measures - Holt

Sarah

Response from DG please

Karen Schembri | Office of the Chief Minister
t: 620 50840 | fx: 620 53030 | karen.schembri@act.gov.au | www.chiefminister.act.gov.au

IMPORTANT: This message, and any attachments to it, contains information that is confidential and may also be the subject of legal professional or other privilege. If you are not the intended recipient of this message, you must not review, copy, disseminate or disclose its contents to any other party or take action in reliance of any material contained within it. If you have received this message in error, please notify the sender immediately by return email informing them of the mistake and delete all copies of the message from your computer system.

From:
Sent: Monday, 24 September 2012 9:36 AM
To: GALLAGHER
Subject: Road Calming Measures - Holt

Dear Chief Minister

I am writing to comment on "traffic calming" measures installed by your Department at Spofforth Street, Holt.

We live on the corner of Messenger Street (which intersects with to Spofforth Street) and Lindrum Crescent, Holt. The measures taken on Spofforth Street (although there are probably too many speed bumps in total) certainly seem to be effective in reducing speeding, irresponsible road use and in reducing the volume of traffic on Spofforth Street.

Unfortunately, they seem to have merely re-located some of the problems to Messenger Street, Beaurepaire Crescent and other Holt streets. We now see an escalated pattern of idiots doing burn-outs and donuts on Messenger Street - particularly in the intersections and during any spell of rain. Recently:

- one such offender very narrowly missed taking out one of my neighbours, as the driver appeared to lose control halfway through a donut; and
- we have had a car missing the turn into Lindrum Crescent because of excessive speed, veering across the road, slamming into the gutter and colliding with a large gum tree on our nature strip (I firmly believe that the car would have ended up in our lounge room, if it hadn't hit the storm drain and thus been diverted into the gum tree).

I believe that installation of speed bumps (especially if your Department plans to reduce the number on

Spofforth Street and there are spares available) at the intersections on Messenger Street, or even a coarser gravel finish on the intersection of Mesenger/Lindrum and Messenger/Higgerson, would eliminate a lot of these incidents.

While strongly supportive of such initiatives, I believe that we don't need quite as many speed humps in Spofforth Street - having seen chicanes in other cities, I think these are preferable to bumps depending upon cost factors (I have seen very large planters, for example, used to economically create chicanes).

I very much look forward to hearing from you on this issue.

Yours sincerely



ACT
Government

Territory and Municipal Services

201201912

JV:RS

26/09/12

Dear

I refer to your email of 24 September 2012 to the Minister for Territory and Municipal Services regarding the traffic calming measures on Spofforth Street, Holt. 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.

Following the evaluation of the Spofforth Street traffic calming measures, the ACT Government has decided to investigate the need for additional traffic calming measures on Messenger Street, Beaurepaire Crescent and Trickett Street to address the community's feedback. This study will include consultation with residents of these streets. Speed cushions may be one of the options considered to reduce speeds as they provide continuous all-day speed control to most vehicles using the street. However, no specific traffic calming measures have been proposed for these streets at this stage.

I am advised by officers of Roads ACT that traffic calming devices such as speed cushions will not be effective at deterring the anti-social behaviour of some drivers in your neighbourhood. Burnouts and donuts tend to be done at a slow speed and can be comfortably done in between speed cushions, and even if a multitude of closely-spaced devices were installed, the perpetrators will simply move from one street to another.

This activity is a driver behaviour issue that is best addressed by enforcement by ACT Policing. You should report all incidents of burnouts and other anti-social behaviour to Crime Stoppers on 1800 333 000 together with the registration of the vehicle/s involved, if possible. If immediate police assistance is required you should ring 131 444 or if it is urgent call 000. ACT Policing has the power to impound the vehicles involved, and these reports can be made anonymously if you fear retribution from the perpetrators.

I trust that this information is of assistance.

Yours sincerely

Gary Byles
Director General
Territory and Municipal Services

September 2012

Bruan, Nicole

From: Taylor, John
Sent: Wednesday, 23 May 2012 3:26 PM
To: Vikneson, Jayanthy
Subject: FW: Spofforth Street, Holt Traffic Calming Measures

Follow Up Flag: Follow up
Flag Status: Completed

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

From: Costa, Leigh
Sent: Friday, 18 May 2012 4:24 PM
To: Taylor, John
Subject: FW: Spofforth Street, Holt Traffic Calming Measures

Hi John,

As requested, Holt traffic calming measures responses.

Regards,

Leigh Costa
TAMS Customer Support Officer
Phone 62055094
Directorate Services | Operational Support Territory and Municipal Services | ACT Government GPO Box
158 Canberra ACT 2601 | www.act.gov.au

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

From: [redacted]
Sent: Thursday, 17 May 2012 5:24 PM
To: Roads
Subject: Spofforth Street, Holt Traffic Calming Measures

Hello

I wish to comment on the above measures. We live on the corner of Messenger Street and Lindrum Crescent, Holt - Messenger Street intersects with Spofforth Street. The measures taken on Spofforth Street certainly seem to be effective in reducing speeding, irresponsible road use and in reducing volume of traffic.

Unfortunately, they seem to have shifted some of the problems to Messenger Street. We now see an escalated pattern of idiots doing burn-outs and donuts on Messenger Street - particularly in the intersections and during any spell of rain. One lamebrain almost took

out one of my neighbours, as he appeared to lose control halfway through a donut.

I believe that installation of "X pattern" speed bumps at the intersection would cure this tendency - while strongly supportive of such an initiative, I don't think we need quite as many speed bumps as in Spofforth Street. I'm happy to discuss this further, if need be.

cent

Bruan, Nicole

From: Taylor, John
Sent: Tuesday, 22 May 2012 10:46 AM
To: Vikneson, Jayanthi
Subject: FW: Spofforth Street speed cushions.

Follow Up Flag: Follow up
Flag Status: Completed

From: Costa, Leigh
Sent: Monday, 21 May 2012 2:19 PM
To: Taylor, John
Subject: FW: Spofforth Street speed cushions.

From: F
Sent: Sunday, 20 May 2012 5:36 PM
To: Roads
Subject: Spofforth Street speed cushions.

Quite often I walk along the horse/walking track on the southern side of Drakeman Drive from Trickett Street to the golf course, in the late afternoon. It is very obvious that of the traffic proceeding west along Drake Brockman Drive I would estimate 90% turns right into Trickett Street. Of the ones that proceed further west, the majority continue onto Stockwell Drive. Buses and motor cycles are the exception. Motor cycles can, and do speed down Spofforth easily avoiding the cushions. If I don't actually see them, I can hear them. The cushions on Spofforth have only diverted the traffic onto Trickett and possibly McNaughton. Trickett appears a narrower road than Spofforth and has housing on both sides. As for speeding on Trickett I cannot comment, but because of the amount of traffic at that time of the day, I think it unlikely to be a problem.

I think there are too many cushions. If they were further apart a sensible motorist is not going to speed from one to the other. A better solution I suggest is to have a frequent but irregular police presence on the roads that invite speeding, such as Spofforth, Drake Brockman and William Hovel Drive.

Bruan, Nicole

From: Shoukrallah, Rifaat
Sent: Wednesday, 4 July 2012 3:14 PM
To: Vikneson, Jayanthi
Subject: FW: Comments about Spofforth St traffic calming measures

Follow Up Flag: Follow up
Flag Status: Completed

Jayanthi
Please include in analysis and follow up with Hugh
Thanks
R

From: City Management
Sent: Wednesday, 4 July 2012 2:53 PM
To: Shoukrallah, Rifaat
Cc: Parsonage, Hugh
Subject: FW: Comments about Spofforth St traffic calming measures

Dear Mr Shoukrallah

Can you please respond to the below email? (I have placed a job request 726823 in IAMS attaching the below email).

Thank you

Regards

Customer Service Officer
Canberra Connect
Phone 13 22 81
Canberra Connect | Territory and Municipal Services | ACT Government
GPO Box 158 Canberra ACT 2601 | www.act.gov.au

From: I
Sent: Thursday, 28 June 2012 10:38 PM
To: Roads
Subject: Comments about Spofforth St traffic calming measures

Dear Roads ACT,

I live in Holt and have filled out your online survey regarding the flow-on effects of traffic calming measures on Spofforth St. I am emailing as well as I have some additional comments.

I have lived in Armstrong Crescent for 7 years, and have until recently exited Holt either by heading left onto Beaurepaire Cres (**BC**) and turning right onto Southern Cross Dr (**SXD**) if I am heading to Belconnen, or right on BC and then to Drake-Brockman Dr and William Hovell Dr if I am heading to Civic or south Canberra. My comments are made from that perspective, and concern increased traffic volumes on both Southern Cross Dr and Beaurepaire Cres.

[Southern Cross Drive](#)

The construction of West MacGregor has added an entire suburb to the west of the existing suburbs. Clearly, they have to exit somehow. I gather they are "supposed" to all head up SXD, and not cut across Spofforth St to Drake-Brockman.

This has significantly increased the amount of traffic on SXD, and it has become difficult to turn out of Holt onto that road - particularly to make a right hand turn. When I want to go leave for the gym in Belconnen at 6:20 on a weeknight, I have learned not to even try going that way, as I can't turn right. One difference between the exit roads from Holt and MacGregor, and those from Higgins and Latham, is that from the latter you can cross one direction of traffic at a time, waiting in the median strip for a gap to open up in the other direction. This used to be a successful arrangement, as there was not a lot of traffic in the Holt/MacGregor section of SXD. Now that the traffic volume has increased, it would help greatly if halfway stopping areas were painted on the road to allow residents exiting Holt and MacGregor to cross each direction of traffic separately. Particularly at the intersection with Beaurepaire Cres, SXD is surely wide enough to accommodate this.

Beaurepaire Cres

The increased traffic, probably combined with Spofforth St becoming less attractive as a short cut, has also led to more cars using BC to take a short cut through Holt. I am not greatly affected by the increased volume of traffic *per se* (other than having to wait to turn right out of my street), though Beaurepaire residents may well be. The problem I experience is that all these cars turning right from SXD onto BC make the right hand turn out of Holt even more difficult than I described above. Normal road rules give them right of way, and whenever a gap in both directions of traffic forms, a shortcutter invariably uses it up by slowing down and turning right. The street markings even favour them doing this, as a waiting area was painted to let them to stop without blocking the eastbound traffic on SXD. So, not only are they using Holt as a short cut, they are making it difficult for residents to exit in the process. That just adds insult to injury.

Some suggestions for remedying these issues.

1. Please *don't* install traffic calming measures on BC thinking that will stop the shortcutting. The traffic lights at Kingsford Smith are no doubt a deterrent to continuing up SXD, and the new set at Florey Drive will be an additional disincentive. To make BC more unattractive than two sets of traffic lights would require installing some incredibly annoying traffic calming measures. That will annoy all the residents as well. It may well be more annoying than the existing situation, and we will be the ones stuck with it.
2. One option is to build a roundabout at the BC intersection and any other side streets residents are having difficulty with.
3. A cheaper option would be to change the signage such that the shortcutting traffic turning right from SXD onto BC has a stop sign and must give way to everyone else. Traffic coming out of Beaurepaire would give way to all the traffic going straight, but have right of way over the shortcutters.
4. In combination with #3, and as suggested above, paint a stopping point halfway through the intersection, so cars turning right onto SXD can cross half the road at a time.

Even #3 and #4 combined would help a lot.

Thanks for reading.

Holt resident

Bruan, Nicole

From: Taylor, John
Sent: Wednesday, 23 May 2012 3:26 PM
To: Vikneson, Jayanthy
Subject: FW: Spofforth Street Survey

Follow Up Flag: Follow up
Flag Status: Completed

From: Costa, Leigh
Sent: Friday, 18 May 2012 4:26 PM
To: Taylor, John
Subject: FW: Spofforth Street Survey

From: _____
Sent: Friday, 18 May 2012 3:01 PM
To: Roads
Subject: Spofforth Street Survey

I have just received the survey questionnaire.

I live at 10 Messenger Street and don't believe I was consulted at all before the humps were installed on Spofforth Street. I used Spofforth Street every day as the main access to Messenger Street before the humps. I was very conscious of the 50kph limit. Now I don't use it at all – surely there was a more practical way to slow the speeders on Spofforth Street without ruining it for most traffic. I have seen better ways in other parts of Canberra.

There is now more traffic and speed in all of Trickett, Beaurepaire and Messenger Streets (particularly from Beaurepaire towards Spofforth). However, I wouldn't like to see such extreme measures used in these streets.

I guess the people in Spofforth Street are happy but at the expense of others.

attachment

Bruan, Nicole

From: Quinlan, David
Sent: Friday, 18 May 2012 11:14 AM
To: Taylor, John
Cc: Vikneson, Jayanthi
Subject: FW: ACT Urban Services Enquiry - 719179
Attachments: doc_719188.doc

Follow Up Flag: Follow up
Flag Status: Completed

John - for action pls.

David Q

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

From: iamsreplies@act.gov.au [<mailto:iamsreplies@act.gov.au>]
Sent: Friday, 18 May 2012 10:17 AM
To: TMSIAMSEnquiries
Subject: ACT Urban Services Enquiry - 719179

Contract Supervisor,

We have received a public enquiry that requires your attention.

Category: REQS - Request for Services
Class : TCD - Traffic Control Device
Type : TMS - TMS ISSUES

Please see the attached document for more details.

Regards,

Territory and Municipal Services

TO:

Traffic Management and Safety

COMPLAINT/ENQUIRY

Roads ACT - TMS

IAMS Public Enquiry No:
719179

DETAILS

Suburb / Site: **HOLT, , MESSENGER STREET, HOLT**

Reason for Inspection Request

Hello, I wish to comment on the above measures. We live Crescent, Holt - Messenger Street intersects with Spofforth Street. The measures taken on Spofforth Street certainly seem to be effective in reducing speeding, irresponsible road use and in reducing volume of traffic. Unfortunately, they seem to have shifted some of the problems to Messenger Street. We now see an escalated pattern of idiots doing burn-outs and donuts on Messenger Street - particularly in the intersections and during any spell of rain. One lamebrain almost took out one of my neighbours, as he appeared to lose control halfway through a donut. I believe that installation of "X pattern" speed bumps at the interssection would cure this tendency - while strongly supportive of such an initiative, I don't think we need quite as many speed bumps as in Spofforth Street. I'm happy to discuss this further, if need be.

Primary Asset Type

REQUEST FOR SERVICES
TRAFFIC CONTROL DEVICE
TMS ISSUES - NOT MAINTENANCE

Request Originator

(MOB)

(EMAIL)

Processed By

Requested: 18-MAY-2012

Inspection Report By Traffic Management and Safety

Description of issue and possible cause

Recommended Remedial Works

Action / NoAction

Complainant advised of outcome

Inspected By

Date

Return to Operational Support Unit after completion of remedial works or assessment, by no later than **01-JUN-2012**

Vikneson, Jayanthi

From: Jancewicz, Marian
Sent: Monday, 15 October 2012 11:44 AM
To: Vikneson, Jayanthi
Attachments: 0046.PRN; 0047.PRN; 0048.PRN; 0049.PRN; 0050.PRN; 0051.PRN; 0052.PRN;
0053.PRN; 0054.PRN; 0055.PRN; 0056.PRN; 0057.PRN; 0058.PRN; 0059.PRN;
0060.PRN; 0061.PRN; 0062.PRN

STREET REPORT

Run for: gmazur

Run on: 12/10/2012 13:25

History Location: MESSENGER STREET - showing Intersections (including Major Intersection) and Midblocks

Report Date Range: 01/01/2007 12:00:00 AM -> 31/12/2011 11:59:59 PM

Location Type: Mid Block

Location Unique: 4002

Location Description: MESSENGER STREET (BEAUREPAIRE -> LINDRUM)

Location : Chainage	Police Reference	Date/Time Direction	Severity Lane	Injury Type Position	Crash Type Movement	Number of Casualties Visibility	Number of Vehicles	Road Surface	Weather Code	Rum Code
MESSENGER STREET (BEAUREPA	2011-2077016 Vehicle 1	17/01/2011 23:05 East bound	Property Damage Only 1st (kerb or left) lane	Not related to intersection	Straight ahead	19 Not obstructed	0	1 Good dry surface	Fine	803

Crashes = 1

Location Type: Mid Block

Location Unique: 4015

Location Description: MESSENGER STREET (HIGGERSO -> SPOFFORTH)

Location : Chainage	Police Reference	Date/Time Direction	Severity Lane	Injury Type Position	Crash Type Movement	Number of Casualties Visibility	Number of Vehicles	Road Surface	Weather Code	Rum Code
MESSENGER STREET (HIGGERSO	2009-91812117 Vehicle 1 Vehicle 2	10/11/2009 12:40 East bound South bound	Property Damage Only 1st (kerb or left) lane Other	Not related to intersection Out of driveway	Straight ahead Backing	9 Not known Not known	0	2 Good dry surface	Fine	406

MESSENGER STREET (HIGGERSO

2011-223155591

Vehicle 1

Vehicle 2

Vehicle 3

Crashes = 2

Total Crashes = 3

STREET REPORT

Run for: gmazur

Run on: 12/10/2012 13:26

History Location: BEAUREPAIRE CRESCENT - showing Intersections (including Major Intersection) and Midblocks

Report Date Range: 01/01/2007 12:00:00 AM -> 31/12/2011 11:59:59 PM

Location Type
Location Unique
Location Description

Mid Block
4246
BEAUREPAIRE CRESCENT (PICKWORTH -> RICE)

Location : Chainage	Police Reference	Date/Time Direction	Severity Lane	Injury Type Position	Crash Type Movement	Number of Casualties Visibility	Number of Vehicles	Road Surface	Weather Code	Rum Code
BEAUREPAIRE CRESCENT (PICKWORTH -> RICE)	2008-3743206 Vehicle 1	25/02/2008 10:51 East bound	Injury 1st (kerb or left) lane	Received medical treatment Not related to Intersection	Straight ahead	19 Not obstructed	1	1 Good dry surface	Fine	703

Crashes = 1

Location Type
Location Unique
Location Description

Intersection
3603
BEAUREPAIRE/TRICKETT

Location : Chainage	Police Reference	Date/Time Direction	Severity Lane	Injury Type Position	Crash Type Movement	Number of Casualties Visibility	Number of Vehicles	Road Surface	Weather Code	Rum Code
BEAUREPAIRE/TRICKETT	2009-9148889 Vehicle 1	22/05/2009 8:50 East bound	Property Damage Only 1st (kerb or left) lane	Within Intersection	Right turn	19 Not obstructed	0	1 Loose surface	Fine	707

Crashes = 2

Location Type
Location Unique
Location Description

Intersection
3493
BEAUREPAIRE/HOLT

Location : Chainage	Police Reference	Date/Time Direction	Severity Lane	Injury Type Position	Crash Type Movement	Number of Casualties Visibility	Number of Vehicles	Road Surface	Weather Code	Rum Code
BEAUREPAIRE/TRICKETT	2010-3289324 Vehicle 1 Vehicle 2	12/09/2010 10:00 South bound East bound	Property Damage Only Other 1st (kerb or left) lane	Out of driveway Within Intersection	Backing Straight ahead	9 Not obstructed Not obstructed	0	2 Good dry surface	Fine	406

Location Type
Location Unique
Location Description

Intersection
3493
BEAUREPAIRE/HOLT

Location : Chainage	Police Reference	Date/Time Direction	Severity Lane	Injury Type Position	Crash Type Movement	Number of Casualties Visibility	Number of Vehicles	Road Surface	Weather Code	Rum Code
BEAUREPAIRE/HOLT	2008-9151354-1	31/03/2008 15:50	Property Damage Only			8	0	2 Good dry surface	Fine	404

BEAUREPAIRE/HOLT
 Crashes = 2

Vehicle 1	Vehicle 2	North bound	1st (kerb or left) lane	Not related to intersection	Parked	Not obstructed	0	2	Good dry surface	Fine	303	
Vehicle 1	Vehicle 2	North bound	1st (kerb or left) lane	Approaching intersection	Backing	Not obstructed	6	0	2	Good dry surface	Fine	303
Vehicle 1	Vehicle 2	North bound	1st (kerb or left) lane	Approaching intersection	Straight ahead	Not known	6	0	2	Good dry surface	Fine	303
Vehicle 2	Vehicle 1	North bound	1st (kerb or left) lane	Within intersection	Right turn	Not obstructed	6	0	2	Good dry surface	Fine	303

Location Type
 Location Unique
 Location Description

Mid Block
 4064
 BEAUREPAIRE CRESCENT (HOLT -> MESSENGER)

Location : Chainage

Police Reference	Date/Time Direction	Severity Lane	Injury Type Position	Crash Type Movement	Number of Casualties Visibility	Number of Vehicles	Road Surface	Weather Code	Rum Code	
BEAUREPAIRE CRESCENT (HOLT - 2008-91111904 Vehicle 1 Vehicle 2	15/11/2008 17:45 South bound West bound	Property Damage Only 1st (kerb or left) lane Other	Not related to intersection Out of driveway	Parked Backing	9 Not known Not known	0	2	Good dry surface	Fine	406

Crashes = 1

Location Type
 Location Unique
 Location Description

Mid Block
 3948
 BEAUREPAIRE CRESCENT (ARMSTRONG -> PICKWORTH)

Location : Chainage

Police Reference	Date/Time Direction	Severity Lane	Injury Type Position	Crash Type Movement	Number of Casualties Visibility	Number of Vehicles	Road Surface	Weather Code	Rum Code	
BEAUREPAIRE CRESCENT (ARMS 2010-1108666 Vehicle 1 Vehicle 2	26/10/2010 7:00 North bound East bound	Property Damage Only 1st (kerb or left) lane Other	Not related to intersection Out of driveway	Straight ahead Left turn	9 Not obstructed Not obstructed	0	2	Good dry surface	Fine	406

Crashes = 1

Location Type
 Location Unique
 Location Description

Intersection
 3291
 BEAUREPAIRE/PICKWORTH

Location : Chainage

Police Reference	Date/Time Direction	Severity Lane	Injury Type Position	Crash Type Movement	Number of Casualties Visibility	Number of Vehicles	Road Surface	Weather Code	Rum Code	
BEAUREPAIRE/PICKWORTH 2009-92941004 Vehicle 1 Vehicle 2	30/01/2009 15:45 North bound West bound	Property Damage Only 1st (kerb or left) lane 1st (kerb or left) lane	Approaching intersection Within intersection	Straight ahead Right turn	2 Not obstructed Not obstructed	0	2	Good dry surface	Fine	102