

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).

51	Trickett Street, Speed, Safety & Volume	May 31, 2012 4:51 PM
52	Beaurepaire - volume	May 31, 2012 4:19 AM
53	Trickett/Beaurepaire streets	May 30, 2012 9:07 PM
54	BEAUREPAIRE ST. HOLT. increased traffic, significant truck usage	May 30, 2012 2:32 PM
55	Beaurepaire Crescent - increased speeding traffic	May 30, 2012 4:21 AM
56	Beaurepaire cr volume and safety	May 29, 2012 4:15 AM
57	Beaurepaire Crescent - volume. I don't believe this has increased the speed of cars on other streets. I also don't believe safety has changed.	May 28, 2012 4:10 AM
58	southern cross Dr speed decrease volume increase	May 27, 2012 9:37 PM
59	Fatal accident on Souther Cross. Had the light truck used Spofforth a life may now have been lost!	May 27, 2012 7:12 PM
60	Spofforth St - people now spin thier tyres on the speed bumps	May 27, 2012 7:10 PM
61	Southern Cross Drive, volume	May 27, 2012 6:46 PM
62	Southern X Drive, speed and volume	May 25, 2012 11:05 PM
63	Trickett	May 25, 2012 5:51 PM
64	Beaurepaire Street / Volume	May 25, 2012 4:36 AM
65	Pickworth Street	May 24, 2012 6:54 PM
66	beaurepaire st holt, volume	May 24, 2012 4:49 PM
67	Beaurepaire Cres - More traffic	May 24, 2012 2:35 PM
68	not sure of names, but alternative routes between	May 24, 2012 2:16 AM
69	Macnaughton St - Increased Traffic towards Kingsford Smith School	May 23, 2012 10:08 PM
70	Southern Cross Drive - already a dangerous road, its now being used by a lot more of the new macgregor traffic. This is especially dangerous considering the recent fatal crash and is impacting drivers coming out of florey drive.	May 23, 2012 9:13 PM
71	Southern Cross drive	May 23, 2012 7:43 PM
72	Southern Cross Drive	May 23, 2012 7:25 PM
73	Beaurepaire Street - increased traffic for those avoiding Spofforth	May 23, 2012 5:59 PM
74	Beaurepaire Cresnet - Increased volume and speed	May 23, 2012 3:57 PM
75	Trickett street	May 23, 2012 12:27 AM
76	Messenger - speed, safety & volume	May 22, 2012 5:01 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).

77	Starke Street, increased volume a problem for the intersection with Southern Cross	May 22, 2012 4:39 PM
78	Beaurepaire Street - Lots more traffic	May 22, 2012 4:29 PM
79	Trickett	May 22, 2012 4:09 PM
80	every other street along drakebrockman drive	May 22, 2012 4:01 PM
81	Starke Street, Holt, speed, safety volume, just another direction for the cars to go	May 22, 2012 3:55 PM
82	Starke Street	May 22, 2012 3:34 PM
83	Beaurepaire St Holt, increased volume	May 22, 2012 5:05 AM
84	Trickett Street Holt, increased volume	May 22, 2012 2:14 AM
85	beaurepaire street holt, safety and volume increase	May 22, 2012 12:44 AM
86	Beaurepaire Street - Everyone goes down here now	May 22, 2012 12:06 AM
87	beaurepaire; more traffic on a street with school, shopping centre and housing on both sides of street	May 21, 2012 11:17 PM
88	Messenger St - speed, volume	May 21, 2012 5:09 AM
89	Beaurepaire Cres - volume	May 21, 2012 4:39 AM
90	Trickett st to Starke St, more traffic, more going through Holt.	May 21, 2012 3:09 AM
91	Beaurepaire	May 20, 2012 7:55 PM
92	Trickett st volume, noise	May 20, 2012 7:33 PM
93	Beaurepaire, increased speed and volume	May 20, 2012 7:27 PM
94	Beaurepaire Street	May 20, 2012 6:06 PM
95	Messenger Street - volume, speed	May 20, 2012 4:05 PM
96	TICKETT ST	May 19, 2012 9:28 PM
97	Beaurepaire Cr, has now become the shortcut to Drake Bockman, cars speed especially during the morning peak, volume has increased two fold.	May 19, 2012 9:19 PM
98	Southern Cross Drive	May 19, 2012 7:56 PM
99	Increased traffic volume Southern Cross Drive	May 19, 2012 5:57 PM
100	Beaurepaire Cres, higher volume, less safe	May 19, 2012 5:34 PM
101	Beaurepaire Cr. Holt. Volume of traffic has increased	May 19, 2012 4:51 PM
102	Beaurepaire - volume (this is now the main road to macgregor west)	May 18, 2012 11:15 PM
103	Beaurepaire cres. Speed, safety, Volume	May 18, 2012 8:47 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).

104	Southern Cross Drive - increased local traffic	May 18, 2012 4:52 PM
105	Beaurepaire Cres - volume	May 18, 2012 4:23 PM
106	Messenger St - High volume. Annoyed drivers	May 18, 2012 3:26 AM
107	Beaurepaire St, increased traffic volume and type beyond it's design capacity	May 18, 2012 3:18 AM
108	Starke St Holt, Volume, Speed, Safety being more built up area	May 18, 2012 1:04 AM
109	Beaurepaire Steet. Volume of traffic increased, to avoid Spofforth.	May 18, 2012 12:43 AM
110	Messenger Street, additional traffic	May 17, 2012 11:28 PM
111	Beaurepaire - volume	May 17, 2012 10:15 PM
112	Beaurepaire Cr massive increase in traffic volume	May 17, 2012 5:37 PM
113	Trickett Street - increased volume, with same issues occuirng on this street that did on Spofforth street. Both sides of this street have residential properties	May 16, 2012 10:11 PM
Street #2 name and impact		
2	Trickett - speed, safety, volume	Jun 28, 2012 11:59 PM
3	Beaurepaire Cres - increased traffic volume, decreased traffic	Jun 28, 2012 11:20 PM
4	Southern Cross Dr - increased volume of traffic	Jun 28, 2012 11:17 PM
5	Trickett St - extra traffic	Jun 28, 2012 7:58 PM
6	Beaurepaire Street - increased volume, difficult for Holt residents to turn right onto Southern Cross Drive due not only to increased traffic on SXD, but many cars slowing and turning right into Beaurepaire St, thereby using up most of the breaks in traffic	Jun 28, 2012 2:59 AM
12	Britten Jones Drive	Jun 26, 2012 9:46 PM
13	Beaurepaire Crt Holt	Jun 26, 2012 3:22 PM
14	Beaurepaire St Holt	Jun 26, 2012 3:18 PM
15	Southern Cross Drive. Safety, volume.	Jun 25, 2012 8:25 PM
16	Starke, extra volume	Jun 25, 2012 6:05 PM
18	beurepair st volume, speed	Jun 23, 2012 7:52 PM
19	Beaurapaire Street - more cars accessing this now	Jun 21, 2012 11:53 PM
23	As above for the new part of MacGregor accessing Woodhave Estate.	Jun 19, 2012 3:50 PM
24	Trickett St, increase in traffic	Jun 18, 2012 8:39 PM
25	Beaurepaire Cres volume	Jun 17, 2012 8:11 PM
29	Starke St, Holt, volume	Jun 14, 2012 10:10 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).

30	Beaurepaire Street: Increase traffic, unnecessary and unsafe	Jun 13, 2012 3:26 PM
31	Southern Cross Drive volume speed and safety	Jun 13, 2012 5:01 AM
32	Ginnenderra Drive - More traffic (from Dunlop)	Jun 12, 2012 4:41 AM
33	McNaughton	Jun 12, 2012 2:33 AM
34	Drake Brockman Drive, same as above	Jun 11, 2012 6:34 PM
35	Starke Street - traffic lights needed to ease traffic at intersection	Jun 10, 2012 5:38 PM
36	Starke street	Jun 10, 2012 12:22 AM
39	Trickett	Jun 6, 2012 7:14 PM
40	Beaurepaire Cres - More Traffic	Jun 6, 2012 2:55 PM
41	Trickett	Jun 6, 2012 7:57 AM
42	Beaurepaire Crescent	Jun 4, 2012 3:39 PM
44	Beaurepaire Street	Jun 3, 2012 11:46 PM
45	Trickett Street - speed, safety, volume	Jun 3, 2012 9:35 PM
47	Beaurapair - volume and speed	Jun 1, 2012 10:30 PM
48	beaurepair cres	Jun 1, 2012 7:48 PM
49	Beaurepaire, impact speed and frequency of traffic particularly 7am to 8am	Jun 1, 2012 4:21 PM
50	Beaurepaire - volume	May 31, 2012 8:34 PM
51	Beaurepaire Cres, Speed, Safety and Volume	May 31, 2012 4:51 PM
52	Southern Cross - volume, speed	May 31, 2012 4:19 AM
53	Macnaughton/Starke streets	May 30, 2012 9:07 PM
54	TRICKETT ST HOLT. as above	May 30, 2012 2:32 PM
55	Trickett Street - increased speeding traffic	May 30, 2012 4:21 AM
56	Southern cross dr volume	May 29, 2012 4:15 AM
58	drake brockman speed decrease volume increase	May 27, 2012 9:37 PM
59	Souther cross. Light vehicles can no longer avoid heavy traffic. More fatalities to come?	May 27, 2012 7:12 PM
60	Trickett St - more people cut through this street than use Spofforth St	May 27, 2012 7:10 PM
62	Beaurepaire Cres. speed and volume	May 25, 2012 11:05 PM
63	Beaurepaire	May 25, 2012 5:51 PM
64	Starke Street / Volume	May 25, 2012 4:36 AM

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).

66	trickett st holt, volume	May 24, 2012 4:49 PM
67	Trickett St - More traffic	May 24, 2012 2:35 PM
68	Southern Cross Dve and Drake Brockman Drive	May 24, 2012 2:16 AM
69	Stark St - Incresed Traffic around main school student thoroughfare	May 23, 2012 10:08 PM
70	Stark Street - with the increased traffic on southern cross it is almost impossible to exit from stark street onto southern cross without accident.	May 23, 2012 9:13 PM
71	Oreilly St Macgreggor	May 23, 2012 7:43 PM
73	Trickett Street - increased traffic for those avoiding Spofforth	May 23, 2012 5:59 PM
74	Trickett Street - Increased volume and speed	May 23, 2012 3:57 PM
76	Beaurepaire - speed, safety & volume	May 22, 2012 5:01 PM
77	Macnaughton Street, increased volume means whatever problems Spofforth St had have, in part, been moved here	May 22, 2012 4:39 PM
78	Trickett Street - Lots more traffic	May 22, 2012 4:29 PM
79	Beaurepaire	May 22, 2012 4:09 PM
81	MacNaughton Street, Holt, spped, volume, safety, increase of traffic	May 22, 2012 3:55 PM
82	Beaurepaire Street	May 22, 2012 3:34 PM
83	Trickett St Holt, increased volume	May 22, 2012 5:05 AM
86	Trickett Street - Everyone goes down here now	May 22, 2012 12:06 AM
87	trickett; more traffic	May 21, 2012 11:17 PM
88	Beaurepaire St - speed, volume	May 21, 2012 5:09 AM
89	Trickett St - volume	May 21, 2012 4:39 AM
91	Trickett	May 20, 2012 7:55 PM
92	beaurepaire st, volume, noise	May 20, 2012 7:33 PM
93	Trickett, increased speed and volume	May 20, 2012 7:27 PM
94	Trickett	May 20, 2012 6:06 PM
95	Beaurepaire Street - volume, speed	May 20, 2012 4:05 PM
96	BEAUREPAIRE ST	May 19, 2012 9:28 PM
97	Starke to Macaughton volume has increased along with speed, it isn't any use putting the speed camera on Starke at 10 am when they need to be there between 7 & 8 am.	May 19, 2012 9:19 PM
100	Starke Street, higher volume	May 19, 2012 5:34 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).

102	Trickett - volume (to get to Beaufort), safety (residential)	May 18, 2012 11:15 PM
103	Trickett. Speed volume and safety. School Bus pickup dropoff	May 18, 2012 8:47 PM
105	Trickett St - volume	May 18, 2012 4:23 PM
106	Beaufort Cres - High volume. Annoyed drivers	May 18, 2012 3:26 AM
107	Trickett St, increased traffic volume and type beyond it's design capacity	May 18, 2012 3:18 AM
108	Trickett St Holt, Volume, Speed, Safety being more built up area	May 18, 2012 1:04 AM
110	McNaughton Street, additional traffic	May 17, 2012 11:28 PM
112	Trickett St masive increase in traffic volume	May 17, 2012 5:37 PM
113	Beaufort Crescent - increased volume, with same issues occuirng on this street that did on Spofforth street. Both sides of this street have residential properties	May 16, 2012 10:11 PM
Street #3 name and impact		
5	MacNaughton St - extra traffic	Jun 28, 2012 7:58 PM
6	Trickett St - increased volume	Jun 28, 2012 2:59 AM
13	Trickell St Holt	Jun 26, 2012 3:22 PM
14	DrakeBrockman Holt	Jun 26, 2012 3:18 PM
16	Macnaughton, extra volume	Jun 25, 2012 6:05 PM
29	McNaughton St, Holt, volume	Jun 14, 2012 10:10 PM
33	Beaufort	Jun 12, 2012 2:33 AM
35	Trickett Street as myself and others now go that way	Jun 10, 2012 5:38 PM
36	Increased accidents at southern cross/ starke st and southern cross/Florey drive	Jun 10, 2012 12:22 AM
41	Southern Cross	Jun 6, 2012 7:57 AM
42	Starke Street	Jun 4, 2012 3:39 PM
44	Southern Cross Drive	Jun 3, 2012 11:46 PM
45	Starke Street, McNaughton Street - speed, safety, volume	Jun 3, 2012 9:35 PM
48	Mcnaughton street	Jun 1, 2012 7:48 PM
52	Trickett - volume	May 31, 2012 4:19 AM
54	MCNAUGHTON ST, HIGGINS as above	May 30, 2012 2:32 PM
56	Trickett st volume & safety	May 29, 2012 4:15 AM
59	Kingsford Smith. Congestion at lights on Sth Cross intersection.	May 27, 2012 7:12 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).

62	Trickett St speed and volume	May 25, 2012 11:05 PM
63	Drake Brockman Drive	May 25, 2012 5:51 PM
64	Southern Cross Drive / Volume	May 25, 2012 4:36 AM
66	southern cross drive, volume	May 24, 2012 4:49 PM
69	Trickett St and Beaurepair Cr - Increased Traffic around Shops and Community Center	May 23, 2012 10:08 PM
70	o'riley street - with the increased new macgregor traffic it is difficult to exit the older part of the suburb.	May 23, 2012 9:13 PM
71	Beaurepair Street	May 23, 2012 7:43 PM
73	Southern Cross Drive - increased traffic and already a congested dangerous road	May 23, 2012 5:59 PM
74	Macnaughton Street - Increased volume and speed	May 23, 2012 3:57 PM
76	Tricket - speed, safety & volume	May 22, 2012 5:01 PM
87	southern cross drive; site of recent fatal accident; narrow and congested	May 21, 2012 11:17 PM
89	Britten Jones drive - volume	May 21, 2012 4:39 AM
91	Britten Jones Drive	May 20, 2012 7:55 PM
92	as above, 7 houses for sale because of this	May 20, 2012 7:33 PM
94	Southern Cross Drive	May 20, 2012 6:06 PM
95	Trickett Street - volume, speed	May 20, 2012 4:05 PM
96	PARKWWOD RD	May 19, 2012 9:28 PM
97	Trickett Street volume and speed, no body adheres to the 50km.	May 19, 2012 9:19 PM
100	Trickett Street, higher vloume, less safe	May 19, 2012 5:34 PM
102	Macnaughton - volume (alt route to Beaurepaire/Starke), safety (school zone)	May 18, 2012 11:15 PM
103	Drakebrockman 60K Zone extra traffic	May 18, 2012 8:47 PM
106	Trickett St - High volume. Annoyed drivers	May 18, 2012 3:26 AM
110	Trickett Street, additional traffic	May 17, 2012 11:28 PM
112	Messenger increased traffic also Southern Cross Drive and Starke St	May 17, 2012 5:37 PM

Page 1, Q7. Would you support the implementation of traffic calming measures on the streets identified in question 6?

1	The 'traffic calming measures' implemented on spofforth street negatively impact on other streets as traffic will instead flow through them. Were a measure such as a fixed speed camera installed on spofforth street and the speed bumps entirely removed - this issue would be resolved. Speed bumps affect everyone including drivers following the law and doing the appropriate speed.	Jun 28, 2012 11:59 PM
2	Does not change behavior. Speedsters would avoid and use other streets.	Jun 28, 2012 11:59 PM
3	I believe that by reducing the number of speed cushions on Spofforth Street will return the volume of traffic and safety on those streets back to acceptable levels.	Jun 28, 2012 11:20 PM
4	May one half way up but not as many as are on Spofforth St	Jun 28, 2012 11:17 PM
5	traffic calming measures will not reduce the flow of traffic - only force the traffic onto other streets.	Jun 28, 2012 7:58 PM
6	Traffic calming measures on Southern Cross Drive Drive is impractical - people have to drive somewhere. Furthermore, I understand you want traffic to use this road. Doing so currently involves one traffic light and will soon involve two. Stopping cars short-cutting through Holt would require making our streets more annoying than waiting at two traffic lights. That would have to be VERY annoying to have any effect, and it will be equally annoying to residents. Please consider other strategies.	Jun 28, 2012 2:59 AM
7	Reduced number of speed cushions	Jun 26, 2012 10:22 PM
8	All this will do is find another route to go through that doesn't have this horrible speed bumps - there has to be a better way	Jun 24, 2012 2:10 PM
9	Bad planning of new Macgregor is the ultimate cause of problems for Spofforth. Need to ensure traffic uses Southern Cross Drive and Kingsford Smith Drive to get to William Hovell. Our planners just put up neew suburbs without planning traffic.	Jun 21, 2012 5:12 PM
10	This is a ridiculous proposal as it simply inserts into these streets the same puerile and discriminatory measures as Spofforth St.	Jun 21, 2012 5:32 AM
11	Those streets wind considerably which acts as a natural traffic calming method.	Jun 19, 2012 3:50 PM
12	Yes for Tricket Street as children cross this road to get to school	Jun 17, 2012 8:11 PM
13	The design of the road automatically slows traffic	Jun 16, 2012 1:50 PM
14	The measures in place in Spofforth St have only added to the volume of traffic on the streets identified above, so one street has changed, but now many others are adversely impacted. In addition, to the above, Southern Cross Drive now experiences higher volumes of traffic also.	Jun 14, 2012 10:10 PM
15	Traffic calming measures are not needed and are fascist in nature. If you really want people to travel the speed limit, install point to point speed cameras	Jun 13, 2012 3:26 PM
16	They reduce the usability of a street. They discriminate between big and little cars. Moving traffic from a wide open well lit straight street to windy	Jun 12, 2012 4:41 AM

Page 1, Q7: Would you support the implementation of traffic calming measures on the streets identified in question 6?

	backroads with limited visibility is potentially very dangerous.	
17	A road is a road is a road, after laying speed humps in all other streets, will you then put them on Southern Cross Drive. What a waste of Tax Payers Money	Jun 12, 2012 2:33 AM
18	Traffic lights before there is a tragedy	Jun 10, 2012 5:38 PM
19	Roundabouts not lights/speed bumps	Jun 10, 2012 12:22 AM
20	Roundabouts at both the Florey Drive and Starke Street intersections would greatly increase the safety of drivers on Southern Cross Drive.	Jun 10, 2012 12:22 AM
21	Only if it was identified as necessary.	Jun 7, 2012 5:36 AM
22	I would still find another way	Jun 6, 2012 7:14 PM
23	Because Tricket St is the most convenient St for me to get to and from my house and if speed cushions were placed there I would have to use another route as the speed cushions cause me a lot of pain due to a back injury and they cause damage to the suspension of vehicles and are very annoying and noisy..	Jun 6, 2012 2:55 PM
24	On Street numbers 1 and 2. Clearly a nonsense on Southern Cross Rd which seems the obvious road to take the majority of the load	Jun 6, 2012 7:57 AM
25	There needs to be a rethinking of how people exit new Macgregor and Holt. Spofforth Street should be re designed, widened, in order to offer increased traffic capacity and the possibility for residents of this area to access Drake Brockman Drive at its Western end as they used to d before the speed cushions were implemented. This would ease traffic on Southern Cross Drive and make traffic in the area safer as well as reduce the current frustration of having to drive down Southern Cross Drive.	Jun 4, 2012 3:39 PM
26	Definitely not speed humps like Spofforth Street - they are not engineered properly. The larger speed hump at Kippax near church & real estate is effective & better design. Speed cameras would be better.	Jun 3, 2012 9:35 PM
27	20 ks is too slow, I personally think it makes the young ones drive faster on the other roads to make up the time	Jun 1, 2012 7:48 PM
28	West belconnen ring road linking Barton and drake brockman	Jun 1, 2012 4:21 PM
29	Multiple speed humps are damaging to vehicles and subsequently effect the vehicle safety	May 31, 2012 4:51 PM
30	You have created mayhem for the residents of Holt are you seriously contemplating further disruption to the entire community?	May 30, 2012 9:07 PM
31	No .. as traffic would then seek out alternative routes. At present, drivers would willingly chose a route adding 1km+ to their journey than travel down Spofforth St.	May 30, 2012 2:32 PM
32	No other streets in the world have as many speed humps per metre as Spofforth street and repeating this lunacy elsewhere would just move the problem to even more unsuitable streets	May 29, 2012 4:15 AM

Page 1, Q7: Would you support the implementation of traffic calming measures on the streets identified in question 6?

33	that wont help	May 27, 2012 9:37 PM
34	More effective traffic management is needed. These measures are swimplistic and simply do not work.	May 27, 2012 7:12 PM
35	Speed cushions have done more harm than good in spofforth - dont put mroe up	May 27, 2012 7:10 PM
36	I find the use of multiple speed cushions highly frustrating as a driver.	May 25, 2012 4:36 AM
37	One at the end of each street and one in the middle would be enough.	May 24, 2012 6:54 PM
38	these measures are overkill	May 24, 2012 2:16 AM
39	Existing (pre Spofforth St) road safety measures were sufficient	May 23, 2012 10:08 PM
40	Southern Cross Drive has turned into a nightmare following the installation of these speed humps and the current work on the intersections of Florey & Southern Cross Drives.	May 23, 2012 7:25 PM
41	All it does is move traffic from one street to another, it doesn't actually address the fact that there is increased traffic - a better/long term solution needs to be examined	May 23, 2012 5:59 PM
42	The use of speed humps, especially the number that is in place in spoforth is excess to say the least. The reality is that people are going to use residential streets as a short cut until a main road is created to solve the problem. Speed humps and reducing spee limits is not the answer, people still speed and are just more frustrated.	May 23, 2012 12:27 AM
43	Traffic in Holt travels at excessive speed	May 22, 2012 5:01 PM
44	Trickett street especially	May 22, 2012 4:09 PM
45	realistic measures, such as reduced speed limits to 50km, and road narrowing, through line markings	May 22, 2012 3:34 PM
46	it's overkill and ridiculous. we can't have those ridiculous speed cushions on every street. Where does it end?	May 22, 2012 5:05 AM
47	Residential streets like Spofforth and Trickett must be protected from speeding drivers.	May 22, 2012 2:14 AM
48	Don't be ridiculous	May 22, 2012 12:06 AM
49	It is my opinion that the measures taken in Spofforth St have practically eliminated traffic there rather than calm it. The 50k limit is now redundant as it has been virtually reduced to one of 20k by the introduction of the speed cushions. Once a pleasant drive along spofforth St, it is now a slow uncomfortable one. It was my experience that the 50k/h limit was reasonably enforced by the regular presence of the mobile speed camera. Since the West Macgregor development brought with it more traffic, it had become increasingly difficult to turn right onto Southern Cross Drive from Beaurepaire Cres. The changes to Spofforth St have now redirected traffic to use the Beaurepaire Cres - Trickett St route to Drake Brockman Drive making the right turn from Beaurepaire onto Southern Cross even more difficult. I question the need for such measures to be taken on Spofforth st, particularly	May 21, 2012 4:39 AM

Page 1, Q7: Would you support the implementation of traffic calming measures on the streets identified in question 6?

	as there are houses only on one side of the road, protected by a substantial nature strip plus a pedestrian footpath. By comparison, my own road Lindrum Cres, has lots of traffic, is narrower, has houses both sides and no footpath; pedestrians have no option but to share the road with vehicles and yet, Spofforth St receives the attention. If traffic needs to be calmed in Spofforth St, I would encourage the removal of the speed cushions and the introduction of a fixed speed camera instead.	
50	Why not make the road 60 instead of 50, like other roads in the area and do away with the speed cushions. They are just too annoying, we now avoid that road completely and go other routes.	May 21, 2012 3:09 AM
51	While the speed cushions have slowed traffic etc, I now avoid travelling on Spofforth Street altogether and either go through the Golf Course estate or use Beaurepaire Cr & Trickett St	May 20, 2012 7:55 PM
52	this will just agravate the problem and cause people to go further into the suburb to aviod the speed humps.	May 20, 2012 6:06 PM
53	The methods are helpful however far too many on Spofforth st	May 19, 2012 9:28 PM
54	Maybe a few speed cushions or something like they have on McCulloch St in Curtain.	May 19, 2012 9:19 PM
55	I agree that the traffic calming measures for Spofforth St are good but it has come at a great cost to Southern Cross Dr by significant traffic increases and associated safety concerns.	May 19, 2012 7:56 PM
56	Southern Cross drive needs to be upgraded to dual carriage way, not slowed down	May 19, 2012 5:57 PM
57	If deemed necessary but certainly not at the over the top level like Spofforth St	May 19, 2012 4:51 PM
58	Cushions in school zones are ok, but not on main thoroughfares	May 18, 2012 11:15 PM
59	if the calming in spofforth wa removed the extra vehicle movements from west McGregor would use spofforth reducing the problems on Trickett. Spofforth was built to carry the traffic flow.	May 18, 2012 8:47 PM
60	Not necessary - just have fewer speed cushions in Spofforth St	May 18, 2012 4:52 PM
61	Would just spread problem again - need trailer access to green waste dropoff	May 18, 2012 4:23 PM
62	This would just exacerbate the problem!	May 18, 2012 3:26 AM
63	Trying to slow down traffic on all surrounding streets is ridiculous, What is really needed is an upgrade to Spofforth St to increase it's speed and capacity to handle the increased volume of through traffic caused by the increasing population of surrounding suburbs. Trying to slow all the streets down is not the correct way of addressing the increase in traffic. It's basic mathematics that an increase in traffic volume requires an increase in average speed on the road, not a decrease.	May 18, 2012 3:18 AM
64	Better measures on Spofforth. ie Speed camera. Not Speed cushions that are bad for your car and have no effect on moterbikes or trucks.	May 18, 2012 12:43 AM

Page 1, Q7. Would you support the implementation of traffic calming measures on the streets identified in question 6?

65 Do not put in any more humps.

May 17, 2012 5:37 PM

66 It will just mean everybody will exit a street earlier agin, unless government introduces traffic calming measures on every street then the smae problem will keep occuirng.

May 16, 2012 10:11 PM

Page 1, Q8 Are you satisfied with this opportunity to provide feedback on the Spofforth Street traffic calming measures?

1	Substantial consultation should have occurred prior to 13 sets of speed cushions being installed on 1.2 kms of road. The first I heard about it was a news report by Mary Porter on the radio the week they were installed. I note that there were several letters to the editor in the Canberra Times following the installation so it appears a number of locals were taken by (unpleasant) surprise.	Jun 28, 2012 11:20 PM
2	It was pure accident that I was made aware of this opportunity to provide feedback - maybe more ways of advising the public that they can participate in this sort of thing would provide a larger cross section of comments.	Jun 28, 2012 11:17 PM
3	I did not know there was a mail out until a neighbour mentioned it as I did not receive a letter in my mail box. Also, the community consultation website could be easier to access - maybe a link from Canberra connect and your home page?? thank you.	Jun 28, 2012 7:58 PM
4	I'm disappointed that you appear to think more speed cushions are the answer to everything.	Jun 28, 2012 2:59 AM
5	Have a longer and more detailed consultation process prior to installation and give more weight to the feedback which is given.	Jun 26, 2012 9:46 PM
6	Wider consultation before installation would have resulted in a more balanced appraisal of the proposed measures, rather than the high risk outcome achieved.	Jun 25, 2012 8:25 PM
7	Why was this engagement opportunity not given to everyone before the fact, instead of just selected residents? Spofforth St is used by more than just the residents who live on and around it, particularly now that the traffic on Southern Cross Drive has increased substantially in volume in recent years. The level of community consultation was substandard.	Jun 21, 2012 10:35 PM
8	The residents of west Belconnen should have been consulted before land at New Macgregor was released. Britten Jones Dr would have suffered also except that it has too many bends. Anyone with half a brain would have foreseen the problems.	Jun 21, 2012 5:12 PM
9	Yes. How about posing questions that are not designed to provide the answers that justify the imposition of these pitiful 'Potholes in relief'. We have had a number of interstate visitors aghast that a seemingly responsible administration could stoop to such a desecration of a major through road (and this is what it is in view of the past and present activities and facilities in the area despite the waste disposal system that was and the current green waste recycling. Questions like; how has it adversely affected you as a family? How has it affected your friends and visitors? What is the additional noise pollution that you have noticed and experienced? What affect do you believe it has had on the resale value of your home? What effects have you experienced at other intersections as a result of traffic being rerouted to other major roads and intersections? What has been the tenor of comments you have heard from users and previous users of Spofforth St?.	Jun 21, 2012 5:32 AM
10	Letter box drop in initial consultation did not include affected streets	Jun 18, 2012 8:39 PM
11	I think you need to understand why people travel to the local for eg I visit a relative on Spofforth and my experience is the quality of life and safety has improved substantially, which is relevant to my view. These surveys need to capture such relevant qualitative information.	Jun 16, 2012 4:00 PM

Page 1, Q8: Are you satisfied with this opportunity to provide feedback on the Spofforth Street traffic calming measures?

12	I am aware of residents in areas affected by this change, such as West Macgregor, who did not receive any notification about this survey. It's not just Holt that's affected, so perhaps those residents could have been advised of the opportunity for comment.	Jun 14, 2012 10:10 PM
13	I encourage you to use this kind of engagement process more often. Thank you.	Jun 12, 2012 4:41 AM
14	I am extremely dissatisfied, this process should have taken place well before hand.	Jun 12, 2012 2:33 AM
15	Consult macgregor residents as well, as we only heard about this survey from a friend living in holt who doesn't use spofforth st	Jun 10, 2012 12:22 AM
16	Properly consult all residents in the local area BEFORE proceeding with making changes.	Jun 10, 2012 12:22 AM
17	Ask before implementing traffic calming measures	Jun 6, 2012 7:14 PM
18	Is not clear what the next steps are. Seriously concerned to not lose the gains the calming measures have delivered. Concerned that if an extreme decision is taken - for example to remove calming measures that there is the opportunity to understand reasons in advance and ideally to debate pro's and cons as one directly impacted.	Jun 6, 2012 7:57 AM
19	Notify residents of West Macgregor about this survey (Letter box)	Jun 4, 2012 3:39 PM
20	I am aware of this evaluation through Mary Porter AM MLA leaflet.	Jun 3, 2012 9:35 PM
21	Q3. Yes/No doesn't capture my response of "Don't Know"	Jun 3, 2012 9:17 PM
22	I am pleased to have the opportunity to comment but was annoyed to hear of this survey only when a neighbour indicated they had received this survey in the mail. As I did not, how many others were not delivered the survey and as such do not even know there is opportunity to feedback.	Jun 3, 2012 5:53 PM
23	Spofforth St is/was a major arterial road for which the residence were aware of. There are only houses on one side of the road. The opening of Macgregor increased the traffic flow so now your "traffic calming" measures have closed off this road making traffic use Trickett St and Beaurepaire Cres including heavy trucks. The stupidity of this is amazing!!	May 31, 2012 4:51 PM
24	Don't believe the initial community engagement process was adequate. The measures have impact on more residents than those initially canvassed.	May 31, 2012 4:19 AM
25	It is appreciated to be finally asked about what we think; better late than never. It would have however, been better to have been consulted prior to implementing these ridiculous provisions rather than 6 months later. To merely ask a few residents within the suburb is typical lack of consideration of the community as a whole by this department. Unfortunately we have come to expect nothing better from this incompetent department - no consultation or notification regarding Spofforth Street, Drake Brockman Drive or William Hovel Drive etc. etc. And now you think all will be forgiven by a two little too late token consultation.	May 30, 2012 9:07 PM
26	I know of two households - interested in this topic - who did not receive the circular. Only the articulate respond to questionnaires. Solution: doorknocks	May 30, 2012 4:21 AM

Page 1, Q8. Are you satisfied with this opportunity to provide feedback on the Spofforth Street traffic calming measures?

27	My comments like everyone else s (unless they support the governments viewpoint) will be completely ignored.	May 29, 2012 4:15 AM
28	This form is incredibly biased towards a single outcome. I can't disagree with your statements in question 3. There is less traffic, it is slower, therefore is it safer. But how about: "The road is now unusable for those who have to use it." Surely this survey was reviewed for fairness and balance before putting it up? Or are you simply after a single outcome and not interested in any other feedback?	May 28, 2012 4:10 AM
29	remove speed cushions or have max. 4	May 27, 2012 9:37 PM
30	The community should have been engaged prior to the speed bumps going in. Spofforth is a 'single sided' street. It does not need to be 50 kph. 60 is adequate. Salving the complaints of one resident may now have cost a life, so either upgrade Stc Crodd to dual carriageway and reprioritise the lights, or reopen Spofforth.	May 27, 2012 7:12 PM
31	Little late on the engagement - maybe engage prior to putting them up.	May 27, 2012 7:10 PM
32	See my comments below, I can add to this SEE I TOLD YOU SO. When you ask should we need more speed bumps in other sts. Is logic and looking at a long term effect gone out the window?	May 25, 2012 11:05 PM
33	Increased public awareness of the feedback opportunities, as i was only send this one from a friend.	May 25, 2012 4:36 AM
34	1. Consult with the whole community before taking action. 2. Provide clear and unambiguous reasons for proposed measures. 3. Do not take the view of a noisy minority over the safety and well being of the broader community. 4. Publish the results of this survey.	May 23, 2012 10:08 PM
35	Southern Cross Drive has turned into a nightmare following the installation of these speed humps and the current work on the intersections of Florey & Southern Cross Drives. The speed humps on Spothoff Street in Holt have directed more traffic along Southern Cross Drive, adding to the increased traffic load from 'New MacGregor'. Not to mention the increased traffic load because of the current road works at Florey & Southern Cross Drives. It is difficult to fathom why in an area that is sign posted at 60km/h and 40km/h in the roadwork zone that many drivers seem to think that this means that it is acceptable to drive at 80km/h or 100km/h or higher. Rather than taking extra care in this residential area, the limit of 60km/h and 40km/h in the current work zone area, seems to annoy a lot of people. As a resident along Southern Cross Drive, living at [redacted] often have to do a U-turn at the break just prior to the bridge / overpass, I am really scared that one of these days that I will be rammed from behind, because of the traffic following me as many drivers do not slow down even though I have had my right-turn indicator and brake lights on for over 45 metres!! It is even more concerning that this section of road has seen the death of at least 3 people within the last two years. The most recent occurring on the 19th May 2012, due to a heavy vehicle driving along Southern Cross Drive ramming into the vehicle of a dear friend at well above the currently listed speed of 40km/h. We ask that speed reduction measures be taken on Southern Cross Drive to limit the speed to a safe residential speed of 50km/h and to limit the use of the road to light vehicles. Currently the number of heavy vehicles using this section of road is unacceptable for a residential street.	May 23, 2012 7:25 PM

Page 1, Q8. Are you satisfied with this opportunity to provide feedback on the Spofforth Street traffic calming measures?

36	Residents of West Macgregor were not invited to partake in this survey as Holt residents were. Understand the streets affected are in Holt, but the increased traffic is a result of residents in Macgregor.	May 23, 2012 5:59 PM
37	Did not know such a process existed until a friend posted about it on social media. Perhaps other methods of informing the public of its existence might be considered.	May 22, 2012 4:39 PM
38	Engage the community, not just the people living on the street, before putting in excessive bumps.	May 22, 2012 4:29 PM
39	Maybe ask everyone before you do it.	May 22, 2012 12:06 AM
40	I found it hard to find this on the TAMS website. Make it more visible next time.	May 21, 2012 5:09 AM
41	Get the police out there!! The ACT Govt is out of control AGAIN....Nanny State	May 20, 2012 7:33 PM
42	when you are going to put measures in place that will affect the whole suburb, then you should consult the whole suburb.	May 20, 2012 6:06 PM
43	More publicity perhaps!	May 20, 2012 4:05 PM
44	The mail out should have included Britten Jones Dr Holt and other surrounding streets.	May 19, 2012 9:28 PM
45	This feedback form is poor because the questions have obviously been written by someone who is supportive of the current situation. What about questions like "Do you now use other side streets to cut through the suburb?" rather than theoretical questions about traffic impacts on other streets. Or "Do you completely disagree with the introduction of the speed bumps?", or "Do you think that Spofforth Street should be returned to a 60km/hr zone?" given that drivers can usually evaluate the speed which is safe to drive on each particular road, and in this case, it's not 50km/hr! Spofforth Street should become one of the major thoroughfares to move traffic from new Macgregor towards the city and Tuggeranong. Rather than the somewhat unproductive measures which have been introduced which have simply diverted traffic through other parts of Holt and instead caused anger instead of supposed "traffic calming", Spofforth Street should be the major thoroughfare connecting up with Drake Brockman Drive. Why? Firstly, and most importantly, both these streets only have housing on ONE side! Unlike all other possible routes, traffic on this route would impact the smallest number of people, and so are more suited for a higher volume of traffic. Further, both could easily be widened if necessary for extra safety measures to be implemented to allow a faster movement of traffic. Instead, the current traffic calming measures are creating traffic problems elsewhere and it's not going to get any better. Get rid of the speed bumps, and return it to a 60km/hr zone, perhaps widening it etc. and make it into the best available route for traffic to get through from the newer suburbs to the city!	May 19, 2012 5:34 PM
46	Maybe some earlier engagement either before or at time of installation would have reduced the level of annoyance at what happened	May 19, 2012 4:51 PM
47	Residents along the alternate routes (Beaurepaire, Trickett & Macnaughton) should have been informed of the proposed changes by letterbox drop, not just Spofforth, Drake Brockman & Sthn X Drive. I live in Worrall which is one	May 18, 2012 11:15 PM

Page 1, Q8. Are you satisfied with this opportunity to provide feedback on the Spofforth Street traffic calming measures?

street back from Spofforth and I use Spofforth daily to access my street (via Messenger). It was fine as a 50 zone, but the cushions mean it is now a 20 zone. No one consulted me, I only found out when the works were being done. This clearly demonstrates community consultation is insufficient, as I pay attention to what is happening around me. Hiding these "feedback opportunities" on little unknown, unpromoted websites is not good enough. It should be more available and more publicised.

48	I am happy to be able to do this I am not happy that I only found it by mistake. no mention on 666 or in local media.	May 18, 2012 8:47 PM
49	less closed questions and more opportunity to explain a response to a question	May 18, 2012 4:23 PM
50	A forum where you can see other people's comments would be better. Its not really community engagement if you don't know what other people are saying.	May 18, 2012 3:26 AM
51	This sort of engagement BEFORE the speed humps went in would be preferred.	May 18, 2012 3:18 AM
52	As long as views are actually taken on board.	May 18, 2012 12:43 AM
53	Multiple choice questionnaires are not sufficient. They only provide limited responses. Such as the option of only three streets being affected. This one appears to be skewed towards keeping some cushions rather than removal.	May 17, 2012 5:37 PM

Page 1, Q9: Do you have any other comments you would like provide?

- 1 I am amazed at the shortsighted approach taken last year in trying to solve the speed problem. No thought was given to the effect the measures would cause: there is increase traffic in surrounding streets (Trickett and Beaurepaire) and hardly any through traffic in Spofforth Street. More cars and trucks use Beaurepaire to avoid the speed bumps on Spofforth Street which many think is now undrivable. It is now also more difficult to turn right into Southern Cross Drive from Beaurepaire. The suburb was planned to have heavy traffic diverted around them not through them. And the blocks on Spofforth Street were compensated with the street set way back from the road (and it is only on one side of the street. Do you think the speed bumps improved the behavior of the speedsters. They found a way to avoid slowing down. DRIVE THROUGH THE SUBURB ... ITS QUICKER. Jun 28, 2012 11:59 PM
- 2 The number of speed cushions installed is ridiculous. Driver behaviour on Spofforth street had already been significantly improved through the use of a mobile speed camera. The camera was initially set up on a regular basis, but was able to be used less frequently as drivers became aware that it was a designated site. While I answered yes to all of question 3, there has been a corresponding detrimental effect on Trickett St and Beaurepaire Cres. I now use Spofforth Street seldomly as it has become extremely inconvenient to use, decreases efficiency of petrol usage through constant braking and accelerating as well as increasing the wear and tear on my car's suspension. I believe that the installation of speed cushions was unnecessary, although I would have thought that three sets of speed cushions (if any at all) along the 1.2 km length of Spofforth Street to be a sensible number. Jun 28, 2012 11:20 PM
- 3 The traffic calming measures introduced last year have had a serious and unintended consequence, diverting heavy traffic through the neighbourhood streets instead of around the suburb. I walk around the suburb every morning and evening and have noticed a huge increase in the volume of traffic down Trickett Street and Beaurepaire Streets in particular, and an almost total lack of through traffic in Spofforth Street. The extra traffic from new MacGregor had already made the Beaurepaire and Southern Cross Drive intersection busy, but it is now very difficult to turn right onto Southern Cross Drive from Holt because so many cars and trucks turn right at the intersection or use the single laned Southern Cross Drive to avoid the high number of speed humps which have rendered Spofforth Street undrivable. I would also like to question the restriction on trucks using Spofforth Street. This has meant that often heavy trucks are using the local streets instead of being diverted around them as seems to have been how the suburb was planned. Spofforth Street has houses on only one side of the street, and all are set back a considerable distance from the road, with wide frontages. In contrast, streets such as Trickett Street are narrower, windier, with shorter frontages and houses on both sides, and children playing and trying to cross the road and cars trying to reverse out of driveways onto a now very busy road. They are not designed for heavy traffic or to take trucks using the street as access road. I think you should seriously consider removing all the speed humps on Spofforth and install some measure to check the speed of cars, such as speed cameras, and allow trucks (and cars!) back onto Spofforth. This would let the traffic flow around Holt and reduce the constant stream of traffic through it. Just adding extra speed humps to other roads in the area will not solve the problem. It just penalises the people who drive to the right speed and does not change the driving habits of those who speed and find alternate routes. Jun 28, 2012 7:58 PM
- 4 Yes, but I will send an email as that is easier than trying to write a lot in a small box. Jun 28, 2012 2:59 AM

Page 1, Q9. Do you have any other comments you would like provide?

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| 5 | <p>It is concerning the amount of "traffic calming" that is going in around Canberra which is destroying what used to be a good road system. One of the reasons we used to like Canberra was its good roads. These measures, now being used excessively, are making living and working in Canberra unpleasant, especially for those of us who are on the roads for a number of hours for our employment. They are making our transport inefficient, causing extra wear and tear on our vehicles and our bodies, and causing us to all use extra fuel with the continual stop/start nature of the driving, ensuring efficient driving is impossible. We are sick of it. Canberra's roads are falling to pieces and it is evident that traffic calming devices make it worse by making vehicles exert extra pressures on the road surfaces. These "things" are suppose to reduce the amount of injury due to road accidents but they are causing injury over the long term with the damage to our bodies - particularly backs. We can replace the shock absorbers in our cars/buses, but not the ones in our backs. It is true that buses can straddle the rubber speed bumps but we still get a thud through the vehicle as the double back wheels thud over the hump, and we can't straddle them when they are on a bend, as occurs on Spofford Street. You wouldn't be happy with me coming in and wrecking your work place, so please stop wrecking mine.</p> | Jun 28, 2012 12:02 AM |
| 6 | <p>The road "cushions" on Spofforth St are ridiculous, I have to go out of my way to use other streets when Spofforth would do just fine if it didn't have such ridiculous speed reduction measures - if you want to reduce the speeding put in a few speed camera's, because at the end of the day who will be repairing all the damage to my car going over the road "cushions" that are ridiculously high? Not the residents of Spofforth St nor you. Who will pay for a speeding ticket? The driver, problem solved.</p> | Jun 27, 2012 7:26 PM |
| 7 | <p>Take the speed humps away or at least radically reduce the number of them along the street.</p> | Jun 26, 2012 9:53 PM |
| 8 | <p>The speed humps need to be reduced by at least half which will still slow down vehicles without being such a noise and car maintenance hazard.</p> | Jun 26, 2012 9:46 PM |
| 9 | <p>Spofforth Steet is a wide and safe roadway with residences on only one side of the street. Why is traffic being pushed onto alternate routes with more intersections to negotiate, higher density housing and greater risk? Spofforth Street is the shortest, safest route for my family's daily commute. Why should a desiriable outcome of the traffic measures be to minimise its use as a short-cut? It would seem to provide a perception of benefit to a few, but increased risk to many.</p> | Jun 25, 2012 8:25 PM |
| 10 | <p>I agree that safety measures need to be put in place because only about 10% of traffic once it passes Kippax shopping centre are doing the speed limit. The issue is more on Southern Cross drive past the Kippax Vet. The speed humps are excessive and I've needed 2 wheel alignments in 3 months so now I don't use that road at all. I would be unhappy if these same measures were put on other roads around Holt. We need a higher police presence with radar's or a fixed speed camera, that would be more effective and a bigger deterrent for speeding and dangerous driving.</p> | Jun 25, 2012 6:05 PM |
| 11 | <p>Those speed bumps can't be good for cars and are most annoying. I would avoid going down Spofforth for this reason - and is the reason everyone is traveling along Beaurepaire instead. There must be a better solution.</p> | Jun 24, 2012 2:10 PM |
| 12 | <p>The speed calming devices are causing steering & suspension problems due to travelling over them up to 6 times per day.</p> | Jun 23, 2012 7:52 PM |

Page 1, Q9. Do you have any other comments you would like provide?

- 13 This has lead to more cars using other streets in Holt and has not reduced any traffic safety in Holt only moved it to other areas. The speed limit of 20kmh and 13 speed cushions on Spofforth Street is overkill to say the least and also a waste of taxpayers money. There are a number of burnout marks along the street and this indicates that this will not stop speeding and has only caused more of a challenge to hooligan drivers. This street is a main road linking West Macgregor to Drake Brockman Drive and people to Parkwood Dr.. This should be the same as other streets in Canberra with the Speed Van to mitigate speeding issues. More should be done to the intersections along Starke Street and Southern Cross Drive as there are more accidents there that have caused deaths, also with the new McDonalds being built at Kippax there is only going to be further increase of traffic. Jun 21, 2012 11:53 PM
- 14 The calming measures put in place are so over the top as to be dangerous, and turn the street into one that is better off avoided completely. Spofforth St is a wide, open road with good visibility, houses only on one side, which are well set back from the street. It should be being improved to be used as a link onto Drake Brockman Drive, and there onto William Hovell Drive, not completely stuffed up like it currently has been. We're not talking some suburban rat-run road here - it appears easily capable of dealing with some additional traffic. Spofforth St is the best link from my home to horse adjustment at Pine Ridge, off Stockdill Drive, and these measures make Spofforth St the last way I'd choose to drive. You've turned a decent road into a terrible one, with minimal consultation, and something needs to be done to fix it. Jun 21, 2012 10:35 PM
- 15 Planning in the ACT is appalling. The GDE saga is a good example. It is all done on the cheap. Motorists from Belconnen have been greatly disadvantaged by the Glenlock Interchange. Anyone could have foreseen that the simple solution undertaken would not work at peak times. Jun 21, 2012 5:12 PM
- 16 We have a number of comments to make in respect of this pitiful 'solution'. 1) We no longer travel along Spofforth St as we once did - the utility of the street has been destroyed for us. 2) All our friends and visitors no longer use this street, again the normal and proper use if this street has been denied them. One Disabled visitor was very vocal in his denunciation saying that it really shook him up even as he tried to negotiate these bumps at a vastly reduced speed. 3) The imposition of these bumps has not affected those whose aberrant and abhorrent behaviours precipitated the placement of the bumps - they have simply shifted to other areas and taken their attitudes with them. 4) There is surely a significant disadvantage to previous users if increased kilometres, increased fuel usage, increased pollution, increased tyre wear in more corners and turns to get the desired place. 5) The swoosh of the traffic has been replaced with noise of deceleration and acceleration, the often very intrusive rattle of trucks and trailer as the drive over the placements. 6) A telling number of drivers who still use the street have learned that a greater speed (probably above the ludicrous speed limit of 50 kmph) is less intrusive than a lower speed. 7) Some drivers are so angry by the time that they have crossed 16 of these bumps, that they drive irresponsibly when the turn into Drake-Brockman Dr. 8) I am worried at the resale value of my home; I am very glad that I live just one bump from the top of the street. 9) I have heard some very angry intentions voiced; one person who lives in Dunlop and travels to the airport every day wanted to "Pour kerosene over them and set them alight". This person simply voiced this opinion when he noticed that we lived in Spofforth St. 10) There is a general belief that these impositions were the result of an ex- politician living in our street 11) We find that we and all the legitimate former users(the Jun 21, 2012 5:32 AM

Page 1, Q9. Do you have any other comments you would like provide?

volume of traffic has diminished by about 90%) are being discriminated against. We no longer have a normal and proper usage of Spofforth St in the same manner that is afforded us in 99% of the streets of Canberra. Spofforth St is for the normal and proper use of all Canberrans not just those who live in Spofforth St. It seems a simple case of the innocent suffering while guilty go free. Incidentally, the speed humps do not affect motor cycle riders, they simply drive between them. 12) There has been one advantage; we are able to back out onto the street with greater ease.

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| 17 | Look, I understand that there were speed problems on Spofforth Street - indeed I have been booked along that street myself early in the morning - but consider the measures taken excessive. They have worked if the aim was to reduce the volume of traffic on that road but they have only forced extra traffic on other roads in the area. If that was the aim, then it was a 100% success. Other questions that you may wish to consider is how these measures impact on emergency services for example. Would it be an obstacle or impediment to Ambulance or Fire services egress? | Jun 19, 2012 3:50 PM |
| 18 | Britten Jones Drive is used for 'recreational' driving that includes high speed and dangerous behaviour that has lead to several instances of single car incidents. Cars have ended up in our front garden and on the nature strip across the road after failing to safely take the turn at the bottom of the hill. Electricity distributors have been hit and power supply to residences has been affected. A lot of cars cut corners and drive on the wrong side of the road rather than negotiate the turn. I contacted ACT roads after we had moved in to raise the issue and was told that there were many requests for speedhumps, but that they were not generally placed in suburban areas. The ACT roads officer did follow up, and noted that he was nearly taken out by a fourwheel drive on the wrong side of the road when he came to check. A single white line as painted on the road, which has improved things, but I think traffic has increased since Spofforth St has had the speed bumps. I am curious to know why Spofforth St was the subject of so much activity and expenditure while there are other areas that are significantly more dangerous and in need of work. | Jun 18, 2012 8:39 PM |
| 19 | getting out of my driveway on Beaurepaire cres has become a nightmare due to increased traffic, more traffic calming measures are needed urgently. | Jun 16, 2012 6:30 PM |
| 20 | I do not support reducing the speed bumps. The purpose of that road is not to be a ute/car pulling trailer thoroughfare. Some vehicles already speed between the humps and taking some out will only make this poor behaviour worse. Your policy for roads such as this should focus on the amenity of the residents it is designed to serve. If you need a thoroughfare to take faster traffic generate the reveue and build it. This may be a harder solution but that should not mean it is not the solution you pursue. Having taken the step to allow the Macgregor development part of you planning should have included developing an appropriate road network to support it not trying to turn the existing network into something it was not designed for. | Jun 16, 2012 4:00 PM |
| 21 | I have seen a lot of vehicles towing trailers containing garden waste (uncovered) now using Britton-Jones Drive where previously they would have used Spofforth Street. I am appalled at the amount of uncovered trailers containing garden waste I continue to see on Southern Cross Drive/Parkwood Road and now Britten-Jones Drive. I would like to see more policing done to enforce the law on covering trailers containing garden waste. | Jun 16, 2012 1:50 PM |
| 22 | While I can empathise with the residents of Spofforth St (I've previously lived | Jun 14, 2012 10:10 PM |

on a street used for evening activities by a small few for burn outs etc), the effect of the current measure means that Spofforth St may be better for immediate residents, but their neighbourhood has been adversely affected to a larger extent. It seems that the current measures are somewhat extreme. From my own perspective, I don't use this road at all any more because it is just too frustrating!

23 Why should residents of West Macgregor be forced to suffer excess commute because of vocal ex politicians who happen to live on said particular street? It is completely ridiculous that hundreds of residents be forced to endure unsafe travelling conditions on other roads. If the "government" does not wish to have hundreds of voters have access to a major arterial road then the "government" should close the road in question to all other traffic, or provide a SAFE, time saving alternative Jun 13, 2012 3:26 PM

24 Due to increase in traffic in Bearepaire which is coming from Southern Cross Drive there needs to be something doen about the intersection of these streets Jun 13, 2012 5:01 AM

25 Providing decent infrastructure (i.e. an 80 km/h main road) between West Macgregor and William Hovell will fix a lot of the speeding issues. Most other Belconnen suburbs have this (such as Florey). These calming measures vary between making the road near on impassable in a small car (where you are going at 15-20 km/h max over the bumps) to making little/no difference in a SUV (which can pass them at greater than 50 km/h). Punishing all drivers by making a road impassable when there is no good alternative (for travel towards Tuggeranong, for instance) to prevent speeding seems inappropriate: find the 15% of drivers acting dangerous and get them off *all* roads. Taking dangerous drivers off just one road allows dangerous drivers on plenty of other roads! I cannot believe that a straight well lit street with good visibility and no houses on one side is *NOT* meant to carry traffic from West Macgregor. Where else should it go? On the windy narrow road through the golf course? The number of accidents in the area (including Starke st, Southern Cross Drive and Florey Drive) show that there is a problem. West Macgregor has a large number of houses, yet no additional roads have been built. Instead, speed limits have been slowed (which creates more traffic by some measures of traffic) and traffic impediments have been introduced. The same applies for Dunlop. How can you build an entire suburb and expect the current infrastructure to be sufficient? Florey Drive, Southern Cross Drive, Spofforth Street and Drake Brockmen all are wide enough to place service roads on the side and have a main thoroughfare (like Macfarlane Burnet Ave). Jun 12, 2012 4:41 AM

26 Spofforth Street is a wide street with houses on one side only, it is a major thorough fair for those living in west McGregor, McGregor, Lower Holt Golf Links, Western Holt & Parkwwod. The traffic now uses a half dozen minor roads (narrower with houses on both sides) and also an increase on Southern Cross Drive. The speeding and accidents on Southern Cross Drive has also increased, with a death at a renowned black spot just recently : So when will you stop wasting Tax Payers money and maybe have more speed camera (van) presence on Spofforth St and Southern Cross Dr. As for the term 'Calming Measures', it's like global warming V's climate change. Speed Humps penalise 90% of the good drivers. Take away the load limit and put the speed limit back to 60, it is and always will be a major thorough fair. Wake up. The next step will be a partition form all residence in all surrounding suburbs to have the whole debacle changed back. Jun 12, 2012 2:33 AM

Page 1, Q9: Do you have any other comments you would like provide?

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| 27 | The frequency of the speed bumps has made the road unusable - I don't know that residents would be too happy with it either as it would really drop the value of their houses etc. | Jun 10, 2012 12:22 AM |
| 28 | I am disappointed that the government spent so much money installing an unbelievable number of speed cushions on a road and are only now consulting residents about it and therefore having to spend more money removing them. | Jun 10, 2012 12:22 AM |
| 29 | As a cyclist who uses Spofforth Street on average more then three to four times a day, I must comment on how great the improvements have been. I feel so much safer with reduce and slower moving traffic. I sympathise with the request for fewer speed humps, but some kind of traffic calming measure should remain in place. After all streets are for people, something we have forgotten in the age of the automobile. | Jun 7, 2012 5:36 AM |
| 30 | Please remove the speed humps. The majority of people do not speed. | Jun 6, 2012 7:14 PM |
| 31 | Something that slowed the traffic was clearly needed. Something that continues to slow the traffic will also clearly need to remain. The distributional impacts of increased vehicle movements as a result of the new housing developments in Macgregor West where perhaps not fully understood. It is acknowledged that the calming measures moved the problem of poor driver discipline, they did not resolve them. You just have to keep working at containing the traffic. What is the alternative - a right to speed, to endanger lives, to increase native species fatalities? Urban renewal, community lifestyle, amenity, safety, energy efficiency, biodiversity are all impacts negatively. Good investment in the infrastructure of the suburb is put at risk. I cannot express enough support for them. I also support greater recognition of the impacts that have subsequently arisen. The shifting of the driver indifference to the families on those road now experiencing what Spofforth did is a valid issue and warrants sensible responses that do not undo what we have gained. My regards | Jun 6, 2012 7:57 AM |
| 32 | The problem has been transferred to other streets. I believe the street which has the most speeding vehicles is Drake-Brockman Drive | Jun 3, 2012 11:46 PM |
| 33 | It now takes me longer to get from Beaurepaire Crescent (turn right) onto Southern Cross Drive because of the speeding motorists coming from the new suburbs and traffic ducking through Macgregor and then onto Beaurepaire Crescent, Trickett Street & up to Drake Brockman - if speed limits could be enforced at peak times I think the traffic would flow well but at the moment there is far too much speeding causing people to do "daring dashes" across intersections. I am not sure what is being done at Florey Drive but it will be interesting to see how it all turns out given there is a McDonalds going in at Kippax. Unfortunately for a lot of people like myself there really is no alternate route in the mornings to head towards Belconnen Mall. One way I have considered is to go through Holt to Higgins - Castieau Street and then left onto Kingsford Smith Drive where at least I would have traffic lights. | Jun 3, 2012 9:35 PM |
| 34 | Keep up the good work. Thanks. | Jun 3, 2012 9:17 PM |
| 35 | I believe the new traffic issues that have arisen as a result of diverted traffic should have been foreseeable and wider consultation about options should have occurred beyond those complaining on Spofforth St. The outcome has been to divert traffic from a relatively safe pathway where accidents rarely if | Jun 3, 2012 5:53 PM |

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ever occurred, to a much more populated and less safe alternative, to an intersection where accidents were already commonplace!

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| 36 | I am worried that they will be taken away. Having a young family and having experienced road rage and dangerous driving when the speeds humps weren't there I fully support them. It was dangerous on my own street before them, people constantly going at least 80 in a 50 zone. People overtaking me as I'm trying to pull into my driveway etc. | Jun 3, 2012 4:53 PM |
| 37 | Traffic calming measures have only diverted traffic to already busy suburban roads. West macGregor and Dunlop have not been planned effectively in terms of the road infrastructure. If development of the holt golf course goes ahead it will only make things worse for the residents of holt. | Jun 1, 2012 4:21 PM |
| 38 | The speed cushions have not had much effect on the speed of motor bikes, trucks and., 4wheel drives. While we still have Bikes reaching such high speeds safety is still an issue., please give us some speed cameras. I still dont feel safe backing out of my driveway. I am happy that the volume has decreased, but I dont think the speeding will stop unless we give some of these people a brain transplant. | May 31, 2012 8:34 PM |
| 39 | Think of this: One has groceries (eggs; bottles and other delicate food items) on the floor of the vehicle and has to negotiate 13 speed humps. Also a trailer with a cargo of glass panels. Motorist speed along the Parkway, will "Traffic Calming" devices be put there?? Who thinks up these ideas??? Green cyclists?!! | May 31, 2012 4:51 PM |
| 40 | "Speed calming measures" are not supposed to disable a street to a quarter of its limit.The additional traffic from Macgregor is now going through Holt onto roads that were not designed for through traffic and through the very dangerous Southern Cross/Starke St/Florey Dr intersection (and during major roadworks!!).. West Belconnen requires a secondary route from William Hovell to Macgregor/Holt/Charnwood that can take the volume of traffic that these areas now require. | May 31, 2012 4:34 AM |
| 41 | The wording of the survey is definitely skewed to receive a biased response for the department. E.g.1 Q3 Of course the speed has reduced on Spofforth Street. What the hell else would you expect when your vandals have put barriers every 50 to 100m? Duh! Has the safety improved? Again Duh. It has to, because you fools have made the street unusable. Now to correct the assumptions of your Correspondence. • Up until some 18 months to two years ago the speed limit was 60 km/h and not 50km/h as implied that it always has been in the problem description. • So who is the precious little pup that lives on Spofforth Street who can wrap the department around their finger to ban vehicles over 4.5t and reduce the speed limit to 5km/h? The whole deal stinks of corruption. • We are appalled by the arrogance of the comment that these measures were also implemented as a means of stopping the residents of West Macgregor using Spofforth Street as a short cut. What short cut? It is the most direct route from both William Hovell Drive and Belconnen Way and just happens to also be the most logical route: but then it is difficult to use logic when dealing with bureaucrats. We have been travelling that route for 17 years, so we know. God forbid, if this is the attitude of the department one hates to think what magical solutions are in store for new residents of forthcoming subdivisions such as Molonglo, when completed. • Frustrated –Yes • Fed up with the vandals and self-indulgent bureaucrats at Roads ACT - Yes • Will this make a difference –Probably not, because rightly or wrongly, it will just be another academic exercise by another department of the self-righteous ACT City Council to | May 30, 2012 9:07 PM |

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	vindicate their actions	
42	The noise of tradesmen with trailers travelling on Spofforth St must be of some concern to residents as these drivers presumably enjoy riding these cushions at some speed. Burnouts on the cushions (rubber on rubber) are very impressive and a great spectacle to onlookers (awful smell for residents). Buses, trucks (with long and wide wheel bases) and motor bikes are able to traverse the cushions without slowing down given the spacing of the cushions (ie, separation).	May 30, 2012 2:32 PM
43	I have. I'll E-mail to roads@act.gov.au	May 30, 2012 4:21 AM
44	I travel down the length of Spofforth street at least four times a day and feel that although the speed bumps slow my trip, they are well and truly worthwhile. We have noticed that the number of vehicles travelling on Spofforth Street has dropped and the speed of the vehicles has been reduced. This has made it so much safer for my family and friends to enter and exit our driveway.	May 30, 2012 3:55 AM
45	Remove the impediments to good traffic flow down southerncross drive and make it at least a dual carriage way. Add (Timed) traffic lights at all the intersections into holt and mcgregor that so people can leave the suburbs during peak hour without taking risks entering the traffic stream. Widen Spofforth street and make it a proper link road again.	May 29, 2012 4:15 AM
46	Is this really about speeding traffic OR is stopping lorries the underlying issue? (Many years ago at Binda NSW the school parents complained of speeding traffic. Crookwell Council accepted the police offer of more patrols. The radar car sat near the school for several days and many of the complainants got booked!! Turned out it was lorries that was there real gripe not general 'speeding traffic') Is Spofforth St another Binda situation? PS Computer won't open question 2 comment box - 'very occasionally' so ticked monthly so as to proceed.	May 28, 2012 7:00 PM
47	While I think the street has gotten slower - it is a nightmare to drive up. The speed humps are worse than any others around the area, and the number is just insane. I try and avoid Southern Cross Drive as much as possible, and this just made it more inconvenient.	May 28, 2012 4:10 AM
48	the placement and volume of cushions have made a once calm easy drive a hassle and may have a costly effect on mechanic bills	May 27, 2012 9:37 PM
49	I am a qualified engineer with degrees in traffic engineering. Traffic engineering is an art, one obviously lost on the ACT Govt. Perhaps a new motto "Canberra, one long wait at the traffic lights!"	May 27, 2012 7:12 PM
50	I believe the traffic "cushions" are more of a problem, maybe if there had only been one at either end of the street, although it more convenient for me to drive up spoffoth street I refuse as the traffic "cushions" are so close together that the one time I drove up there I couldn't even reach the speed limit of 50 kph	May 27, 2012 6:46 PM
51	Too many cushions. I had a box trailer behind car and had to creep (ie walking pace) over each cushion to avoid excessive trailer bounce and seriously held up following bus.. Suggest ride in back seat of Action bus driven along this street. These traffic calming measures are a real pain in a bus as a passenger due to excessively rough journeys. The elderly and other frail people suffer severely.	May 27, 2012 2:35 AM

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52	I had a letter published in the Can, Times 31/12/2011. ".....golfers tell me they will now use Buerepaire Crs as this will be faster, and this will only mean more bumps. It seems our powers that be will be like the dog chasing it's tail"	May 25, 2012 11:05 PM
53	I now use alternative streets in Holt as the speed bumps upset the pinched nerve in my back when it is active. Also it is a disincentive to visit Parkwood garden Centre after have been to Strathnairn Gallery. Bumps upset my equipment in the car.	May 25, 2012 5:51 PM
54	It sounds like the underlying issue is an infrastructure one, and that is what should be addressed (eg new roads to support traffic volume to/from West Macgregor), not implementing traffic cushions that only result in shifting the issue to surrounding streets.	May 25, 2012 4:36 AM
55	Pickworth Street has been a race track for years	May 24, 2012 6:54 PM
56	The traffic problems on Spofforth st have now basically just been moved to other streets. 'Calming' the traffic on the newly affected streets will just move the problem on somewhere else. The main thing is that with the 'New Macgregor' estate there are now a few thousand more cars that need to get out of the area every day for work and school. The surrounding roads have not been upgraded to reflect this change in use. Southern Cross drive needs to be upgraded and there needs to be a way for all those cars from Macgregor and Holt to get across to William Hovell Drive to get into Civic, Spofforth st used to provide this avenue but now that is useless and horrible to drive, people just use the other streets as a rat run instead. Reducing speed limits isn;t the solution either, that just causes frustration.	May 24, 2012 4:49 PM
57	The more traffic calming measures installed on other streets only pushes the traffic into other streets. Traffic from West Belconnen will always cut through to Drake-Brockman to avoid travelling up to Kingsford Smith/Southern Cross Drive intersection	May 24, 2012 2:35 PM
58	traffic calming methods were suggested for Archdall St years ago - this has become a speedway at times with many dangerous blind dips in the road, and lots more traffic volume with the opening jup of Dunlop	May 24, 2012 2:16 AM
59	If I was a cynic I would be wondering who living on Spofforth Steet would instigate the expenditure of over \$100,000 of Act Taxpayers monies to divert traffic into the suburb of Holt. Perhaps a review of the electoral role would be informative.	May 23, 2012 10:08 PM
60	Fewer speed "Cushions" would be better along this street, as well as a rise to a 60km/h speed limit in line with Drake Brockman Drive which has the exact same conditions as Spofforth Street (Houses to one side, wide lanes, excellent sight line). A Major problem here is the installation of multiple speed "cushions" but the road markings remain the same, giving the driver the impression that the road is safe to handle at greater speeds and that the speed cushions were installed with haste. A better option is to re-line the road with shoulder markings or parking lanes to one side (Thinning out the lane size), a look at raising the speed limit from 50 to 60km/h in line with Drake Brockman Drive, continue to have speed 'cushions' but in more limited numbers. New, thinner lane markings (With shoulder or parking bays) should also be applied to the 60km/h sections of Drake Brockman Drive as this road has the feel of a 70-80km/h road.	May 23, 2012 9:57 PM

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61	placing this many speed cushions on a single road is beyond crazy, and can hardly be good use of taxpayer funds, or be publicly defensible. It seems like a knee jerk reaction to fix a perceived problem, which was not really a problem in the first place. Remove 90% of the cushions ASAP, otherwise we are going to continue to see fatal crashes at other, already identified black spots in the area. The smart thing to do would have been to spend the money the cushions cost in upgrading the southern cross/florey drive and southern cross/stark street intersections, to prevent more deaths like the one on the weekend.	May 23, 2012 9:13 PM
62	Southern Cross Drive has turned into a nightmare following the installation of these speed humps and the current work on the intersections of Florey & Southern Cross Drives. The speed humps on Spothoff Street in Holt have directed more traffic along Southern Cross Drive, adding to the increased traffic load from 'New MacGreggor'. Not to mention the increased traffic load because of the current road works at Florey & Southern Cross Drives. It is difficult to fathom why in an area that is sign posted at 60km/h and 40km/h in the roadwork zone that many drivers seem to think that this means that it is acceptable to drive at 80km/h or 100km/h or higher. Rather than taking extra care in this residential area, the limit of 60km/h and 40km/h in the current work zone area, seems to annoy a lot of people. As a resident of Southern Cross drive it can often take me up to 10 mins to drive out of my driveway facing forward. I believe that this has gotten worse since the traffic calmers have been in action and the opening of the new West Macgreggor suburb. Maybe a few fixed speed cameras or some slow points on Southern cross may cut down the speed issues and slow points instead of speed humps on spofforth would be more appropriate.	May 23, 2012 7:43 PM
63	The current work zone area needs to be marked at 40km/h at all times due to the limited visibility at the intersection. Too many deaths have already occurred along this stretch of road.	May 23, 2012 7:25 PM
64	Duplicate Southern Cross Drive and upgrade the Spofforth Street Road!	May 23, 2012 5:59 PM
65	The calming measures do not decrease speed, people just speed in between the cushions, and others will change their route impacting other streets. Hoons will use the cushions to do burnouts increasing the safety risks. This does not solve any problems.	May 23, 2012 3:57 PM
66	The 'calming' measures taken are a complete waste of tax payers money	May 23, 2012 12:27 AM
67	Speed bumps do slow traffic down, however due to the nature of the speed bumps and the damage they can cause to the car if passed over at more than 20km/h they create other problems and people will take alternative routes. For people like myself who always stick to the speed limits it is a frustration as I too will seek an alternative route so as not to damage my car (even when passing over them at <20km). Placing them every 20m (or so it seems) is also over the top. Stationary speed cameras would deter those who speed, however they will just find an alternative route. You will end up with speed humps on every street in Canberra to stop the minority of people who speed.	May 23, 2012 12:11 AM
68	It will impact EVERY other alternative street, no one except people who live on Spofforth will now use it.	May 22, 2012 8:35 PM
69	Since the introduction of speed cushions and the reduction in the traffic on Spofforth Street, vehicles now using the street i.e. 4-wheel drives and motor bikes are travelling at excessive speed on the basis that there is little	May 22, 2012 5:01 PM

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likelihood of speed cameras now being employed. There are also 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 - estimated to be, in most cases, in excess of 80k/h

- 70 Given it's position as an edge/rim street and connection with Drake Brockman Drive, I believe Spofforth St should be considered a main route for traffic from West Macgregor. Allowing it to play its part -- and not considering it a deterrable shortcut -- will allow traffic in other areas to flow more easily. I consider keeping the speed limit at 60km/hr with fewer traffic calming cushions will keep the speed to an appropriate level for a "half" suburban street without the frustration and deterrence that it currently presents. May 22, 2012 4:39 PM
- 71 Providing the number of speed humps on Spofforth Street that you have done is EXCESSIVE. The goal for cutting back the traffic is achieved as I and many other people do not want to go over those bumps and ruin my car, however, two or three regular speed humps would have met the same goal. Traffic still needs to go somewhere, so it has simply diverted to other roads. I would NEVER buy a house in that street with that many speed bumps there. May 22, 2012 4:29 PM
- 72 Trickett Street is not built to accommodate the increase in traffic: - The street is narrower than Spofforth Street - There are houses on each side of the street - Houses are not built back from the road; - I live in number Trickett Street and the road directly outside my house has been built up a couple of times but the increase in the traffic is causing it to drop again. During peak times or every time a truck/ bus goes by my windows shudder I also believe it is effecting the foundations of my house as I have noticed cracks appearing. Would be good if someone could look into this. May 22, 2012 4:09 PM
- 73 The "traffic calming" measures you have done are absolutely stupid, it makes the street unusable by regular traffic and forces everyone to use alternate routes, which I now do all the time, everyone avoids spoffoth street and use any other route to get to where they are going, this involves driving along alot of other back streets. Using chicanes like used in charnwood is a much better idea. The person who came up with the idea should be fired and don't even think about putting them on other streets along drake brockman. The number and spacing of the speed humps is completely stupid and makes the road unusable, it is a link road between two main roads not a private road only for the use of residents on spofforth street and the road has been like that for several decades so it's no like they didn't know it would have regular traffic along it when they bought their house. May 22, 2012 4:01 PM
- 74 I think this so called calming measures are just ridiculous, you are only making the cars find alternative routes, so all you are doing is diverting. If you are so worried about calming measures in streets, perhaps you should also look at O'Reilly Street, Macgregor, this street is extremely busy and constantly full of speeding cars. Personally what a waste of money. May 22, 2012 3:55 PM
- 75 I believe Spofforth St, Starke Street, and Beaurepaire are only a few of the streets impacted by the new development at West Macgregor. There are also streets significantly impacted by extra volumes of traffic, and speeding drivers, along Osburn Drive, Macgregor. May 22, 2012 3:34 PM
- 76 The traffic calming measures on Spofforth St have just moved those 1200 cars a day onto other roads, if you then calm those roads, then cars will just move onto roads and so it goes. It has to end somewhere. Just let people make their own choices instead of trying to force our hands. Stop trying to turn canberra into an over regulated nanny state. Can you also please May 22, 2012 5:05 AM

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forward a cheque to pay for the repair of the shock absorbers on my car after I went down Spofforth St the other day.

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| 77 | West Macgregor commuter traffic must be encouraged to use the designated arterial roads of Southern Cross Drive and Kingsford Smith Drive. I would also like to stress that the high levels of speeding on Spofforth St prior to the measures was unacceptable. | May 22, 2012 2:14 AM |
| 78 | 13 sets of speed bumps is absolutely ridiculous. This is the main road between the new part of Macgregor and William Hovell. The road should be set up to handle the heavier traffic, not made impossible to use and send traffic through the rest of Holt. Don't even think of suggesting we use Southern Cross and Kingsford Smith, that is too far out of the way, the intersection to turn right can't handle the volume going through it now and there are 2 sets of form one lanes which back up traffic too far. | May 22, 2012 12:06 AM |
| 79 | Silliest piece of knee jerk and overkill "traffic engineering" I have ever seen - Spofforth st residents must have a lot of clout living on a wide street with houses on one side feeding another similar wide street Drake Brockman and demanding precedence over the needs of other streets and residents | May 21, 2012 11:17 PM |
| 80 | The speed cushions have done a wonderful job on Spofforth Street. Please place some on my street and on Beaurepaire St to slow down the speeding hoons. | May 21, 2012 5:09 AM |
| 81 | We only moved here in October 2011 and used that road all the time and sticking to the speed limit but 50 is slow for that road, there are no houses on one side. Other roads in the ACT with houses either side are 60? Where is the sense in that. We would use other roads through Holt to get to Macgregor and when the speed cushions came in stopped using that road altogether. So, quieter road for the residents, no speeding, but just has moved the problem elsewhere. Increase the limit to 60 and remove the speed cushions. | May 21, 2012 3:09 AM |
| 82 | Stop wasting money on these stupid things, it just ends up being that the drivers have to pay more money for repairs to their cars. Suspension etc! | May 20, 2012 7:33 PM |
| 83 | I suspect that drivers who have reduced their speeding are in the 85% of drivers who were not doing more than 75km/h. The speeding drivers are still speeding, but aiming to drive in between the breaks in the cushions provided for the buses. I'm not sure if this was thought of in the design process. | May 20, 2012 7:27 PM |
| 84 | The development of West Macgreggor has been poorly implemented. I would like to know why the roads have not been upgraded to support the additional population, instead, the roads have effectively been downgraded. Souther Cross Drive has been narrowed, as has Drake-brockman Drive. TThe speed humps (and please dont try to get away with calling this traffic calming measures, because it has had the effect of angering drivers, who then drive throught smaller more densly populated streets - becoming a greater risk) placed on Spofforth, have effectively disabled this road. Another question I ask is how much each speed hump cost and why the need to place them every one hundred metres. Was consideration given to placing a few speed humps along the road, at a significantly reduced cost and still makeing the road usable. | May 20, 2012 6:06 PM |
| 85 | The speed cushions are wonderful - they have been very effective in reducing speeding and rat-running through my street. | May 20, 2012 4:05 PM |

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86	What a joke "traffic calming measures" are to refer to speed humps. They have only put people's blood pressure sky high and are not at all calming to people who want to drive down Spofforth Street. 11 SPEED HUMPS in that short a distance is ludicrous.	May 20, 2012 12:22 AM
87	Britten Jnoes has a serious traffic problem at the bend near the entrance to Britten Jones there have been two reported accidents, one hitting a tree the other hitting the fence of the golf course. Could we have a speed bump on our street please. It seem unfair one street has so many and other street are subjected to none. Spofforth could have 4 or 5 which would have been sufficient not 13.	May 19, 2012 9:28 PM
88	The Starke Southern Cross intersection will be harder to get out of early in the morning with lights going up on Florey & Southern Cross, it will also encourage more traffic onto Starke St. Many B double trucks now use Macnaughton to get to Starke then onto Southern Cross instead of going up to Kingfords Smith & Southern Cross.	May 19, 2012 9:19 PM
89	Yes, the lowering of the speed limit on William Hovell Drive from 90km/hr to 80km/hr is another of the more ridiculous measure introduced. Why increase the speed through the Glenloch Interchange which was probably better suited to 80km/hr rather than 90km/hr, but then reduce it at a completely open, wide area, where the traffic moves beautifully at 90km/hr, and is in line with the speed limits all around it?!? Nonsense. Further, how about putting in a roundabout at the intersection of Starke Street and Southern Cross Drive? In fact, a roundabout at the intersection of Southern Cross Drive and Florey Drive would also work much better than the traffic lights which are currently being put in.... Roads ACT needs some more logical thinking!	May 19, 2012 5:34 PM
90	Only to say that the measures may have reduced speed and improved safety along Spofforth St but my concern is the impact on more heavily populated streets through Holt, eg. Beaurepaire Cr. Personally, I have not driven on Spofforth St since the measures were put in place. I now use Beaurepaire Cr to go to from golf twice weekly	May 19, 2012 4:51 PM
91	The Spofforth speed cushions are the most ridiculous thing I have ever seen in my entire life. Were any Town Planners or Civil Engineers consulted to give viable recommendations? Was no impact survey done, to show how traffic would divert to denser residential areas on roads not designed for that sort of traffic? Or was this all ignored because someone thought it'd be clever to put thirteen (yes, thirteen) speed bumps along a short stretch of road that only has houses on one side of the street. Did someone on Spofforth pull the old "think of the children" sympathy card in an attempt to get the "potential increase" of West MacGregor traffic diverted to any other street but theirs? There are very few children on Spofforth that were ever in danger from the "potential increase" of traffic, unlike the very real danger now faced by those homes on both sides of Trickett and Beaurepaire, not to mention Macnaughton! Macnaughton is seeing increased thoroughfare traffic, dangerous considering the large volumes of school children crossing Macnaughton from Kingsford Smith School to then walk and bikeride along Starke and Beaurepaire each morning and afternoon. Spofforth by contrast, has a wide footpath/naturestrip area separating pedestrians from the curb. Utter foolishness. Put in two or three speed cushions on Spofforth if you must to target the "15% of motorists [that] travelled 76 kilometres per hour or more", to keep speeds down to 50 km per hour, but one every hundred metres means a top speed of 35 (if even that!). If speed cushions are not	May 18, 2012 11:15 PM

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used in school zones as a matter of commonplace safety and speed regulation, then why are the streets of Holt being targeted in this fashion? What is Holt's crime? Why are ALL Holt motorists being punished? And if it is a few speeding motorists, then wouldn't a few speed cameras resolve that issue? Incidentally, given Spofforth is now completely unusable to anyone who has a car, the great diversion of traffic from Parkwood Road /West Macgregor is now using Beaurepaire and making the intersection of Southern Cross Drive & Beaurepaire so difficult we now require either a roundabout or traffic lights. Previously when Spofforth was useable, the flow of traffic was balanced out so Beaurepaire was only really used by Holt residents to gain access to residential roads. Remove the speed cushions on Spofforth, or at least reduce the number to something reasonable (eg 3 or 4 at most), and problem solved.

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| 92 | Trickett street with it's interconnecting lane ways and use as a school bus pickup and setdown zone was never designed to carry the excess traffic from west McGregor. spofforth street runs parallel to a golf course. It doesn't have the pedestrian traffic that trickett st has. Spofforth links directly to Drakebrockman drive. The use of Trickett st as the connecting link to drakebrockman drive introduces three intersections into the journey which increases the risk of incident. As we are all aware of the increased use of an intersection does we only have to look at Florey and Southerncross drives. this was a bad decision and bad decisions must be reversed. | May 18, 2012 8:47 PM |
| 93 | The number of speed cushions in Spofforth Street is absurd and effectively stops through traffic using this street (virtually forcing people to drive well under the speed limit and/or to use Southern Cross Drive). While calming methods are to be commended this street does not just belong to the residents. Probably a speed camera would have been a less annoying means of stopping speedsters and would have been less damaging to cars and trailers. Many of Canberra's residents live on streets with similar use and a share of speeding drivers but don't have the clout to have something like fifteen speed bumps installed for their personal satisfaction. I wonder now how irritating it is for the Spofforth Street residents to have to cope with all those bumps all day every day??? | May 18, 2012 4:52 PM |
| 94 | Spofforth St is the shortest access route from Hawker and Higgins to green waste dropoff at Parkwood. The cushions make it almost impossible to take a trailer on Spofforth St, so traffic moves into Holt. I think the cussions should be removed, or if that is not going to happen the number should be at least halved. | May 18, 2012 4:23 PM |
| 95 | Take most of the speedbumps out and put a roundabout at messenger street and you've solved half the problem. People only speed because its a long straightish road. Two well-spaced speedbumps at the Drake Brockman side of Messenger in Spofforth St would stop that altogether. On another note, many 4wd cars don't slow down so what was the point? They are in fact more dangerous as they cross the roundabout at speed and sometime swerve as they lose control! All you've done is create a hazard and make people angry. A roundabout at the Spofforth/Southern Cross intersection is also required. Traffic from the new Macgregor Estate is of a high volume in the morning and people are taking risks to enter it. | May 18, 2012 3:26 AM |
| 96 | Since these 'calming' measures went in, the traffic situation on Spofforth street AND SURROUNDING streets, has become un-predictable and increasingly dangerous. Whilst it has caused a small reduction in overall traffic along the street, due to the rapid acceleration, deceleration and | May 18, 2012 3:18 AM |

swerving of cars trying to negotiate the 'cushions' the traffic has become increasingly dangerous due to a general lack of attention to the road being paid by drivers. Rather than observing potential hazards ahead of them and off to the side in the driveways, drivers are increasingly focussed on the 'cushion' ahead of them to the exclusion of all else. Additionally, due to the differing ability of various cars to negotiate the 'cushions' at different speeds, there are now common situations where one car will cross completely to the wrong side of the road to straddle another 'cushion' in order to overtake another car which is going excessively slowly over the road obstructions. In effect this causes an un-predictable and dangerous traffic situation where one car is exceeding the speed limit, to overtake another car driving dangerously slowly whilst neither of them are paying attention to anything other than the next set of speed humps. This is without a doubt more dangerous than any situation prior to the road obstructions being installed. The increased wear and tear on the vehicle mechanical components is also a concern, the increased use of brakes, acceleration and the impact to the suspension on all the cars negotiating these road obstructions is no good for the vehicles themselves, the comfort of the passengers nor the environment due to increased fuel consumption. By every measurable metric, from mechanical, environmental, driver attention and speed, these road obstructions have done nothing to improve the safety of this street. Any perceived safety increase from the decrease in volumes of traffic and the reduced speed of SOME of that traffic is now more than completely offset by the complete lack of attention to the surroundings that the drivers are able to pay as they negotiate a series of road obstructions that do little more than increase the wear and tear on their vehicles and severely limit the ability of the driver to position their car in the safest position on the road, or to manoeuvre out of the way in a controlled fashion to avoid an incident. . If the government want to do something to improve safety and the environment, then the logical step would be to improve the road infrastructure that links the ever increasing population of west macgregor to William Hovel rather than just trying to impede the flow of traffic along what should be an arterial road. The introduction of these obstructions has neither slowed traffic down, nor has it reduced it, all it has done is merely re-located the bulk of the traffic onto even smaller residential streets that flow through Holt that were never designed to cope with either the volume of traffic that they are now seeing, nor the type of traffic that is now using it as a thoroughfare to pass through rather than using the streets to return to private residences in the immediate vicinity. Instead, there is now a queue of increasingly frustrated drivers that have to drive further to get to their destinations and so want to accomplish that at a faster average speed. Spofforth street is perfectly wide enough to be increased to an 80Km/hr zone with the addition of a service road to service the private residences that exist on a single side of it. Rather than trying to stem an unstoppable flow of traffic with ridiculous and dangerous road obstructions, the government should consider enabling the motorists to take a rapid path of least resistance between main thoroughfares and look at ways to actually increase average traffic speed in a safe manner, rather than trying to win an unwinnable battle against an increasing number of frustrated morning motorists that are trying to do nothing more than get to work in a minimum of time.

- | | | |
|----|---|-----------------------|
| 97 | Remove the cushions and enforce the road rules. Don't punish 85% people who drive responsibly, for the 15% who don't. | May 18, 2012 12:43 AM |
| 98 | Spacing of cushions is far too close to each other. I am also very concerned that emergency vehicles have to slow down to very low speeds to manipulate their vehicles over the cushions (too high). Delays in arrivals can | May 17, 2012 11:28 PM |

Page 1, Q9. Do you have any other comments you would like provide?

be a matter of life or death. I Am sure other controls would be better suited. Traffic on Southern Cross Drive has also increased dramatically and there is a need to install roundabouts or something at the intersections of Stark Street & Southern Cross Drive as well as Florey Drive & Southern Cross Drive. These two intersections quite often have accidents at them. Currently there is some sort of work being conducted at the intersection of Florey Drive & Southern Cross Drive, it would be nice to let the locals know what the works are for.

- | | | |
|-----|---|-----------------------|
| 99 | I often run up Spofforth on either the footpath or dirt track (when grass has been mown) and I can now run on the road as there is barely a car on the street now (usually just the occassional bus). Refuse to drive on it now due to the ridiculous number of cushions. Glad I don't have to live on Spofforth! | May 17, 2012 10:15 PM |
| 100 | these "calming" devices add more noise to the road for those living near these devices. Would much prefer roads were designed to suit traffic flow. ie. there is enough room to split the road off for residential and other traffic. | May 17, 2012 10:07 PM |
| 101 | The rubber speed cushions have reduced the speed of most, but not all, of the traffic on Spofforth Street. However, the speed cushions have acted as a magnet to some individuals who use them for doing burnouts. Previously, there was relatively no one who did burnouts on the street. That number increased dramatically after they were installed. Some of the speed cushions are now quite damaged. | May 17, 2012 6:21 PM |
| 102 | Why implement such expensive measures for a street that has no schools, no nursing home, houses on only one side of the street and force the traffic into the suburb such that it is increased near shops and streets where children walk to school? The consultative process was very small and not inclusive for the suburb, as well as New Macgregor, as a whole and has caused more problems than it resolved. Even the people who live on Spofforth now use Messenger rather than drive on their street. It would be a good idea to wait for a decent period after construction of the new development on the golf course before any extreme measures are implemented. The narrowing of the Southern Cross has also caused severe traffic congestion as off lanes were shorted so that entering traffic has to wait longer before going onto Southern Cross. | May 17, 2012 5:37 PM |
| 103 | It is quite ridiculous the number of speed cushion that have been installed on Spoffoth street. I have no doubt government is probably patting themselves on the back about the reduction in public risk. Well guess the risk has not been reduced it has at best been transferred to other members of the community. If anything the risk to public has increased. Spoffoth Street has only residential on one side only. Not only does Trickett street and Beaureparie Crescent have residential on both side, there is also a small shopping centre, school zone and disabled caring facility. Unfortunately the installation has increased the risk to public safety and has cost taxpayers more of their hard earned coin in the process. | May 16, 2012 10:11 PM |

Spofforth St residents 27

Spofforth Street Traffic Calming Measures - Post Construction Evaluation



1. Where do you live?

		Response Percent	Response Count
Street	<input type="checkbox"/>	100.0%	15
Suburb	<input type="checkbox"/>	100.0%	15
answered question			15
skipped question			0

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

		Response Percent	Response Count
Daily	<input type="checkbox"/>	93.3%	14
Weekly	<input type="checkbox"/>	0.0%	0
Monthly	<input type="checkbox"/>	0.0%	0
Never	<input type="checkbox"/>	0.0%	0
Other (please specify)	<input type="checkbox"/>	6.7%	1
answered question			15
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?	93.3% (14)	6.7% (1)	15
Reduced the volume of traffic on Spofforth Street?	86.7% (13)	13.3% (2)	15
Improved the overall level of road safety on Spofforth Street?	53.3% (8)	46.7% (7)	15
		answered question	15
		skipped question	0

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

		Response Percent	Response Count
Yes	<input type="checkbox"/>	46.7%	7
Yes, but reduce the number of speed cushions	<input type="checkbox"/>	20.0%	3
No	<input type="checkbox"/>	33.3%	5
		answered question	15
		skipped question	0

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

		Response Percent	Response Count
Yes	<input type="checkbox"/>	80.0%	12
No	<input type="checkbox"/>	20.0%	3
		answered question	15
		skipped question	0

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	[REDACTED]	100.0%	12
Street #2 name and impact	[REDACTED]	66.7%	8
Street #3 name and impact	[REDACTED]	33.3%	4
		answered question	12
		skipped question	3

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

		Response Percent	Response Count
Yes	[REDACTED]	30.8%	4
No	[REDACTED]	69.2%	9
		Comments	4
		answered question	13
		skipped question	2

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

	Response Percent	Response Count
Very satisfied	13.3%	2
Satisfied	20.0%	3
Somewhat satisfied	53.3%	8
Dissatisfied	13.3%	2
Very dissatisfied	0.0%	0

If you have any suggestions on how we can improve our community engagement processes please tell us below:

answered question	15
skipped question	0

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

	Response Count
answered question	11
skipped question	4

Street		
1	Spofforth St	Jun 26, 2012 9:56 PM
2	Spofforth St	Jun 26, 2012 9:53 PM
3	Spofforth St	Jun 26, 2012 9:46 PM
4	Spofforth St	Jun 26, 2012 3:22 PM
5	Spofforth St	Jun 26, 2012 3:18 PM
6	Spofforth Street	Jun 23, 2012 7:52 PM
7	Spofforth St	Jun 21, 2012 5:32 AM
8	Spofforth	Jun 17, 2012 8:11 PM
9	86 Spofforth Street	Jun 3, 2012 4:53 PM
10	Spofforth	May 31, 2012 8:34 PM
11	Spofforth Street	May 30, 2012 3:55 AM
12	Spofforth Street	May 22, 2012 2:14 AM
13	Spofforth Street	May 20, 2012 4:05 PM
14	Spofforth	May 18, 2012 3:26 AM
15	Spofforth	May 17, 2012 6:21 PM
Suburb		
1	Holt	Jun 26, 2012 9:56 PM
2	Holt	Jun 26, 2012 9:53 PM
3	Holt	Jun 26, 2012 9:46 PM
4	Holt	Jun 26, 2012 3:22 PM
5	Holt	Jun 26, 2012 3:18 PM
6	HOLT	Jun 23, 2012 7:52 PM
7	Holt	Jun 21, 2012 5:32 AM
8	Holt	Jun 17, 2012 8:11 PM
9	Holt	Jun 3, 2012 4:53 PM
10	Holt	May 31, 2012 8:34 PM
11	Holt	May 30, 2012 3:55 AM
12	Holt	May 22, 2012 2:14 AM
13	Holt	May 20, 2012 4:05 PM

Page 1, Q1. Where do you live?

14 Holt

May 18, 2012 3:26 AM

15 Holt

May 17, 2012 6:21 PM

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

1 We as a couple travel on this street at least 4 times every day

Jun 21, 2012 5:32 AM