

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

Street #1 name and impact		
1	Southern Cross Dr	Jun 26, 2012 9:56 PM
2	Britten Jones Dr	Jun 26, 2012 9:53 PM
3	Southern Cross Drive	Jun 26, 2012 9:46 PM
4	Drake Brockman Dr Holt	Jun 26, 2012 3:22 PM
5	Southern Cross Dr	Jun 26, 2012 3:18 PM
6	messenger st volume	Jun 23, 2012 7:52 PM
7	Britten Jones street: increased traffic from New Magregor	Jun 21, 2012 5:32 AM
8	Tricket St. speed and volume	Jun 17, 2012 8:11 PM
9	Messenger- volume	May 31, 2012 8:34 PM
10	Trickett Street Holt, increased volume	May 22, 2012 2:14 AM
11	Messenger Street - volume, speed	May 20, 2012 4:05 PM
12	Messenger St - High volume. Annoyed drivers	May 18, 2012 3:26 AM
Street #2 name and impact		
3	Britten Jones Drive	Jun 26, 2012 9:46 PM
4	Beaurepaire Crt Holt	Jun 26, 2012 3:22 PM
5	Beaurepaire St Holt	Jun 26, 2012 3:18 PM
6	beurepair st volume, speed	Jun 23, 2012 7:52 PM
8	Beaurepaire Cres volume	Jun 17, 2012 8:11 PM
9	Beaurepare - volume	May 31, 2012 8:34 PM
11	Beaurepaire Street - volume, speed	May 20, 2012 4:05 PM
12	Beaurepaire Cres - High volume. Annoyed drivers	May 18, 2012 3:26 AM
Street #3 name and impact		
4	Trickell St Holt	Jun 26, 2012 3:22 PM
5	DrakeBrockman Holt	Jun 26, 2012 3:18 PM
11	Trickett Street - volume, speed	May 20, 2012 4:05 PM
12	Trickett St - High volume. Annoyed drivers	May 18, 2012 3:26 AM

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

1	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
2	Yes for Tricket Street as children cross this road to get to school.	Jun 17, 2012 8:11 PM
3	Residential streets like Spofforth and Trickett must be protected from speeding drivers.	May 22, 2012 2:14 AM
4	This would just exacerbate the problem!	May 18, 2012 3:26 AM

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

1	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
2	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 ie 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
3	More publicity perhaps!	May 20, 2012 4:05 PM
4	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

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

- | | | |
|---|---|----------------------|
| 1 | Take the speed humps away or at least radically reduce the number of them along the street. | Jun 26, 2012 9:53 PM |
| 2 | 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. | Jun 26, 2012 9:46 PM |
| 3 | The speed calming devices are causing steering & suspension problems due to travelling over them up to 6 times per day. | Jun 23, 2012 7:52 PM |
| 4 | 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 placemnts. 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 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. | Jun 21, 2012 5:32 AM |
| 5 | 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 |
| 6 | 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 |
| 7 | I travel down the length of Spofforth street at least four times a day and feel | May 30, 2012 3:55 AM |

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

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.

- | | | |
|----|--|----------------------|
| 8 | 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 |
| 9 | 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 |
| 10 | 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 |
| 11 | 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 |

Spofforth Street Traffic Calming Measures - Post Construction Evaluation



1. Where do you live?

	Response Percent	Response Count
Street	98.7%	76
Suburb	100.0%	77
answered question		77
skipped question		0

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

	Response Percent	Response Count
Daily	40.3%	31
Weekly	11.7%	9
Monthly	13.0%	10
Never	6.5%	5
Other (please specify)	28.6%	22
answered question		77
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?	90.4% (66)	9.6% (7)	73
Reduced the volume of traffic on Spofforth Street?	95.9% (71)	4.1% (3)	74
Improved the overall level of road safety on Spofforth Street?	57.5% (42)	42.5% (31)	73
		answered question	76
		skipped question	1

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

		Response Percent	Response Count
Yes	<input type="checkbox"/>	19.7%	15
Yes, but reduce the number of speed cushions	<input type="checkbox"/>	28.9%	22
No	<input type="checkbox"/>	51.3%	39
		answered question	76
		skipped question	1

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

		Response Percent	Response Count
Yes	<input type="checkbox"/>	92.1%	70
No	<input type="checkbox"/>	7.9%	6
		answered question	76
		skipped question	1

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

		Response Percent	Response Count
Street #1 name and impact	[REDACTED]	100.0%	69
Street #2 name and impact	[REDACTED]	75.4%	52
Street #3 name and impact	[REDACTED]	40.6%	28
	answered question		69
	skipped question		8

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

		Response Percent	Response Count
Yes	[REDACTED]	25.7%	18
No	[REDACTED]	74.3%	52
	Comments		42
	answered question		70
	skipped question		7

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

	Response Percent	Response Count
Very satisfied	16.9%	13
Satisfied	24.7%	19
Somewhat satisfied	37.7%	29
Dissatisfied	10.4%	8
Very dissatisfied	10.4%	8

If you have any suggestions on how we can improve our community engagement processes please tell us below: 34 (

answered question	77
skipped question	0

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

	Response Count
	58
answered question	58
skipped question	19

Page 1, Q1. Where do you live?

Street

1	Bardsley Place	Jun 28, 2012 11:59 PM
2	Bardsley Place	Jun 28, 2012 11:59 PM
3	Britten-Jones Drive	Jun 28, 2012 11:20 PM
4	Trickett St	Jun 28, 2012 11:17 PM
5	Bardsley Place	Jun 28, 2012 7:58 PM
6	Armstrong Crescent	Jun 28, 2012 2:59 AM
7	Messenger Street	Jun 26, 2012 10:22 PM
8	Messenger St	Jun 26, 2012 9:59 PM
9	Spofforth St	Jun 26, 2012 9:56 PM
10	Spofforth St	Jun 26, 2012 9:53 PM
11	Spofforth St	Jun 26, 2012 9:46 PM
12	Spofforth St	Jun 26, 2012 3:22 PM
13	Spofforth St	Jun 26, 2012 3:18 PM
14	Carnall Close	Jun 25, 2012 8:25 PM
15	Southern Cross Drive	Jun 25, 2012 6:05 PM
16	Cavill	Jun 24, 2012 2:10 PM
17	Spofforth Street	Jun 23, 2012 7:52 PM
18	Britten Jones Drive	Jun 21, 2012 5:12 PM
19	Spofforth St	Jun 21, 2012 5:32 AM
20	Britten Jones Dr	Jun 18, 2012 8:39 PM
21	Spofforth	Jun 17, 2012 8:11 PM
22	Beaurepaire crescent	Jun 16, 2012 6:30 PM
23	Allen Place	Jun 16, 2012 1:50 PM
24	Trumper Street	Jun 14, 2012 10:10 PM
25	Bardsley Place	Jun 13, 2012 8:48 PM
26	Beaurepaire Cres	Jun 13, 2012 5:01 AM
27	Southern Cross Drive	Jun 12, 2012 2:33 AM
28	Trickett Street	Jun 11, 2012 6:34 PM
29	Higgerson Street	Jun 10, 2012 5:38 PM

Page 1, Q1 - Where do you live?

30	Worrall St.	Jun 7, 2012 5:36 AM
31	Carnall Close	Jun 6, 2012 7:14 PM
32	Longworth Place	Jun 6, 2012 2:55 PM
33	Messenger Street	Jun 6, 2012 7:57 AM
34	Trickett St	Jun 4, 2012 1:47 PM
35	Drake-Brockman Drive	Jun 3, 2012 11:46 PM
36	Armstrong Crescent	Jun 3, 2012 9:35 PM
37	lindrum crescent	Jun 3, 2012 9:17 PM
38	Worrall St	Jun 3, 2012 5:53 PM
39	Spofforth Street	Jun 3, 2012 4:53 PM
40	Spoffort Street	Jun 1, 2012 10:30 PM
41	higgerson street	Jun 1, 2012 7:48 PM
42	beaurepaire cres	Jun 1, 2012 4:21 PM
43	Spofforth	May 31, 2012 8:34 PM
44	Worrall Street	May 31, 2012 4:51 PM
45	Southern Cross Drive	May 31, 2012 4:34 AM
47	Slight Place	May 30, 2012 9:07 PM
48	Bardsley Place	May 30, 2012 4:21 AM
49	Spofforth Street	May 30, 2012 3:55 AM
50	Worrall st	May 29, 2012 4:15 AM
51	Southern Cross Dr	May 27, 2012 9:37 PM
52	Southern Cross Drive	May 27, 2012 7:10 PM
53	Souther Cross Drive	May 27, 2012 6:46 PM
54	Pickworth	May 25, 2012 11:05 PM
55	Pickworth Street	May 24, 2012 6:54 PM
56	Cavill Close	May 24, 2012 2:35 PM
57	Bunton Place	May 23, 2012 10:08 PM
58	Southern Cross Drive	May 23, 2012 7:43 PM
59	Messenger Street	May 22, 2012 5:01 PM
60	Trickett	May 22, 2012 4:09 PM

Page 1, Q1. Where do you live?

61	Spofforth Street	May 22, 2012 2:14 AM
62	Messenger Street	May 21, 2012 5:09 AM
63	Lindrum Crescent	May 21, 2012 4:39 AM
64	Armstrong	May 20, 2012 7:27 PM
65	Longworth Place	May 20, 2012 6:06 PM
66	Spofforth Street	May 20, 2012 4:05 PM
67	Britten-Jones Drive	May 20, 2012 12:22 AM
68	BRITTEN JONES DRIVE	May 19, 2012 9:28 PM
69	Pickworth Street	May 19, 2012 9:19 PM
70	Armstrong Crescent	May 19, 2012 5:57 PM
71	Worrall St	May 18, 2012 11:15 PM
72	Trickett	May 18, 2012 8:47 PM
73	Spofforth	May 18, 2012 3:26 AM
74	Cavill Close	May 18, 2012 12:43 AM
75	Chave Street	May 17, 2012 11:28 PM
76	Spofforth	May 17, 2012 6:21 PM
77	Lindrum Crescent	May 17, 2012 5:37 PM

Suburb

1	Holt	Jun 28, 2012 11:59 PM
2	Holt	Jun 28, 2012 11:59 PM
3	Holt	Jun 28, 2012 11:20 PM
4	Holt	Jun 28, 2012 11:17 PM
5	Holt	Jun 28, 2012 7:58 PM
6	Holt	Jun 28, 2012 2:59 AM
7	Holt	Jun 26, 2012 10:22 PM
8	Holt	Jun 26, 2012 9:59 PM
9	Holt	Jun 26, 2012 9:56 PM
10	Holt	Jun 26, 2012 9:53 PM
11	Holt	Jun 26, 2012 9:46 PM
12	Holt	Jun 26, 2012 3:22 PM

Page 1, Q1: Where do you live?

13	Holt	Jun 26, 2012 3:18 PM
14	Holt	Jun 25, 2012 8:25 PM
15	Holt	Jun 25, 2012 6:05 PM
16	Holt	Jun 24, 2012 2:10 PM
17	HOLT	Jun 23, 2012 7:52 PM
18	Holt	Jun 21, 2012 5:12 PM
19	Holt	Jun 21, 2012 5:32 AM
20	Holt	Jun 18, 2012 8:39 PM
21	Holt	Jun 17, 2012 8:11 PM
22	Holt	Jun 16, 2012 6:30 PM
23	HOLT	Jun 16, 2012 1:50 PM
24	Holt	Jun 14, 2012 10:10 PM
25	Holt	Jun 13, 2012 8:48 PM
26	HOLT	Jun 13, 2012 5:01 AM
27	Holt	Jun 12, 2012 2:33 AM
28	HOLT	Jun 11, 2012 6:34 PM
29	HOLT	Jun 10, 2012 5:38 PM
30	Holt	Jun 7, 2012 5:36 AM
31	Holt	Jun 6, 2012 7:14 PM
32	Holt	Jun 6, 2012 2:55 PM
33	Holt	Jun 6, 2012 7:57 AM
34	Holt	Jun 4, 2012 1:47 PM
35	Holt	Jun 3, 2012 11:46 PM
36	Holt	Jun 3, 2012 9:35 PM
37	holt	Jun 3, 2012 9:17 PM
38	Holt	Jun 3, 2012 5:53 PM
39	Holt	Jun 3, 2012 4:53 PM
40	HOLT	Jun 1, 2012 10:30 PM
41	holt	Jun 1, 2012 7:48 PM
42	Holt	Jun 1, 2012 4:21 PM

Page 1, Q1. Where do you live?

43	Holt	May 31, 2012 8:34 PM
44	Holt	May 31, 2012 4:51 PM
45	Holt	May 31, 2012 4:34 AM
46	Holt	May 31, 2012 4:19 AM
47	Holt	May 30, 2012 9:07 PM
48	Holt	May 30, 2012 4:21 AM
49	Holt	May 30, 2012 3:55 AM
50	Holt	May 29, 2012 4:15 AM
51	Holt	May 27, 2012 9:37 PM
52	HOLT	May 27, 2012 7:10 PM
53	Holt	May 27, 2012 6:46 PM
54	Holt	May 25, 2012 11:05 PM
55	HOLT	May 24, 2012 6:54 PM
56	Holt	May 24, 2012 2:35 PM
57	Holt	May 23, 2012 10:08 PM
58	HOLT	May 23, 2012 7:43 PM
59	Holt	May 22, 2012 5:01 PM
60	HOLT	May 22, 2012 4:09 PM
61	Holt	May 22, 2012 2:14 AM
62	Holt	May 21, 2012 5:09 AM
63	HOLT	May 21, 2012 4:39 AM
64	Holt	May 20, 2012 7:27 PM
65	Holt	May 20, 2012 6:06 PM
66	Holt	May 20, 2012 4:05 PM
67	Holt	May 20, 2012 12:22 AM
68	HOLT	May 19, 2012 9:28 PM
69	HOLT	May 19, 2012 9:19 PM
70	Holt	May 19, 2012 5:57 PM
71	Holt	May 18, 2012 11:15 PM
72	Holt Canberra	May 18, 2012 8:47 PM

Page 1, Q1. Where do you live?

73	Holt	May 18, 2012 3:26 AM
74	HOLT	May 18, 2012 12:43 AM
75	HOLT	May 17, 2012 11:28 PM
76	Holt	May 17, 2012 6:21 PM
77	Holt	May 17, 2012 5:37 PM



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

1	Not anymore	Jun 28, 2012 11:59 PM
2	very rarely	Jun 28, 2012 11:17 PM
3	on occasion	Jun 24, 2012 2:10 PM
4	Use intersection Spofforth and Drake Brockman	Jun 21, 2012 5:12 PM
5	We as a couple travel on this street at least 4 times every day	Jun 21, 2012 5:32 AM
6	Very rarely	Jun 16, 2012 1:50 PM
7	Never now, because of the speed bumps	Jun 14, 2012 10:10 PM
8	Always went that way but no longer	Jun 10, 2012 5:38 PM
9	As little as possible, I avoid it because of the speed bumps.	Jun 6, 2012 2:55 PM
10	I have driven on Spofforth once after speed humps were installed and find them extreme and consequently do not use this street anymore - I don't like these humps as no matter how slow you go they fling most vehicles.	Jun 3, 2012 9:35 PM
11	Was twice daily until the street was disabled	May 31, 2012 4:34 AM
12	We refuse to use this street whilst these ridiculous barricades are in place	May 30, 2012 9:07 PM
13	I used to travel along Spoffoth regularly but will not drive there now with the speed "cushions"	May 27, 2012 6:46 PM
14	Used to occasionaly,now never	May 25, 2012 11:05 PM
15	Stopped travelling due to calming measures installed	May 24, 2012 2:35 PM
16	Rarely	May 22, 2012 4:09 PM
17	Once a regular user, (4+ weekly), now avoid completely	May 21, 2012 4:39 AM
18	Every other month in car, daily by foot.	May 20, 2012 7:27 PM
19	I now never drive on Spofforth Street due to the speed humps!!!	May 20, 2012 12:22 AM
20	used to use it every weekend. Now never	May 18, 2012 8:47 PM
21	It was every few days, now never.	May 18, 2012 12:43 AM
22	No longer drive due to cushions. Walking daily - on the road (no traffic to worry about).	May 17, 2012 5:37 PM

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

	Street #1 name and impact	
1	Trickett St - it has increased the traffic volume drastically. There also seem to be more trucks on this street too.	Jun 28, 2012 11:59 PM
2	Beaurepaire - speed, safety, volume	Jun 28, 2012 11:59 PM
3	Trickett Street - increased traffic volume, decreased safety	Jun 28, 2012 11:20 PM
4	Trickett St - increased volume of traffic	Jun 28, 2012 11:17 PM
5	Beaurepaire Cres - extra traffic	Jun 28, 2012 7:58 PM
6	Southern Cross Drive - increased volume, road safety issues due to difficulty in entering from side streets in Holt and MacGregor	Jun 28, 2012 2:59 AM
7	Messenger Street - Traffic Increase - Decrease level of road safety	Jun 26, 2012 10:22 PM
8	Southern Cross Dr	Jun 26, 2012 9:56 PM
9	Britten Jones Dr	Jun 26, 2012 9:53 PM
10	Southern Cross Drive	Jun 26, 2012 9:46 PM
11	Drake Brockman Dr Holt	Jun 26, 2012 3:22 PM
12	Southern Cross Dr	Jun 26, 2012 3:18 PM
13	Britten Jones Drive. Speed, safety, volume, vehicle size.	Jun 25, 2012 8:25 PM
14	Beaurepaire, extra volume	Jun 25, 2012 6:05 PM
15	beaurepaire - more traffic, we rarely had to wait at the lindrum intersection, now there are two or three cars at least - at all times of the day	Jun 24, 2012 2:10 PM
16	messenger st volume	Jun 23, 2012 7:52 PM
17	Much easier and quicker to enter Drake Brockman from Stockdill	Jun 21, 2012 5:12 PM
18	Britten Jones street: increased traffic from New Magregor	Jun 21, 2012 5:32 AM
19	Britten Jones, increase in traffic	Jun 18, 2012 8:39 PM
20	Trickett St. speed and volume	Jun 17, 2012 8:11 PM
21	Beaurepaire cres, increased traffic	Jun 16, 2012 6:30 PM
22	Britton-Jones Drive	Jun 16, 2012 1:50 PM
23	Beaurepaire St, Holt, volume	Jun 14, 2012 10:10 PM
24	Beaurepaire Cres volume.safety	Jun 13, 2012 5:01 AM
25	Trickett	Jun 12, 2012 2:33 AM
26	Trickett Street, large increase in volume of traffic, speeds of up to more than 80 ks/hr, no driver concern for safety	Jun 11, 2012 6:34 PM

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

27	Southern Cross Drive as traffic has doubled	Jun 10, 2012 5:38 PM
28	Beaurepaire Cres	Jun 7, 2012 5:36 AM
29	Beaurepaire	Jun 6, 2012 7:14 PM
30	Tricket St - More Traffic	Jun 6, 2012 2:55 PM
31	Beaurepaire	Jun 6, 2012 7:57 AM
32	Trickett St, volume of traffic	Jun 4, 2012 1:47 PM
33	Tricket Street	Jun 3, 2012 11:46 PM
34	Beaurepaire Crescent - speed, safety, volume	Jun 3, 2012 9:35 PM
35	Traffic is turning onto Trickett St and then Beaurepaire. This traffic then meets at Southern cross drive to access new Macgregor. This has led to a dramatic increase in traffic at this intersection with long details and frequent accidents. Accident levels do not show impact as I witness daily 'near miss' events at this beaurepaire/southern cross drive intersection	Jun 3, 2012 5:53 PM
36	Messenger - volume and speed	Jun 1, 2012 10:30 PM
37	tricket strett	Jun 1, 2012 7:48 PM
38	Trickett, impact speed and frequency of traffic particularly 7am to 8am	Jun 1, 2012 4:21 PM
39	Messenger- volume	May 31, 2012 8:34 PM
40	Trickett Street, Speed, Safety & Volume	May 31, 2012 4:51 PM
41	Beaurepaire - volume	May 31, 2012 4:19 AM
42	Trickett/Beaurepaire streets	May 30, 2012 9:07 PM
43	Beaurepaire Crescent - increased speeding traffic	May 30, 2012 4:21 AM
44	Beaurepaire cr volume and safety	May 29, 2012 4:15 AM
45	southern cross Dr speed decrease volume increase	May 27, 2012 9:37 PM
46	Spofforth St - people now spin thier tyres on the speed bumps	May 27, 2012 7:10 PM
47	Southern Cross Drive, volume	May 27, 2012 6:46 PM
48	Southern X Drive, speed and volume	May 25, 2012 11:05 PM
49	Pickworth Street	May 24, 2012 6:54 PM
50	Beaurepaire Cres - More traffic	May 24, 2012 2:35 PM
51	Macnaughton St - Increased Traffic towards Kingsford Smith School	May 23, 2012 10:08 PM
52	Southern Cross drive	May 23, 2012 7:43 PM
53	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).

54	Trickett	May 22, 2012 4:09 PM
55	Trickett Street Holt, increased volume	May 22, 2012 2:14 AM
56	Messenger St - speed, volume	May 21, 2012 5:09 AM
57	Beaurepaire Cres - volume	May 21, 2012 4:39 AM
58	Beaurepaire, increased speed and volume	May 20, 2012 7:27 PM
59	Beaurepaire Street	May 20, 2012 6:06 PM
60	Messenger Street - volume, speed	May 20, 2012 4:05 PM
61	TICKETT ST	May 19, 2012 9:28 PM
62	Beaurepaire Cr, has now become the shortcut to Drake Bockman, cars speed especally during the morning peak, volume has increased two fold.	May 19, 2012 9:19 PM
63	Increased traffic volume Southern Cross Drive	May 19, 2012 5:57 PM
64	Beaurepaire - volume (this is now the main road to macgregor west)	May 18, 2012 11:15 PM
65	Beaurepaire cres. Speed, safety, Volume	May 18, 2012 8:47 PM
66	Messenger St - High volume. Annoyed drivers	May 18, 2012 3:26 AM
67	Beaurepaire Steet. Volume of traffic increased, to avoid Spofforth.	May 18, 2012 12:43 AM
68	Messenger Street, additional traffic	May 17, 2012 11:28 PM
69	Beaurepaire Cr massive increase in traffic volume	May 17, 2012 5:37 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
10	Britten Jones Drive	Jun 26, 2012 9:46 PM
11	Beaurepaire Crt Holt	Jun 26, 2012 3:22 PM
12	Beaurepaire St Holt	Jun 26, 2012 3:18 PM
13	Southern Cross Drive. Safety, volume.	Jun 25, 2012 8:25 PM
14	Starke, extra volume	Jun 25, 2012 6:05 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).

16	beurepair st volume, speed	Jun 23, 2012 7:52 PM
19	Trickett St, increase in traffic	Jun 18, 2012 8:39 PM
20	Beaurepaire Cres volume	Jun 17, 2012 8:11 PM
23	Starke St, Holt, volume	Jun 14, 2012 10:10 PM
24	Southern Cross Drive volume speed and safety	Jun 13, 2012 5:01 AM
25	McNaughton	Jun 12, 2012 2:33 AM
26	Drake Brockman Drive, same as above	Jun 11, 2012 6:34 PM
27	Starke Street - traffic lights needed to ease traffic at intersection	Jun 10, 2012 5:38 PM
29	Trickett	Jun 6, 2012 7:14 PM
30	Beaurepaire Cres - More Traffic	Jun 6, 2012 2:55 PM
31	Trickett	Jun 6, 2012 7:57 AM
33	Beaurepaire Street	Jun 3, 2012 11:46 PM
34	Trickett Street - speed, safety, volume	Jun 3, 2012 9:35 PM
36	Beaurapair - volume and speed	Jun 1, 2012 10:30 PM
37	beaurepair cres	Jun 1, 2012 7:48 PM
38	Beaurepaire, impact speed and frequency of traffic particularly 7am to 8am	Jun 1, 2012 4:21 PM
39	Beaurepare - volume	May 31, 2012 8:34 PM
40	Beaurepaire Cres, Speed, Safety and Volume	May 31, 2012 4:51 PM
41	Southern Cross - volume, speed	May 31, 2012 4:19 AM
42	Macnaughton/Starke streets	May 30, 2012 9:07 PM
43	Trickett Street - increased speeding traffic	May 30, 2012 4:21 AM
44	Southerncross dr volume	May 29, 2012 4:15 AM
45	drake brockman speed decrease volume increase	May 27, 2012 9:37 PM
46	Trickett St - more people cut through this street than use Spofforth St	May 27, 2012 7:10 PM
48	Beaurepaire Cres. speed and volume	May 25, 2012 11:05 PM
50	Tricket St - More traffic	May 24, 2012 2:35 PM
51	Stark St - Incresed Traffic around main school student thoroughfare	May 23, 2012 10:08 PM
52	Oreilly St Macgreggor	May 23, 2012 7:43 PM
53	Beaurepaire - 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).

54	Beaurepaire	May 22, 2012 4:09 PM
56	Beaurepaire St - speed, volume	May 21, 2012 5:09 AM
57	Trickett St - volume	May 21, 2012 4:39 AM
58	Trickett, increased speed and volume	May 20, 2012 7:27 PM
59	Trickett	May 20, 2012 6:06 PM
60	Beaurepaire Street - volume, speed	May 20, 2012 4:05 PM
61	BEAUREPAIRE ST	May 19, 2012 9:28 PM
62	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
64	Trickett - volume (to get to Beaurepaire), safety (residential)	May 18, 2012 11:15 PM
65	Trickett. Speed volume and safety. School Bus pickup dropoff	May 18, 2012 8:47 PM
66	Beaurepaire Cres - High volume. Annoyed drivers	May 18, 2012 3:26 AM
68	McNaughton Street, additional traffic.	May 17, 2012 11:28 PM
69	Trickett St masive increase in traffic volume	May 17, 2012 5:37 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
11	Trickell St Holt	Jun 26, 2012 3:22 PM
12	DrakeBrockman Holt	Jun 26, 2012 3:18 PM
14	Macnaughton, extra volume	Jun 25, 2012 6:05 PM
23	McNaughton St, Holt, volume	Jun 14, 2012 10:10 PM
25	Beaurepaire	Jun 12, 2012 2:33 AM
27	Trickett Street as myself and others now go that way	Jun 10, 2012 5:38 PM
31	Southern Cross	Jun 6, 2012 7:57 AM
33	Southern Cross Drive	Jun 3, 2012 11:46 PM
34	Starke Street, McNaughton Street - speed, safety, volume	Jun 3, 2012 9:35 PM
37	Mcnaughton street	Jun 1, 2012 7:48 PM
41	Trickett - volume	May 31, 2012 4:19 AM
44	Trickett st volume & safety	May 29, 2012 4:15 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).

48	Trickett St speed and volume	May 25, 2012 11:05 PM
51	Trickett St and Bearepair Cr - Increased Traffic around Shops and Community Center	May 23, 2012 10:08 PM
52	Bearepair Street	May 23, 2012 7:43 PM
53	Tricket - speed, safety & volume	May 22, 2012 5:01 PM
57	Britten Jones drive - volume	May 21, 2012 4:39 AM
59	Southern Cross Drive	May 20, 2012 6:06 PM
60	Trickett Street - volume, speed	May 20, 2012 4:05 PM
61	PARKWOD RD	May 19, 2012 9:28 PM
62	Trickett Street volume and speed, no body adheres to the 50km.	May 19, 2012 9:19 PM
64	Macnaughton - volume (alt route to Bearepaire/Starke), safety (school zone)	May 18, 2012 11:15 PM
65	Drakebrockman 60K Zone extra traffic	May 18, 2012 8:47 PM
66	Trickett St - High volume. Annoyed drivers	May 18, 2012 3:26 AM
68	Trickett Street, additional traffic	May 17, 2012 11:28 PM
69	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 new 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	Yes for Tricket Street as children cross this road to get to school	Jun 17, 2012 8:11 PM
12	The design of the road automatically slows traffic	Jun 16, 2012 1:50 PM
13	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
14	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
15	Traffic lights before there is a tragedy	Jun 10, 2012 5:38 PM
16	Only if it was identified as necessary.	Jun 7, 2012 5:36 AM
17	I would still find another way	Jun 6, 2012 7:14 PM

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

18	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
19	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
20	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
21	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
22	West belconnen ring road linking Barton and drake brockman	Jun 1, 2012 4:21 PM
23	Multiple speed humps are damaging to vehicles and subsequently effect the vehicle safety	May 31, 2012 4:51 PM
24	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
25	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
26	that wont help	May 27, 2012 9:37 PM
27	Speed cushions have done more harm than good in spofforth - dont put more u[p	May 27, 2012 7:10 PM
28	One at the end of each street and one in the middle would be enough.	May 24, 2012 6:54 PM
29	Existing (pre Spofforth St) road safety measures were sufficient	May 23, 2012 10:08 PM
30	Traffic in Holt travels at excessive speed	May 22, 2012 5:01 PM
31	Trickett street especially	May 22, 2012 4:09 PM
32	Residential streets like Spofforth and Trickett must be protected from speeding drivers.	May 22, 2012 2:14 AM
33	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 as there are houses only on one side of the road, protected by a substantial	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?

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.

34	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
35	The methods are helpful however far too many on Spofforth st	May 19, 2012 9:28 PM
36	Maybe a few speed cushions or something like they have on McCulloch St in Curtain.	May 19, 2012 9:19 PM
37	Southern Cross drive needs to be upgraded to dual carriage way, not slowed down	May 19, 2012 5:57 PM
38	Cushions in school zones are ok, but not on main thoroughfares	May 18, 2012 11:15 PM
39	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
40	This would just exacerbate the problem!	May 18, 2012 3:26 AM
41	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
42	Do not put in any more humps.	May 17, 2012 5:37 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	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
8	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 ie 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
9	Letter box drop in initial consultation did not include affected streets	Jun 18, 2012 8:39 PM
10	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
11	I am extremely dissatisfied, this process should have taken place well before hand.	Jun 12, 2012 2:33 AM
12	Ask before implementing traffic calming measures	Jun 6, 2012 7:14 PM

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

13	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
14	I am aware of this evaluation through Mary Porter AM MLA leaflet.	Jun 3, 2012 9:35 PM
15	Q3. Yes/No doesn't capture my response of "Don't Know"	Jun 3, 2012 9:17 PM
16	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
17	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
18	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
19	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
20	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
21	My comments like everyone else s (unless they support the governments viewpoint) will be completely ignored.	May 29, 2012 4:15 AM
22	remove speed cushions or have max. 4	May 27, 2012 9:37 PM
23	Little late on the engagement - maybe engage prior to putting them up.	May 27, 2012 7:10 PM
24	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
25	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
26	I found it hard to find this on the TAMS website. Make it more visible next time.	May 21, 2012 5:09 AM
27	when you are going to put measures in place that will affect the whole	May 20, 2012 6:06 PM

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

suburb, then you should consult the whole suburb.

28	More publicity perhaps!	May 20, 2012 4:05 PM
29	The mail out should have included Britten Jones Dr Holt and other surrounding streets.	May 19, 2012 9:28 PM
30	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 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.	May 18, 2012 11:15 PM
31	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
32	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
33	As long as views are actually taken on board.	May 18, 2012 12:43 AM
34	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

- 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 Spoffoth Street. More cars and trucks use Beaurepaire to avoid the speed bumps on Spoffoth 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 Spoffoth 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?

5	Take the speed humps away or at least radically reduce the number of them along the street.	Jun 26, 2012 9:53 PM
6	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.	Jun 26, 2012 9:46 PM
7	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 desirable 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.	Jun 25, 2012 8:25 PM
8	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.	Jun 25, 2012 6:05 PM
9	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.	Jun 24, 2012 2:10 PM
10	The speed calming devices are causing steering & suspension problems due to travelling over them up to 6 times per day.	Jun 23, 2012 7:52 PM
11	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
12	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 they 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	Jun 21, 2012 5:32 AM

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

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 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.

- | | | |
|----|---|-----------------------|
| 13 | 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 |
| 14 | getting out of my driveway on Bearepaire cres has become a nightmare due to increased traffic, more traffic calming measures are needed urgently. | Jun 16, 2012 6:30 PM |
| 15 | 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 |
| 16 | While I can empathise with the residents of Spofforth St (I've previously lived 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! | Jun 14, 2012 10:10 PM |
| 17 | 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 |
| 18 | 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 | Jun 12, 2012 2:33 AM |

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

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.

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|----|---|----------------------|
| 19 | 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 |
| 20 | Please remove the speed humps. The majority of people do not speed. | Jun 6, 2012 7:14 PM |
| 21 | 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 |
| 22 | 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 |
| 23 | 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 - Castleau Street and then left onto Kingsford Smith Drive where at least I would have traffic lights. | Jun 3, 2012 9:35 PM |
| 24 | Keep up the good work. Thanks. | Jun 3, 2012 9:17 PM |
| 25 | 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 ever occurred, to a much more populated and less safe alternative, to an | Jun 3, 2012 5:53 PM |

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

intersection where accidents were already commonplace!

- 26 I am worried that they will be taken away. Having a young family and having experienced road rage and dangerous driving when the speed 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
- 27 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
- 28 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
- 29 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
- 30 "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
- 31 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 vindicate their actions May 30, 2012 9:07 PM

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

32	I have. I'll E-mail to roads@act.gov.au	May 30, 2012 4:21 AM
33	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
34	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
35	the placment and volume of cushions have made a once calm easy drive a hassle and may have a costly effect on machanic bills	May 27, 2012 9:37 PM
36	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
37	I had a letter published in the Can, Times 31/12/2011. ".....golfers tell me they will now use Buerépaire 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
38	Pickworth Street has been a race track for years	May 24, 2012 6:54 PM
39	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 tavelling up to Kingsford Smith/Southern Cross Drive intersection	May 24, 2012 2:35 PM
40	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
41	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 drvieway facing forward. I belive 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	May 23, 2012 7:43 PM

spofforth would be more appropriate.

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| 42 | 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 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 | May 22, 2012 5:01 PM |
| 43 | 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 |
| 44 | 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 |
| 45 | 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 |
| 46 | 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 |
| 47 | 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 densely 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 making the road usable. | May 20, 2012 6:06 PM |
| 48 | 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 |
| 49 | What a joke "traffic calming measures" are to refer to speed humps. They have only put people's blood pressure skye 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 |
| 50 | Britten Jnoes has a serious traffic problem at the bend near the entrabce 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 | May 19, 2012 9:28 PM |

subjected to none. Spofforth could have 4 or 5 which would have been sufficient not 13.

- 51 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
- 52 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 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. May 18, 2012 11:15 PM
- 53 Trickett street with its 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
- 54 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 May 18, 2012 3:26 AM

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

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.

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|----|---|-----------------------|
| 55 | Remove the cushions and inforce the road rules. Don't punnish 85% people who drive responsibly,for the 15% who don't. | May 18, 2012 12:43 AM |
| 56 | 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 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. | May 17, 2012 11:28 PM |
| 57 | 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 |
| 58 | 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 |

Vikneson, Jayanthy

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

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

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

Dear Mr Shoukrallah

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

Thank you

Regards

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

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

Dear Roads ACT,

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

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

Southern Cross Drive

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

Spofforth St to Drake-Brockman.

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

Beaurepaire Cres

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

Some suggestions for remedying these issues.

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

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

Thanks for reading.

Vikneson, Jayanthy

From: Shoukrallah, Rifaat
Sent: Wednesday, 6 June 2012 4:37 PM
To: Vikneson, Jayanthy
Cc: Taylor, John; Quinlan, David
Subject: FW: spofforth st

Jayanthy
 For inclusion in evaluation please
 R

From: Shoukrallah, Rifaat
Sent: Tuesday, 5 June 2012 3:57 PM
To:
Subject: RE:

Hi
 Thank you for your feedback.
 I appreciate your views below and am happy to discuss them with you.
 If you wish, you can contact me on 6207 6157
 Rifaat

From:
Sent: Tuesday, 5 June 2012 3:24 PM
To: Roads
Cc: Shoukrallah, Rifaat
Subject:
Importance: Low

Dear Rifaat Shoukrallah;

As a resident of the area, I wish to put forward my feedback in relation to the traffic calming measures along Spofforth Street.

Initially, I would like to advise that I am surprised to read that these speed bumps were put in place to reduce travelling speeds and minimise its use as a shortcut for traffic from West Macgregor', when Mary Porter MLA, who launched them in January 2012, only mentioned "the need to introduce traffic calming measures along Spofforth Street in order to control vehicle speeds and enhance road safety," (Submitted by Mary Porter on Thu, 19/01/2012). At no point was the correlation between growing west Macgregor and the use of Spofforth Street ever suggested as a reason for their installation. At least as far as I could tell. The suggestion may have been contained in the pathetic attempt at community consultation you are suggesting took place sometime in 2010.

Certainly the speed bumps have reduced the speed of most vehicles, reduced the volume of traffic, and as a culmination of these, improved the overall level of road safety. These are questions on your evaluation survey which will certainly provide answers in your favour. I'd suspect it was designed that way. Anyway, I believe these speed bumps have done nothing of note, other than deflecting traffic into other internal streets in Holt. I suspect also, that some residents are now wishing an alternative was in place, based on a story on A Current Affair of a similar situation where only 7 speed bumps were installed. (If that made national television, I'd imagine that 13 of the suspension wreckers in 1.4 kms of west Belconnen outer streets would be far more impressive a story.)

I certainly would not support more of these hideous things on any other streets, and I'm sure you'll get that from the majority of the feedback from your survey. Apart from costing a ridiculous amount of tax payer

money, they are nothing more than traffic deterrents. I understand that you're trying to funnel traffic along Southern Cross Drive (where more incidents of note have occurred probably in the last month than in 20 years along Spofforth Street). Once you throw in traffic lights at the bottom of Kippax, I think you'll find more people rabbiting through Holt and Macgregor to avoid them too. Someone there really needs a pay rise – there's some great ideas popping up!

I think these speed bumps are a joke, I think ACT Roads decisions on these matters is a joke, and I think your community consultation is a joke. Its nothing more than experienced bureaucrats swaying their pens to attain someone's desired outcome... certainly not the broader public opinion. Who in Holt gives a hoot about these speed bumps, apart from people living on the street? Why then are these residents targeted for their feedback... maybe because they'll give you the answers you want. How about surveying the broader road using community in Macgregor and Dunlop?

Anyway, as I throw my arms up in the air, I can do nothing it seems to get rid of these speed bumps and have them replaced with something more sensible. The thought that more of these things will appear on other quiet streets in the area makes me shudder. The ACT Labour Government has already lost my vote this year anyway and I know very well that my view is shared in my local area as well.

Sincerely, '