

Vikneson, Jayanthy

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

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

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

Hi John,

As requested, Holt traffic calming measures responses.

Regards,

Leigh Costa

TAMS Customer Support Officer

Phone 62055094

Directorate Services | Operational Support Territory and Municipal Services | ACT
Government GPO Box 158 Canberra ACT 2601 | www.act.gov.au

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

Hello

I wish to comment on the above measures.

. The measures taken on Spofforth Street certainly seem to be effective in reducing speeding, irresponsible road use and in reducing volume of traffic.

Unfortunately, they seem to have shifted some of the problems to Messenger Street. We now see an escalated pattern of idiots doing burn-outs and donuts on Messenger Street - particularly in the intersections and during any spell of rain. One lamebrain almost took out one of my neighbours, as he appeared to lose control halfway through a donut.

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

Vikneson, Jayanthi

From: Taylor, John
Sent: Wednesday, 23 May 2012 3:26 PM
To: Vikneson, Jayanthi
Subject: FW: Southern Cross Drive

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

From: Costa, Leigh
Sent: Friday, 18 May 2012 4:24 PM
To: Taylor, John
Subject: FW: Southern Cross Drive

From:
Sent: Thursday, 17 May 2012 5:45 PM
To: Roads
Subject: Southern Cross Drive

The mail drop re Spofforth St Traffic calming measures has prompted me to express my concerns of current access to Southern Cross Drive from Holt. Especially at peak hour but also throughout the day it is almost impossible to access Southern Cross Drive from Beaurepaire or either end of Starke St. At the end of Starke St near Kippax there are often long lines of cars waiting to exit and Beaurepaire is much the same.

In my case I often need to get to my son's house in Latham but find that I need to wait for long periods to drive out of Holt onto Southern Cross Drive. Cars often take risks getting into the traffic there because of the constant stream of traffic since the building of West Macgregor.

I think that a roundabout or traffic lights are really needed at one of these intersections.

Vikneson, Jayanthi

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

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

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

I have just received the survey questionnaire.

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

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

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

Vikneson, Jayanthy

From: Taylor, John
Sent: Tuesday, 22 May 2012 2:27 PM
To: Vikneson, Jayanthy
Subject: FW: Traffic Calming Works Spofforth

Jayanthy,

I know this guy. Interesting interpretation of 15% exceeding 76. Maybe it's not as clear as we think.

John

From: Costa, Leigh
Sent: Tuesday, 22 May 2012 12:56 PM
To: Taylor, John
Subject: FW: Traffic Calming Works Spofforth

From: [REDACTED]
Sent: Monday, 21 May 2012 12:27 PM
To: Roads
Subject: Traffic Calming Works Spofforth

Thank you for the opportunity to comment on the speed cushions in Spofforth Street Holt.

There is no doubt that the introduction of these speed cushions has reduced the amount of traffic on Spofforth Street. However, it has increased the amount of traffic with many vehicles that used to use Spofforth to access Drake Brockman and William Hovel now using Beaurepaire Crescent, Trickett and Starke Streets.

You say that your initial investigations revealed that 15% of motorists using Spofforth travelled 76 KMPH or more, therefore, 85% kept to the speed limit. Using this logic for the introduction of speed cushions one would expect to see speed cushions on almost all suburban streets because a minority of motorists exceed the speed limit.

Spofforth is a thoroughfare with houses on one side and a golf course on the other. There is only one T/intersection in its length (Messenger Street). However the aforementioned suburban streets that are now being used to gain access to Drake Brockman have houses on both sides, several intersections, and in the case of Beaurepaire, a park, shops, church and a community hub, all of which have many more people accessing those places than the residences of Spofforth.

I don't believe that the majority of motorists from West Macgregor will choose to use Southern Cross Drive and Kingsford Smith to gain access to William Hovel Drive especially with the introduction of traffic lights at the corner of Florey and Southern Cross which will delay their daily commuting even further. They will continue to use the suburban streets rather than the arterial roads.

Vikneson, Jayanthi

From: Taylor, John
Sent: Tuesday, 22 May 2012 10:47 AM
To: Vikneson, Jayanthi
Subject: FW: Spofforth Street Traffic Calming Measures

From: Costa, Leigh
Sent: Monday, 21 May 2012 2:19 PM
To: Taylor, John
Subject: FW: Spofforth Street Traffic Calming Measures

From: _____
Sent: Sunday, 20 May 2012 5:49 PM
To: Roads
Subject: Spofforth Street Traffic Calming Measures

Attn Rifaat Shoukrallah,

Re your letter box drop re the abovementioned subject asking for comments.

As a resident of Sellwood Street Holt for the past 39 years, I find that the use of 13 SPEED HUMPS on Spofforth Street is nothing but an expensive exercise and a complete overkill to appease the residents of this street when they are one of the main offenders for speeding at all hours of the day. The humps as they are at the present time do not stop motor cycles, who still speed, or slow down ACTION Busses whose wheel width nicely pass over the humps without slowing them down.

Now with the opening of West MacGregor sub division, the traffic problem has been made worse as all the people who live there no longer use Spofforth St when they travel from Civic or Woden/Tuggeranong, like they used to. Instead of going down Drake Brockman Drive, turning into Spofforth St and then turning into Parkwood Road, they now use Tricket St/Beaurepire Cr/Sothern Cross, Macnaughton St/Starke St/Southern Cross or down Kingsford Smith Drive/Southern Cross Drive.

On the subject of Southern Cross Drive, For us who live around this area and turn into this road, it is now a nightmare to try and turn into this road during the day with the opening of West MacGregor. When there is a break in the traffic, one has to 'plant the foot and go' when there is a break in the traffic.

The solution may be to remove some of the SPEED HUMPS in Spfforth to maybe two each side of the roundabout at Messenger Street to improve the traffic flow to West MacGregor AND upgrade Southern Cross Drive to dual lanes in each direction from the intersection just past Moyes St through the intersections at Floey Drive, Starke St, Beaurepaire Cr, Spofforth St to the roundabout at Parkwood Rd and West MacGregor.

While on the subject of SPEED HUMPS, could you please look at the possibility of installing two in each lane coming from Kippax up the hill before the intersection of Southern Cross Drive and Dally Cr, Latham. This intersection could almost be termed as 'blind intersection' when traffic is coming up the hill as you only see it at the last moment when you are trying to turn into Southern Cross from Dally Cr. There has been many 'near misses' and accidents at this intersection.

Surely, the main problem seems to be is that there was a complete lack of road planning on the part of the people responsible when the West MacGregor suburb was being built and planned, as adding an extra 1500 or so people with one to two cars per family will add extra stress to a road system that appears to be badly planned.

For your review and information

Vikneson, Jayanthy

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

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

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

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

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

Vikneson, Jayanthi

From: Taylor, John
Sent: Tuesday, 22 May 2012 10:46 AM
To: Vikneson, Jayanthi
Subject: FW: spofforth street traffic calming measures

From: Costa, Leigh
Sent: Monday, 21 May 2012 2:18 PM
To: Taylor, John
Subject: FW: spofforth street traffic calming measures

From: [redacted]
Sent: Saturday, 19 May 2012 11:16 AM
To: Roads
Subject: spofforth street traffic calming measures

I have filled out the evaluation form but just wanted to add a comment.

I feel this is another example of the pathetic Labor/Greens politicians and bureaucrats being dominated by a wingeing minority to the detriment of the responsible majority.

TO:

Traffic Management and Safety

COMPLAINT/ENQUIRY

Roads ACT - TMS
IAMS Public Enquiry No:
719501

DETAILS

Suburb / Site: **HOLT, , SPOFFORTH ST, HOLT**

Reason for Inspection Request
22/5/2012: i would like someone to call him to discuss Spofforth St. He believes it is unnecessary to have speed humps along this street, as there is only houses on one side. He is not happy that the traffic is now diverting through Holt, instead of using this road because of the speed humps.) has also emailed about the same **21/5/2012:** Could you please forward me a feedback form for the current enquiry into traffic measures for Spofforth St, Holt? I was concerned that my neighbour received a feedback form, but we did not. 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. (see Action/Remarks for more details) In contrast, streets such as Trickett Street are narrower, windier, with shorter frontages and huses 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 camers, 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.

Primary Asset Type
REQUEST FOR SERVICES
TRAFFIC CONTROL DEVICE
TMS ISSUES - NOT MAINTENANCE

Request Originator

Processed By

Requested: 21-MAY-2012

Inspection Report By Traffic Management and Safety

Description of issue and possible cause

Recommended Remedial Works

18th June, 2012

Roads ACT,

Canberra ACT,

Dear Sir,

In response to the evaluation survey on Spofforth St. Holt. I was absolutely dumbfounded at the number of "speed humps" installed along this street and the cost to the ratepayers. No doubt it has reduced traffic along this street but I would not have said that this street should be classed as a short cut for West McGregor residents, no more than Osbourne Drive, O'Reilly St., MacGregor or Trickett Sts; Beaurepaire Cres or Starke St; Why would'nt they use it as a main road., Spofforth St ; has only houses on one side of the street and is on a main bus route. The other streets I have listed have housing on both sides of the street and are much more densely populated. The speed humps would have been better installed around schools in the area.

The funniest sight I have seen was on Tuesday 12th June to see as well as the speed humps along Spofforth St a speed camera unit parked on the side of the street. The thirteen speed humps are an over kill but to also add a speed camera is absolutely ridiculous.

To my opinion the noise of cars with trailers and service vehicles crashing along the street has been very irritating.

In closing if you investigated most streets in Canberra it would show that 15per cent of traffic travelled above the speed limit, so do you install speed humps in every street. Maybe a roundabout on the intersection of Spofforth and Messenger sts; should be considered instead of the speed humps to slow up the traffic.

Yours sincerely,

Since I have been living on the golf course, about 12 years, the speed limit on Spofforth Street has been reduced to 50k, heavy vehicle have been banned, and 13 speed humps at the cost of appx \$300,000 have been installed.

39

It is common knowledge that an ex politician who used to lived on Spofforth street and now a family member who lives in the house, have strongly influenced the introduction of 'traffic calming' measures to their street. People when they bought on this street must have been aware there was always potential for an increase in traffic volume.

Spofforth Street is not a 'short cut', it is the main connecting road to Drakebrockman Drive for traffic traveling from Parkwood Road and the new West Macgregor estate, to the south. It has houses only on one side of the street and a golf course on the other. It should be a 60k road, with no speed bumps. and be open to all traffic including heavy vehicles. To manage the 'hoons', a permanent speed camera should be installed.

As a result of the changes made to Spofforth street, there has been overall decrease in road safety with traffic being forced through the residential streets of Holt. Where the speed limit is 60k even though there are houses on both sides. Where there are schools and aged care residences and not a speed bump in sight. Where truck and heavy vehicles come dangerously close to people and cars. There was a fatal accident involving a truck and a car near Kippax in the last couple of days.

Just to highlight how ridiculous and ill conceived the decision was to virtually close off Spofforth street - some cars, trucks and heavy vehicles are now being forced to used Britten-Jones, a very narrow winding 40k road that runs through the golf course.



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

Dear Resident

In 2010, Roads ACT undertook a detailed investigation into the Spofforth Street traffic conditions between Drake Brockman Drive and Southern Cross Drive. The investigation was conducted as a result of residents' complaints about speeding and concerns about the potential increase in traffic volume as a result of the new development in West Macgregor.

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

by whom - NOT what residents wanted!

one of just a FEW possible routes!

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

how many responded?

probably NOT representative of the residents (too few responses!)

The traffic cushions were installed in December 2011. Since their implementation, some concerns have been raised regarding the number of cushions and the redistribution of traffic on nearby streets and subsequent impacts.

**ENTIRELY
EDITABLE**

all too effective, unsurprisingly! wonderful understatement

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

SEE OVER

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

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

Trick Question: How come a street bordered on one side by a golf course & with the houses on the other set back from the road qualified for a 50 KPH rating (plus speed humps) when elsewhere really dangerous situations (eg with child care centres and/or schools) - such as in Charnwood cannot get any response?

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

Please tear along here and mail the card back to us. to their pleas for traffic



ACT
Government

Territory and Municipal Services

Although you guys just want to compile the answers to the questionnaire (& will probably simply ignore feedback that does not fit into this procrustean format) following are some obvious points to be made about the debacle that the decision has/will produce

Map of Spofforth Street Traffic Calming Measures



- it is simply counterproductive. (even dangerous in terms of the overall threat to public safety) to select individual streets for a 'no-go' treatment. This merely transfers the problem elsewhere (since residents need to get to work somehow)
- The logic of this short-sighted approach is that more & more streets will become impassable/unusable - even Southern Cross Drive (which will be wall-to-wall traffic & peak hours).
- There is a real & growing problem with the increasing volumes of traffic from West Macgregor (& more prospectively) which calls for a considered response - rather than the knee-jerk (& totally counterproductive) one the government has come up with so far

■ Denotes speed cushion

Question no.	Question	All Responses			Spofforth St residents' Responses Only				
		Online responses	Hardcopy responses	Total responses	% Responses	Online responses	Hardcopy responses	Total responses	% Responses
1	Where do you live?	15	13	32	8	15	17	32	100
	Spofforth Street								
	Holt - other streets	77	265	336	81	N/a	N/a	N/a	N/a
	Other	36	12	47	11	N/a	N/a	N/a	N/a
2	On average, how often do you travel on Spofforth Street?	48	55	100	24	14	17	31	97
	Daily								
	Weekly	18	59	76	18			0	0
	Monthly	19	73	90	22			0	0
	Never	5	80	83	20			0	0
	No response	38	28	66	16	1	1	1	3
3A	Do you think the speed cushions have reduced the speed of the majority of traffic?	106	228	328	79	14	14	28	88
	Yes								
	No	17	30	46	11	1	3	4	13
	No response	5	37	41	10			0	0
3B	Do you think the speed cushions have reduced the volume of traffic?	115	238	347	83	13	16	29	91
	Yes								
	No	7	25	32	8	2	1	3	9
	No response	6	32	36	9			0	0
3C	Do you think the speed cushions have improved the overall level of road safety?	59	126	179	43	8	8	16	50
	Yes								
	No	63	126	187	45	7	6	13	41
	No response	6	43	49	12			3	9
4	Do you support the speed cushions as implemented on Spofforth Street?	17	58	73	18	7	5	12	38
	Yes								
	Yes, but reduce the number of cushions	35	138	167	40	3	9	12	38
	No	75	99	174	42	5	3	8	25
	No response	1		1	0				
5	Do you think traffic impacts are now being experienced on other streets?	116	244	374	90	12	16	28	88
	Yes								
	No	11	13	23	6	3		3	9
	No response	1	18	18	4			1	3
6	See next page								
7	Would you support the implementation of traffic calming measures on the streets identified in Question 6?	25	109	132	32	4	2	6	19
	Yes								
	No	95	149	239	57	9	11	20	63
	No response	8	37	44	11	2	4	6	19
8	Are you satisfied with this opportunity to provide feedback on the Spofforth Street traffic calming measures?	23	86	104	25	2	4	6	19
	Very satisfied								
	Satisfied	39	107	144	35	3	8	11	34
	Somewhat satisfied	45	54	99	24	8	4	12	38
	Dissatisfied	10	20	29	7	2	2	2	6
	Very dissatisfied	11	17	28	7		1	1	3
	No response								
	No response	11	11	11	2			0	0

All Responses

Question no.	Question	Street Name	No. of responses for each impact					
			Speed		Volume		Road Safety	
			No. of responses	%	No. of responses	%	No. of responses	%
6	If you answered 'yes' to Question 5 please provide some detail below.	Armstrong Cr	1	0%	1	0%	1	0%
		Beaurepaire Cr ✓	95	23%	214	51%	99	24%
		Britten-Jones Dr ✓	21	5%	38	9%	26	6%
		Chave St	1	0%			1	0%
		Coverdale St	1	0%	1	0%	1	0%
		Drake Brockman Dr ✓	13	3%	21	5%	9	2%
		Fullagar Cr	1	0%	1	0%	1	0%
		Ginninderra Dr			1	0%		
		Griffiths St			1	0%		
		Hardwick Cr			1	0%	1	0%
		Holt Pl	1	0%			1	0%
		Kingsford Smith Dr			2	0%		
		Lindrum Cr	2	0%	2	0%	3	1%
		MacNaughton St ✓	23	6%	69	17%	26	6%
		Messenger St ✓	21	5%	33	8%	15	4%
		Mockridge Cr	2	0%	2	0%	1	0%
		Moyes Cr	1	0%				
		O'Reilley St			3	1%		
		Osburn Dr			3	1%		
		Parkwood Rd			1	0%		
Pickworth St	4	1%	4	1%	4	1%		
Southern Cross Dr ✓	25	6%	110	26%	44	11%		
Starke Street ✓	38	9%	68	16%	42	10%		
Trickett St ✓	89	21%	195	47%	84	20%		

Spofforth St responses

Question no.	Question	Street Name	No. of responses for each impact					
			Speed		Volume		Road Safety	
			No. of responses	%	No. of responses	%	No. of responses	%
6	If you answered 'yes' to Question 5 please provide some detail below.	Beaurepaire Cr	5	16%	18	53%	3	9%
		Britten-Jones Dr			3	9%		
		Drake Brockman Dr			2	6%		
		MacNaughton St			2	6%	1	3%
		Messenger St	4	13%	10	31%	1	3%
		Southern Cross Dr			5	16%	1	3%
		Starke Street	1	3%	2	6%	2	6%
		Trickett St	4	13%	16	47%	3	9%

Question no.	Question	Street Name	No. of responses for each impact		
			Speed	Volume	Road Safety
6	If you answered 'yes' to Question 5 please provide some detail below.	Armstrong Cr	1	1	1
		Beaurepaire Cr	81.80	143139	88
		Britten-Jones Dr	21.20	3130	2625
		Chave St	1		1
		Coverdale St	1	1	1
		Drake Brockman Dr	13	13	9
		Fullagar Cr	1	1	1
		Griffiths St		1	
		Hardwick Cr		1	1
		Holt Pl	1		1
		Lindrum Cr	2	2	3
		MacNaughton St	20	54	23
		Messenger St	17	23	13
		Mockridge Cr	2	2	1
		Moyes Cr	1		
		Osburn Dr		3	
Pickworth St	4	3	4		
Southern Cross Dr	22	59.57	33		
Starke Street	34.38	49.47	38.37		
Trickett St	74	128.126	74		

Luke St 1 1 1

* Responses recvd 5/07/12

295

Question no.	Question	Responses	Total
1	Where do you live?	Spofforth Street 1 (1)	17 (18)
		Holt - other streets 1 (6)	259 258 (265)
		Other 1 (1)	11 (12)
2	On average, how often do you travel on Spofforth Street?	Daily 3	
		Weekly 1 1	
		Monthly 2	
		Never 2	
		No response	
3A	Do you think the speed cushions have reduced the speed of the majority of traffic?	Yes 1 6	
		No 1 1	
		No response 1 1	
3B	Do you think the speed cushions have reduced the volume of traffic?	Yes 1 6	
		No	
		No response 2	
3C	Do you think the speed cushions have improved the overall level of road safety?	Yes 1 6	
		No 2	
		No response	
4	Do you support the speed cushions as implemented on Spofforth Street?	Yes 2	
		Yes, but reduce the number of cushions 1 6	
		No	
		No response	
5	Do you think traffic impacts are now being experienced on other streets?	Yes 1 6	
		No 1 1	
		No response 1 1	
7	Would you support the implementation of traffic calming measures on the streets identified in Question 6?	Yes 1 2 1 2	
		No 5	
		No response 1 1	
8	Are you satisfied with this opportunity to provide feedback on the Flinders Way traffic calming measures?	Very satisfied 5	
		Satisfied 2	
		Somewhat satisfied	
		Dissatisfied 1 1	
		Very dissatisfied	
		No response	

		Street Name	No. of responses for each impact			
			Speed	Volume	Road Safety	Total
6	If you answered 'yes' to Question 5 please provide some detail below.	Armstrong Cr				
		Beaurepaire Cr				
		Britten-Jones Dr				
		Chave St				
		Coverdale St				
		Drake Brockman Dr				
		Fullagar Cr				
		Griffiths St				
		Hardwick Cr				
		Holt Pl				
		Lindrum Cr				
		MacNaughton St				
		Messenger St				
		Mockridge Cr				
		Moyes Cr				
		Osburn Dr				
		Pickworth St				
		Southern Cross Dr	£			
		Starke Street				
		Trickett St				

Lake St | | |

* Spofforth St.

* Others

Question no.	Question	Responses	Total						
1	Where do you live?	Spofforth Street	17						
		Holt - other streets	258						
		Other	11						
2	On average, how often do you travel on Spofforth Street?	Daily (17)	17 3						
		Weekly	2						
		Monthly	1						
		Never	4						
		No response	1						
3A	Do you think the speed cushions have reduced the speed of the majority of traffic?	Yes	14 9						
		No	3 1						
		No response	1						
3B	Do you think the speed cushions have reduced the volume of traffic?	Yes	16 11						
		No	1						
		No response							
3C	Do you think the speed cushions have improved the overall level of road safety?	Yes	8 3						
		No	6 8						
		No response	3						
4	Do you support the speed cushions as implemented on Spofforth Street?	Yes	5 5						
		Yes, but reduce the number of cushions	9 6						
		No	3						
		No response							
5	Do you think traffic impacts are now being experienced on other streets?	Yes	16 10						
		No	1						
		No response	1						
6	If you answered 'yes' to Question 5 please provide some detail below.	Speed	Starke	1	111	1	3		
			Messenger	111	1		3	1	
			Beaurepaire	111	11	111	3	2	3
			Trickett	11	11	11	2	2	2
			Southern X			11			2
		Volume	Drake Bokman		11			2	
			Starke	11		11	2	2	
			Trickett	111 111 111		111	10	5	5
			Beaurepaire	111 111 111 11		111 1	10	7	6
			Messenger	111 1	1111		6	4	
			Southern X	11	111	111 1	2	3	6
			McNaughton	11		1	2		1
			Osborne			1			1
		Road Safety	Britten Jones		111			3	
			Starke	11		11	2	2	
			Messenger	1			1		
			Beaurepaire	111		111 1	3	6	
			Trickett	111		1	3	1	
			McNaughton	1			1		
			Southern X	1		1	1	1	

Question no.	Question	Responses	Total	
7	Would you support the implementation of traffic calming measures on the streets identified in Question 6?	Yes	11 1	2 1
		No	 1	 1
		No response	1	4 1
8	Are you satisfied with this opportunity to provide feedback on the Flinders Way traffic calming measures?	Very satisfied	11	4 2
		Satisfied	 	
		Somewhat satisfied	11	4 2
		Dissatisfied		11 2
		Very dissatisfied	111	1 3
		No response		

* Spofforth

* Other suburbs

* Holt - other streets

Question no.	Question	Responses			Total	
1	Where do you live?	Spofforth Street			17	
		Holt - other streets	+1		258 259	
		Other			11	
2	On average, how often do you travel on Spofforth Street?	Daily	17	3	32	52
		Weekly		2	56	58
		Monthly		1	69+1	71
		Never		4	74	78
		No response		1	27	28
3A	Do you think the speed cushions have reduced the speed of the majority of traffic?	Yes	14	9	198+1	222
		No	3	1	25	29
		No response		1	35	36
3B	Do you think the speed cushions have reduced the volume of traffic?	Yes	16	11	205	232
		No	1		24	25
		No response			29+1	30
3C	Do you think the speed cushions have improved the overall level of road safety?	Yes	8	3	108+1	120
		No	6	8	110	124
		No response	3		40	43
4	Do you support the speed cushions as implemented on Spofforth Street?	Yes	5		50+1	56
		Yes, but reduce the number of cushions	9	5	118	132
		No	3	6	90	99
		No response				
5	Do you think traffic impacts are now being experienced on other streets?	Yes	16	10	232	258
		No		1	11	12
		No response	1		15+1	17
7	Would you support the implementation of traffic calming measures on the streets identified in Question 6?	Yes	2	1	103+1	107
		No	11	9	124	144
		No response	4	1	31	36
8	Are you satisfied with this opportunity to provide feedback on the Flinders Way traffic calming measures?	Very satisfied	4	2	74+1	81
		Satisfied	8	2	95	105
		Somewhat satisfied	4	2	48	54
		Dissatisfied		2	17	19
		Very dissatisfied	1	3	13	17
		No response			11	11

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2/07/12

Online responses

Street Name	No. of responses for each impact		
	Speed	Volume	Road Safety
Parkwood Rd		(1)	
Armstrong Cr			
Beaurepaire Cr	(15)	(71)	(11)
Britten-Jones Dr	(1)	(8)	(1)
Chave St			
Coverdale St			
Drake Brockman Dr		(8)	
Fullagar Cr			
Griffiths St			
Hardwick Cr			
Holt Pl			
Lindrum Cr			
MacNaughton St	(3)	(15)	(3)
Messenger St	(4)	(10)	(2)
Mockridge Cr			
Moyes Cr			
Osburn Dr			
Pickworth St			
Southern Cross Dr	(3)	(36)	(11)
Starke Street	(4)	(19)	(4)
Trickett St	(15)	(62)	(10)

If you answered 'yes' to Question 5 please provide some detail below.

Kingsford Smith
Gimwinderia Dr

	Street Name	No. of responses for each impact			
		Speed	Volume	Road Safety	Total
6	Armstrong Cr	1	1	1	
	Beaurepaire Cr	3374	10623	3678	
	Britten-Jones Dr	20	30	25	
	Chave St	1		1	
	Coverdale St	1	1	1	
	Drake Brockman Dr	13	13	9	
	Fullagar Cr	1	1	1	
	Griffiths St		1		
	Hardwick Cr		1	1	
	Holt Pl	1		1	
	Lindrum Cr	2	2	3	
	MacNaughton St	20	2133	122	
	Messenger St	314	617	112	
	Mockridge Cr	2	2	1	
	Moyes Cr	1			
	Osburn Dr		12		
	Pickworth St	4	3	4	
	Southern Cross Dr	220	2649	1131	
Starke Street	1329	2243	2233		
Trickett St	2270	10511	3170		

Hardcopy responses

Question no.	Question	Responses	Total
7	Would you support the implementation of traffic calming measures on the streets identified in Question 6? 258	Yes 103	
		No 124	
		No response 31	
8	Are you satisfied with this opportunity to provide feedback on the Flinders Way traffic calming measures? 258	Very satisfied 74	
		Satisfied 95	
		Somewhat satisfied 48	
		Dissatisfied 17	
		Very dissatisfied 13	
		No response 11	

Street	Speed	Vol	RS
Chave St	1		1
Moyes Cr	1		1
Mockridge	11	11	1
Coverdale	1	1	1
Starke			
Messengers			
Beaurepau			
Trickett			
Southern x			
Britten-Jones			
McNaughton			
Osborne		11	
Hdt PI	1	1	1
Drake Brockman			
Lindrom	11	11	11
Hardwicke Cr	1	1	1
Armstrong	1	1	1
Follagar	1	1	1
Grippers	1	1	1

Question no.	Question	Responses	Total
7	Would you support the implementation of traffic calming measures on the streets identified in Question 6?	Yes 	
		No 	
		No response	
8	Are you satisfied with this opportunity to provide feedback on the Flinders Way traffic calming measures?	Very satisfied 	
		Satisfied 	
		Somewhat satisfied 	
		Dissatisfied 	
		Very dissatisfied 	
		No response 	

Vikneson, Jayanthy

From: Taylor, John
Sent: Tuesday, 22 May 2012 2:27 PM
To: Vikneson, Jayanthy
Subject: FW: letterbox drop invoice

From: Rae, Kirsten
Sent: Tuesday, 22 May 2012 1:15 PM
To: Taylor, John
Subject: letterbox drop invoice

Hi John,

Julie Pope will be sending through an invoice shortly to you for the Spofforth Street letterbox drop. She had to fold the letters so the amount has increased , which I think is quite reasonable.

Just as FYI we have 29 responses so far. Here are some interesting stats:

- 85.7% think the cushions have reduced speed of the majority of traffic
- 96.3% think the cushions have reduced the volume of traffic
- 51.9% think the cushions have improved the level of road safety
- 13.8% support the speed cushions, 13.8% support them but think the number needs to be reduced, and 72.4% do not support the cushions.

Cheers
Kirsten

Kirsten Rae | Communications Officer |
Phone 02 6205 2173 | Fax 02 6207 6148 |
Governance | Territory and Municipal Services Directorate | ACT Government
12 Wattle Street, Lyneham | GPO Box 158 Canberra ACT 2601
www.act.gov.au

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Vikneson, Jayanthy

From: Taylor, John
Sent: Monday, 14 May 2012 12:20 PM
To: Vikneson, Jayanthy
Subject: FW: Spofforth Street
Attachments: MR309_0512 Spofforth Street calming works.docx; Letter - Spofforth Street FINAL.PDF; Electronic Survey 11.05.12.pdf; Community noticeboard - Spofforth Street.docx

From: Rae, Kirsten
Sent: Monday, 14 May 2012 12:00 PM
To: Taylor, John
Cc: Shoukrallah, Rifaat
Subject: Spofforth Street

Hi John,

Great news, minister's office have approved the consultation in record time!

I'll organise for 2,5000 letters to be printed and delivered on Thursday/Friday. Media release will go out first thing Thursday morning.

Attached are the final documents (no changes have been made aside from a change of title on the community noticeboard).

Cheers
Kirsten

Kirsten Rae | Communications Officer |
Phone 02 6205 2173 | Fax 02 6207 6148 |
Governance | Territory and Municipal Services Directorate | ACT Government
12 Wattle Street, Lyneham | GPO Box 158 Canberra ACT 2601
www.act.gov.au

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MEDIA Release

MR309/0512

XX May 2012

Seeking community feedback on Spofforth Street traffic safety measures

The ACT Government is seeking community feedback on the effectiveness of speed cushions installed on Spofforth Street between Drake Brockman Drive and Southern Cross Drive in Holt, Director, Roads ACT, Tony Gill announced.

"Rubber speed cushions were installed in December 2011 after Roads ACT conducted a detailed investigation into the traffic conditions along Spofforth Street," Mr Gill said. "The investigation found a number of safety issues caused by high speeds on Spofforth Street, especially for residents entering and exiting their residences.

"The investigation showed that Spofforth Street, between Drake Brockman Drive and Southern Cross Drive, carried around 1,200 vehicles per weekday with 15 per cent of motorists travelling at 76 kilometres per hour or more in a 50 kilometre per hour zone."

Mr Gill said Spofforth Street was investigated by the ACT Government's Residential Streets Improvement Program which uses the Traffic Warrant System to rank collector roads based on crash history, speed, volume and land use information. An action plan was then developed which took into account speed and volume surveys as well as residents' road safety concerns.

"The findings of the investigation influenced our decision to install speed cushions which was a decision supported by local residents, who were informed of the proposed traffic calming measures by letterbox drop and were invited to provide feedback," said Mr Gill.

Roads ACT has undertaken a traffic survey in the first week of May to assess the effectiveness of the speed cushions at reducing the speed and volume of vehicles on Spofforth Street. Traffic surveys were also done at the same time on Messenger Street, Beaurepaire Crescent, Trickett Street and Britten Jones Drives to assess the impacts on these streets. Community feedback will also assist in the evaluation.

Survey forms will be delivered to all households in Holt starting from Thursday 17 May 2012 and consultation will close on Friday 29 June 2012.

Feedback can also be provided through an online survey or by completing and returning post paid forms available at Kippax Library, the Kippax Fair or the local shopping centre in Holt. The results of the evaluation will be available in July 2012.

For more information or to submit feedback visit www.timetotalk.act.gov.au

Statement ends

Media contact: Kirsten Rae, 6205 2173



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

Dear Resident

In 2010, Roads ACT undertook a detailed investigation into the Spofforth Street traffic conditions between Drake Brockman Drive and Southern Cross Drive. The investigation was conducted as a result of residents' complaints about speeding and concerns about the potential increase in traffic volume as a result of the new development in West Macgregor.

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

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

The traffic cushions were installed in December 2011. Since their implementation, some concerns have been raised regarding the number of cushions and the redistribution of traffic on nearby streets and subsequent impacts.

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

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

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

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

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

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

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

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

<u>STREET NAME</u>	<u>IMPACT</u> (please circle)
.....	<i>Speed / Volume / Road Safety</i>
.....	<i>Speed / Volume / Road Safety</i>
.....	<i>Speed / Volume / Road Safety</i>

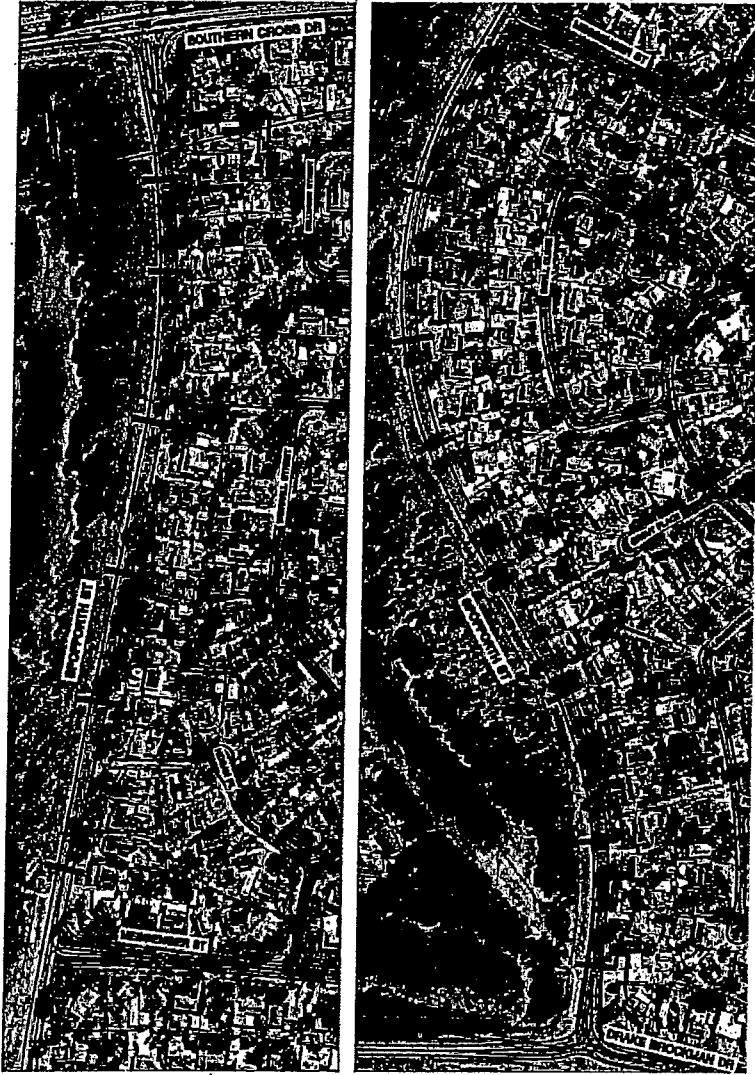
7. Would you support the implementation of traffic calming measures on the streets identified in question 6? *Yes / No*
8. Are you satisfied with this opportunity to provide feedback on the Spofforth Street traffic calming measures?
Very satisfied / Satisfied / Somewhat Satisfied / Dissatisfied / Very Dissatisfied



ACT
Government

Territory and Municipal Services

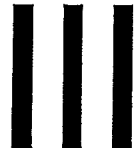
Map of Spofforth Street Traffic Calming Measures



■ Denotes speed cushion

Delivery Address:
PO Box 726
MITCHELL ACT 2911

No stamp required
if posted in Australia



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

Spofforth Street Traffic Calming Measures - Post Construction Evaluation

In 2010, Roads ACT undertook a detailed investigation into the Spofforth Street traffic conditions between Drake Brockman Drive and Southern Cross Drive. The investigation was conducted as a result of residents' complaints about speeding and concerns about the potential increase in traffic volume as a result of the new development in West Macgregor.

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

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

The traffic cushions were installed in December 2011. Since their implementation, some concerns have been raised regarding the number of cushions and the redistribution of traffic on nearby streets and subsequent impacts.

Roads ACT is now evaluating the effectiveness of the traffic calming measures through the comparison of 'before' and 'after' data as well as seeking feedback from the community.

To submit feedback please complete the following survey. The survey closes 5 pm Friday 29 June 2012.

For more information contact Canberra Connect on 13 22 81.

1. Where do you live?

Street

Suburb

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

- Daily
- Weekly
- Monthly
- Never
- Other (please specify)

3. Do you think the speed cushions have:

	Yes	No
Reduced the speed of the majority of traffic on Spofforth Street?	<input type="radio"/>	<input type="radio"/>
Reduced the volume of traffic on Spofforth Street?	<input type="radio"/>	<input type="radio"/>
Improved the overall level of road safety on Spofforth Street?	<input type="radio"/>	<input type="radio"/>

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

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

Spofforth Street Traffic Calming Measures - Post Construction Evaluation

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

- Yes
 No

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

Street #1 name and impact

Street #2 name and impact

Street #3 name and impact

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

- Yes
 No

Comments

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

- Very satisfied
 Satisfied
 Somewhat satisfied
 Dissatisfied
 Very dissatisfied

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

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

Spofforth Street Traffic Calming Measures - Post Construction Evaluation

Thank you for taking the time to complete this survey.

If you wish to review your responses before submitting the survey, use the 'Prev' and 'Next' buttons at the bottom of each page to navigate back and forth.

Click DONE to submit your survey.

COMMUNITY NOTICEBOARD – 19 MAY 2012

Review of traffic calming measures on Spofforth Street, Holt

The ACT Government is seeking your feedback on the Spofforth Street traffic calming measures.

In December 2011 speed cushions were installed to reduce vehicle speeds and improve road safety along Spofforth Street. The measures were introduced after an investigation of residents' complaints about speeding.

Roads ACT is now evaluating the effectiveness of the traffic calming measures through traffic data and community feedback.

For more information visit www.timetotalk.act.gov.au or call Canberra Connect on 13 22 81.

Consultation closes Friday 29 June 2012.

WEBSITE TEXT

Spofforth Street traffic calming measures

The ACT Government is seeking your feedback on the Spofforth Street traffic calming measures.

In December 2011 speed cushions were installed to improve road safety and reduce vehicle speeds along Spofforth Street. The measures were introduced as a result of residents' complaints about speeding.

Roads ACT is now evaluating the effectiveness of the traffic calming measures through traffic data and community feedback.

To submit feedback please complete the following [feedback form](#).

[Hyperlink:]

Consultation closes Friday 29 June 2012

(insert map)