



**ACT**  
Government

Transport Canberra and  
City Services

## FREEDOM OF INFORMATION COVERSHEET

The following information is provided pursuant to section 28 of the *Freedom of Information Act 2016*.

FOI reference: TCCSFOI 21-064

Information to be published	Status
1. Access application	Published
2. Decision notice and schedule	Published
3. Documents	Published
4. Additional information identified	n/a
5. Fees	waived
6. Processing time (in working days)	34 days
7. Decision made by Ombudsman	n/a
8. Additional information identified by Ombudsman	n/a
9. Decision made by ACAT	n/a
10. Additional information identified by ACAT	n/a





Dear 

### **Freedom of Information Request - Reference 21-064**

I refer to your application for access to government information received by Transport Canberra and City Services (TCCS) on 23 June 2021 under the *Freedom of Information Act 2016* (FOI Act). It is my understanding you are seeking access to the following government information:

*“documents in relation to the Safe Systems Assessment (SSA) of Kingsford Smith Drive. This request includes the final version of the SSA and supporting documents (such as Ministerial or Directors-General briefs or talking points).”*

I am an Information Officer appointed by the Director-General under section 18 of the Act to deal with access applications made under Part 5 of the FOI Act.

A decision was due on your application by 21 July 2021. Thank you for agreeing to an extension until 11 August 2021.

### **Decision on access**

In accordance with the FOI Act, a search was conducted of records held by TCCS. This search identified 26 records (64 pages) as relevant to your request. In reviewing the information within these documents, I have found it contrary to the public interest to disclose some information. As such, I have decided to provide you with partial access to this government information. My reasons for this decision are detailed in the statement of reasons below.

Record one, Pages 1-5, references an ANRAM Assessment completed by R D Gossip from which the Safe Systems Assessment (Record 2) was extracted. Please be advised that this document has not been provided to TCCS.

### **Statement of Reasons**

In making my decision on disclosing government information, I must identify all relevant factors in schedule 2 of the FOI Act and determine, on balance, where the public interest lies. In reaching my access decision, I have taken the following into account:

#### ***Factors favouring disclosure in the public interest (Schedule 2, Section 2.1)***

- Section 2.1(a)(i) - promote open discussion of public affairs and enhance the government’s accountability;

- Section 2.1(a)(iii) - inform the community of the government's operations, including the policies, guidelines and codes of conduct followed by the government in its dealings with members of the community;
- Section 2.1(a) (xi) - reveal environmental or health risks or measures relating to public health and safety; and
- Section 2.1(a)(viii) - reveal the reason for a government decision and any background or contextual information that informed the decision.

***Factors favouring non-disclosure (Schedule 2, Section 2.2)***

- Schedule 2.2(a)(ii) - prejudice the protection of an individual's right to privacy or any other right under the *Human Rights Act 2016*.

I consider that it is in the public interest to release most of this information. However, in some instances, I have found disclosure of some information to be contrary to the public interest.

Personal information and privacy

Personal information means information or an opinion whether true or not about an individual whose identity is apparent or can be ascertained from the information or opinion. The *Information Privacy Act 2014* prescribes how government collects, uses, shares, and stores this information.

I have considered the reason that TCCS has come into the possession of the personal or sensitive information together with the Territory Privacy Principles. As a general rule an agency that holds personal or sensitive information about an individual collected for a particular purpose must not disclose the information to a third party without consent (*Information Privacy Act 2014* - Territory Privacy Principle 6).

I have further found that disclosing this information is likely to prejudice an individual's right to privacy or any other right under the *Human Rights Act 2004*.

I have found that the disclosure of the personal or sensitive information is contrary to the public interest. A copy of the information, with deletions applied to information contrary to the public interest, is enclosed at Attachment B.

**Charges**

Pursuant to *Freedom of Information (Fees) Determination 2018* processing charges are applicable for this request because the total number of pages to release to you exceeds the charging threshold of 50 pages. However, the charges have been waived under section 107(2)(e) of the Act.

**Online publishing – disclosure log**

Under section 28 of the Act, TCCS maintains an online record of access applications called a disclosure log. Your original access application, my decision and documents will be published in the TCCS disclosure between 3 – 10 business days from the date of this decision.

Your personal contact details will not be published. You may view the TCCS' disclosure log at [https://www.cityservices.act.gov.au/about-us/freedom\\_of\\_information/disclosure-log](https://www.cityservices.act.gov.au/about-us/freedom_of_information/disclosure-log).

**Ombudsman review**

My decision on your access request is a reviewable decision as identified in Schedule 3 of the Act. You have the right to seek an Ombudsman review of this outcome under section 73 of the Act within 20 working days from the day that my decision is published in TCCS' disclosure log or a longer period allowed by the Ombudsman.

If you wish to request a review of my decision, you may write to the Ombudsman at:

The ACT Ombudsman  
GPO Box 442  
CANBERRA ACT 2601  
Via email: [actfoi@ombudsman.gov.au](mailto:actfoi@ombudsman.gov.au)

**ACT Civil and Administrative Tribunal (ACAT) review**

Under section 84 of the Act, if a decision is made under section 82 on an Ombudsman review, you may apply to the ACAT for review of the Ombudsman decision.

Further information may be obtained from ACAT at:

ACT Civil and Administrative Tribunal  
Level 4, 1 Moore Street  
GPO Box 370  
CANBERRA CITY ACT 2601  
Telephone: (02) 6207 1740  
[www.acat.act.gov.au](http://www.acat.act.gov.au)

If you have any queries concerning the directorate's processing of your request, or would like further information, please contact the TCCS FOI team on (02) 6207 2987 or email to [tccs.foi@act.gov.au](mailto:tccs.foi@act.gov.au).

Yours sincerely



Cherie Hughes  
Information Officer

11 August 2021

## FREEDOM OF INFORMATION REQUEST SCHEDULE

Please be aware that under the *Freedom of Information Act 2016*, some of the information provided to you will be released to the public through the ACT Government's Open Access Scheme. The Open Access release status column of the table below indicates what documents are intended for release online through open access.

Personal information or business affairs information will not be made available under this policy. If you think the content of your request would contain such information, please inform the contact officer immediately.

Information about what is published on open access is available online at: [https://www.tccs.act.gov.au/about-us/freedom\\_of\\_information/disclosure-log](https://www.tccs.act.gov.au/about-us/freedom_of_information/disclosure-log)

### Factors favouring non-disclosure:

Schedule 2.2(a)(ii) - prejudice the protection of an individual's right to privacy or any other right under the *Human Rights Act 2016*.

File number		WHAT ARE THE PARAMETERS OF THE REQUEST				
FOI – 21-064		SAFE SYSTEMS ASSESSMENT OF KINGSFORD SMITH DRIVE				
Ref No	Page numbers	Description	Date	Status	Reason for non-release or deferral	Open Access release status
1	1 - 5	MIN S2021-7423 - Minister Brief	3 May 2021	Partial access	Schedule 2.2(a)(ii)	Documents to be published on the <a href="https://www.tccs.act.gov.au/about-us/freedom_of_information/disclosure-log">TCCS Disclosure Log</a> .
2	6	20093 Kingsford Smith Dr SSA ANRAM extract	Undated	Full access	Not applicable	
3	7 - 18	20210305 - Email: On Road Cycling 2020-21	5 March 2021	Partial access	Schedule 2.2(a)(ii)	
4	19 - 20	ChrisSteel-Letterhead - MIN S20217277	29 April 2021	Partial access	Schedule 2.2(a)(ii)	
5	21 - 22	ChrisSteel-Letterhead - MIN S20217324	12 May 2021	Partial access	Schedule 2.2(a)(ii)	

<b>6</b>	<b>23 – 24</b>	ChrisSteel-Letterhead - MIN S2021_00140	16 June 2021	Partial access	Schedule 2.2(a)(ii)	
<b>7</b>	<b>25 – 26</b>	ChrisSteel-Letterhead - MIN S2021_00251	16 June 2021	Partial access	Schedule 2.2(a)(ii)	
<b>8</b>	<b>27 - 28</b>	ChrisSteel-Letterhead - MIN S2021_00084	16 June 2021	Partial access	Schedule 2.2(a)(ii)	
<b>9</b>	<b>29 - 30</b>	ChrisSteel-Letterhead - MIN S2021_00138	16 June 2021	Partial access	Schedule 2.2(a)(ii)	
<b>10</b>	<b>31 – 32</b>	ChrisSteel-Letterhead - MIN S2021_00139	16 June 2021	Partial access	Schedule 2.2(a)(ii)	
<b>11</b>	<b>33 – 34</b>	ChrisSteel-Letterhead - MIN S2021_00155	16 June 2021	Partial access	Schedule 2.2(a)(ii)	
<b>12</b>	<b>35 – 36</b>	ChrisSteel-Letterhead - MIN S2021_00156	16 June 2021	Partial access	Schedule 2.2(a)(ii)	
<b>13</b>	<b>37 – 38</b>	ChrisSteel-Letterhead - MIN S2021_00158	16 June 2021	Partial access	Schedule 2.2(a)(ii)	
<b>14</b>	<b>39 - 40</b>	ChrisSteel-Letterhead - MIN S2021_00169	16 June 2021	Partial access	Schedule 2.2(a)(ii)	
<b>15</b>	<b>41 - 42</b>	ChrisSteel-Letterhead - MIN S2021_00245	16 June 2021	Partial access	Schedule 2.2(a)(ii)	
<b>16</b>	<b>43 - 44</b>	ChrisSteel-Letterhead - MIN S2021_00246	16 June 2021	Partial access	Schedule 2.2(a)(ii)	
<b>17</b>	<b>45 – 46</b>	ChrisSteel-Letterhead - MIN S2021_00248	16 June 2021	Partial access	Schedule 2.2(a)(ii)	

<b>18</b>	<b>47 – 48</b>	ChrisSteel-Letterhead - MIN S2021_00249	16 June 2021	Partial access	Schedule 2.2(a)(ii)	
<b>19</b>	<b>49 - 50</b>	ChrisSteel-Letterhead - MIN S2021_00282	16 June 2021	Partial access	Schedule 2.2(a)(ii)	
<b>20</b>	<b>51 – 52</b>	ChrisSteel-Letterhead - MIN S2021_00284	16 June 2021	Partial access	Schedule 2.2(a)(ii)	
<b>21</b>	<b>53 – 54</b>	ChrisSteel-Letterhead - MIN S2021_7399	16 June 2021	Partial access	Schedule 2.2(a)(ii)	
<b>22</b>	<b>55 – 56</b>	ChrisSteel-Letterhead - MIN S2021_7410	16 June 2021	Partial access	Schedule 2.2(a)(ii)	
<b>23</b>	<b>57 – 58</b>	ChrisSteel-Letterhead - MIN S2021_00043	Undated	Partial access	Schedule 2.2(a)(ii)	
<b>24</b>	<b>59 – 60</b>	ChrisSteel-Letterhead - MIN S2021_00151	Undated	Partial access	Schedule 2.2(a)(ii)	
<b>25</b>	<b>61 – 62</b>	ChrisSteel-Letterhead - MIN S2021_00250	Undated	Partial access	Schedule 2.2(a)(ii)	
<b>26</b>	<b>63 – 64</b>	ChrisSteel-Letterhead - MIN S2021_00676	Undated	Partial access	Schedule 2.2(a)(ii)	

**Transport Canberra and City Services**

**To:** Minister for Transport and City Services

Tracking No.: S2021-7423

**Date received in** 27/04/2021

**MO:**

**From:** A/g Executive Branch Manager, Roads ACT

**Through:** Director General, Transport Canberra and City Services

Deputy Director General, City Services

A/g Executive Group Manager, City Operations

**Subject:** Traffic changes to Kingsford Smith Drive

**Critical Date:** In the normal course of business

**Recommendations**

That you:

1. Note the information contained in this brief about the traffic changes on Kingsford Smith Drive.

**Noted / Please Discuss**

Chris Steel MLA .....

3./5./21

Minister's Feedback

**Background**

1. Kingsford Smith Drive is part of the arterial road network with a short single carriageway section between Melba, Spence and Flynn carrying around 7,000 vehicles per day based on 2017-18 usage data.
2. Safety concerns along this section of Kingsford Smith Drive, including poor visibility and speeding, have previously been raised by members of the public and other stakeholders.
3. Based on a seven-year period (2013-2019) of reported crash data between Kuringa Drive and Spalding Street (including intersections) there were 72 reported crashes, of which 12 were casualty crashes. See table below for breakdown.

<b>Crash severity</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total</b>	<b>2020 (preliminary data)</b>
Fatal	0	0	0	0	0	0	0	0	0
Serious Injury	2	0	0	0	0	0	0	2	1
Minor Injury	1	0	4	1	0	1	3	10	2
Property Damage Only	6	6	9	6	8	8	17	60	13
<b>Total</b>	<b>9</b>	<b>6</b>	<b>13</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>20</b>	<b>72</b>	<b>16</b>

4. Additionally, from January 2020 to date there have been 20 crashes reported, including four casualty crashes.
5. The 2020-21 ACT road resurfacing program included maintenance of a section of Kingsford Smith Drive between Kuringa Drive and Pattinson Crescent.
6. The resurfacing program assessment process triggered proposed changes to the speed limit and line-marking to improve safety. This is part of the annual scope of the road resurfacing program where roads are assessed by a consultant to determine if active travel or other line-marking improvements can be made following resurfacing.
7. The consultant (RD Gossip) undertook a Safe Systems Assessment (SSA), a type of risk assessment, using the standard Australian National Risk Assessment Model (ANRAM) as part of their scope. An extract is provided in Attachment A.
8. Line-marking changes include some midblock sections of road being reduced from two lanes to one.
9. Based on the SSA the current Temporary Traffic Management (TTM) speed limit of 60km/h was put in place for resurfacing works and is intended to be made permanent following the completion of resurfacing maintenance.

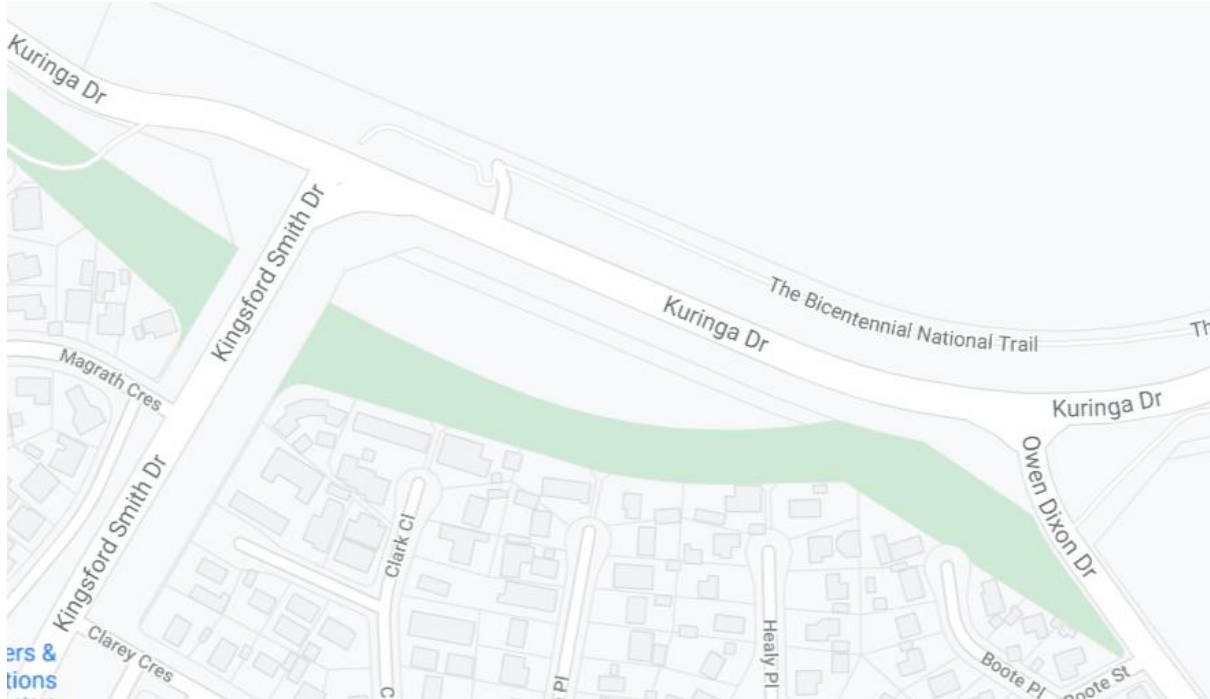
## Issues

### Risk Assessment

10. Attachment A demonstrates that there would be a road safety benefit with the changes to the number of traffic lanes, the addition of new on-road cycle lane and speed limit reduction from 70km/h to 60km/h. Benefits are present for all exposure categories but there are particularly large reductions in road safety risk to the “Run-off road”, “Intersection” and “Motorcyclist” categories.
11. The new traffic arrangements will improve safety by implementing the following:
  - a. speed reduction will improve sight distance requirements at the concealed intersections and driveways;
  - b. an on-road cycle lane has shifted the traffic lane further from roadside hazards, removing the need to install safety barriers; and
  - c. reduction of the number of lanes that a vehicle must cross when turning right at an intersection. The gap acceptance time is also reduced due to the shorter crossing distance when exiting the side roads.

### Operation of the intersection with Kuringa Drive

12. The hold line capacity of the intersection with Kuringa Drive is currently one lane and does not change with the proposed on-road cycling arrangement. This means that the number of vehicles that can exit the intersection remains the same regardless of the upstream arrangement. The removal of the two lanes on the approach to the “Form One Lane” will extend the queue, however, should have no influence on the delay as the storage at Kuringa Drive remains the same; that is, single lane at the hold line.
13. The removal of the “Form One Lane” located close to the intersection should reduce driver aggression associated with the road users trying to get in front of queued vehicles.
14. The signalisation of the Owen Dixon Drive/ Kuringa Drive intersection located about 400m east of Kingsford Smith Drive will affect the operation of the Kuringa Drive/ Kingsford Smith Drive intersection by creating groupings of cars, in westbound traffic movement rather than consistent streams of vehicles. This could create gaps in traffic flow at the intersection with Kingsford Smith Drive reducing the delay for vehicles turning out of this intersection.



### **Financial Implications**

15. The changes were made as part of the preventative maintenance resurfacing program and have little marginal cost.

### **Consultation**

#### Internal

16. TCCS - Traffic Management and Safety, and Communications teams have been consulted.

#### External

17. RD Gossip – Consultant provided the design and recommendations for the safety improvements.

### **Work Health and Safety**

18. Work health and safety issues arising from the activity are managed via the contractual relationship with the resurfacing contractor.

### **Benefits/Sensitivities**

19. The expectation is incidences of vehicle crashes will reduce as a result implementing these safety improvements.
20. A number of complaints have been received from road users regarding the reduction of lanes and addition of a cycle lane. Adding cycle lanes where practical through the resurfacing program is established practice and consistent with strategic objectives.
21. TCCS are monitoring the effect new line-marking may have on traffic in this area.

**Communications, media and engagement implications**

22. A media release and Variable Message Sign (VMS) boards will be used to inform motorists of the changes in traffic conditions and new posted speed limit of 60km/h.

Signatory Name: Shelly Fraser Phone: x 7 9020

Action Officer: Philip Prentice Phone: x 5 4997

**Attachments**

<b>Attachment</b>	<b>Title</b>
Attachment A	Safe Systems Assessment extract from the Australian National Risk Assessment Model (ANRAM) project for Kingsford Smith Drive

	Run-off road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclists	
<b>Exposure Comments:</b>	AADT greater than 10,000 veh/day	AADT greater than 10,000 veh/day	AADT greater than 10,000 veh/day	AADT greater than 10,000 veh/day	Pedestrian volumes are expected to be very high based on visual observations (greater than 100 units/ day).	Cyclists volumes are expected to be high based on visual observations (50-100 units/ day).	For motorcyclist crash types, AADT is estimated to be greater than 100 vehicles per day	
<b>Score:</b>	4/4	4/4	4/4	4/4	4/4	3/4	4/4	
<b>Likelihood Comments:</b>	<p>Factors that increase the likelihood include:</p> <ul style="list-style-type: none"> <li><del>70 km/h</del> 60 km/h speed limit.</li> <li>Run-off road associated with turning movements at the intersection.</li> <li>Curvature of some sections of the road.</li> </ul> <p>Factors that decrease the likelihood include:</p> <ul style="list-style-type: none"> <li>Delineation by existing pavement markings.</li> <li>Straight sections of the road.</li> <li>Lower posted speed limit, reducing the sight distance requirements and distance of travel after response to hazard.</li> <li>Lane removal shifted the travel lane further from roadside hazards.</li> </ul>	<p>Factors that increase the likelihood include:</p> <ul style="list-style-type: none"> <li><del>70 km/h</del> 60 km/h speed limit.</li> <li>Unprotected acceleration lanes at some intersections.</li> <li>Road is undivided.</li> <li>Curvature of some sections of the road.</li> </ul> <p>Factors that decrease the likelihood include:</p> <ul style="list-style-type: none"> <li>Delineation by existing pavement markings.</li> <li>Lower posted speed limit, reducing the sight distance requirements and distance of travel after response to hazard.</li> </ul>	<p>Factors that increase the likelihood include:</p> <ul style="list-style-type: none"> <li><del>70 km/h</del> 60 km/h speed limit.</li> <li>Priority controlled intersections, with some located on the inside of curves.</li> <li>Unprotected seagull storage.</li> </ul> <p>Factors that decrease the likelihood include:</p> <ul style="list-style-type: none"> <li>Channelised turn lane.</li> <li>Delineation by existing pavement markings.</li> <li>Reduction of crossing distance at intersections.</li> <li>Decreases sight distance requirements.</li> <li>Lower posted speed limit, reducing the sight distance requirements and distance of travel after response to hazard.</li> </ul>	<p>Factors that increase the likelihood include:</p> <ul style="list-style-type: none"> <li><del>70 km/h</del> 60 km/h speed limit.</li> <li>Queuing at intersections may result in rear end collisions in midblock.</li> <li>Vehicles tailgating.</li> <li>Some sections with direct driveway access.</li> </ul> <p>Factors that decrease the likelihood include:</p> <ul style="list-style-type: none"> <li>Straight sections of the road.</li> <li>Delineation by existing pavement markings.</li> <li>Lower posted speed limit, reducing the sight distance requirements and distance of travel after response to hazard.</li> </ul>	<p>Factors that increase the likelihood include:</p> <ul style="list-style-type: none"> <li><del>70 km/h</del> 60 km/h speed limit.</li> <li>Width of the road with no staged crossings at bus stops.</li> <li>Uncontrolled crossing locations.</li> <li>At grade crossings</li> </ul> <p>Factors that decrease the likelihood include:</p> <ul style="list-style-type: none"> <li>Underpass pedestrian crossings with path connections provided.</li> <li>Lower posted speed limit, reducing the sight distance requirements and distance of travel after response to hazard.</li> <li>Decreases pedestrian crossing sight distance.</li> </ul>	<p>Factors that increase the likelihood include:</p> <ul style="list-style-type: none"> <li><del>70 km/h</del> 60 km/h speed limit.</li> <li><del>No on road cycle lane.</del></li> <li>Uncontrolled crossing locations.</li> <li>Priority controlled, therefore, vehicles likely to exit/enter the intersection in front of a cyclist.</li> </ul> <p>Factors that decrease the likelihood include:</p> <ul style="list-style-type: none"> <li>Underpasses provided.</li> <li>On-road cycle lanes.</li> <li>Lower posted speed limit, reducing the sight distance requirements and distance of travel after response to hazard.</li> </ul>	<p>Factors that increase the likelihood include:</p> <ul style="list-style-type: none"> <li><del>70 km/h</del> 60 km/h speed limit.</li> <li>Size of a motorcycle in contrast to passenger vehicles and thus more likely to be obscured by another vehicle, particularly in the turn lanes.</li> </ul> <p>Factors that decrease the likelihood include:</p> <ul style="list-style-type: none"> <li>Delineation by existing pavement markings.</li> <li>Lower posted speed limit, reducing the sight distance requirements and distance of travel after response to hazard.</li> </ul>	
<b>Score:</b>	3/4 2/4	3/4 2/4	3/4 2/4	3/4 2/4	3/4 2.5/4	3/4 2/4	3/4 2/4	
<b>Severity Comments:</b>	<p>Factors that increase the severity include:</p> <ul style="list-style-type: none"> <li><del>70 km/h</del> 60 km/h speed limit. Note the survivable threshold for side impact collision is 50 km/h.</li> <li>Non frangible objects in the clear zone.</li> </ul> <p>Factors that decrease the severity include:</p> <ul style="list-style-type: none"> <li>Frangible signs.</li> <li>Reduction in kinetic energy due to speed limit reduction.</li> </ul>	<p>Factors that increase the severity include:</p> <ul style="list-style-type: none"> <li>None.</li> </ul> <p>Factors that decrease the severity include:</p> <ul style="list-style-type: none"> <li><del>70 km/h</del> 60 km/h speed limit - on the limit of the survivable threshold for a head on collision. Reduction in severity of collision.</li> <li>Reduction in kinetic energy due to speed limit reduction.</li> </ul>	<p>Factors that increase the severity include:</p> <ul style="list-style-type: none"> <li><del>70 km/h</del> 60 km/h speed limit. Note the survivable threshold for side impact collision is 50 km/h.</li> <li>Right angle crashes</li> </ul> <p>Factors that decrease the severity include:</p> <ul style="list-style-type: none"> <li><del>None.</del></li> <li>Reduction in kinetic energy due to speed limit reduction.</li> </ul>	<p>Factors that increase the severity include:</p> <ul style="list-style-type: none"> <li><del>70 km/h</del> 60 km/h speed limit.</li> </ul> <p>Factors that decrease the severity include:</p> <ul style="list-style-type: none"> <li><del>None.</del></li> <li>Reduction in kinetic energy due to speed limit reduction.</li> </ul>	<p>Factors that increase the severity include:</p> <ul style="list-style-type: none"> <li><del>70 km/h</del> 60 km/h speed limit.</li> </ul> <p>Factors that decrease the severity include:</p> <ul style="list-style-type: none"> <li><del>None.</del> Reduction in kinetic energy due to speed limit reduction, however, it is not considered a significant reduction to change the crash severity for a collision involving a pedestrian (survivable threshold for collision between a vehicle and a pedestrian is 30 km/h).</li> </ul>	<p>Factors that increase the severity include:</p> <ul style="list-style-type: none"> <li><del>70 km/h</del> 60 km/h speed limit.</li> </ul> <p>Factors that decrease the severity include:</p> <ul style="list-style-type: none"> <li><del>None.</del> Reduction in kinetic energy due to speed limit reduction, however, it is not considered a significant reduction to change the crash severity for a collision involving a cyclist (survivable threshold for collision between a vehicle and a cyclist is 30 km/h).</li> </ul>	<p>Factors that increase the severity include:</p> <ul style="list-style-type: none"> <li><del>70 km/h</del> 60 km/h speed limit.</li> </ul> <p>Factors that decrease the severity include:</p> <ul style="list-style-type: none"> <li><del>None.</del></li> <li>Reduction in kinetic energy due to speed limit reduction, however, it is not considered a significant reduction to change the crash severity for a collision involving a motorcyclist.</li> </ul>	
<b>Score:</b>	3/4 2/4	2/4	3/4 2.5/4	2/4 1.5/4	4/4	4/4	4/4 3/4	
<b>Product</b>	36/64 16/64	24/64 16/64	36/64 20/64	24/64 12/64	48/64 40/64	36/64 24/64	48/64 24/64	
<b>TOTAL</b>							<b>252/448</b>	<b>152/448</b>

**From:** [REDACTED]@rdgossip.com.au  
**To:** Shaju.Waliul  
**Cc:** [REDACTED]@rdgossip.com.au; [REDACTED]  
**Subject:** RE: TC2200814 - On Road Cycling 2020-21  
**Date:** Friday, 5 March 2021 5:01:52 PM

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**CAUTION:** This email originated from outside of the ACT Government. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Waliul,

I have uploaded the dwg and pdf files to projectwise for approval.  
The projectwise link is [1 - 1ST SUBMISSION](#)

Regards, [REDACTED]

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**From:** Shaju, Waliul <Waliul.Shaju@act.gov.au>  
**Sent:** Friday, 5 March 2021 4:24 PM  
**To:** [REDACTED]@rdgossip.com.au; [REDACTED]@rdgossip.com.au>  
**Cc:** [REDACTED]@rdgossip.com.au  
**Subject:** RE: TC2200814 - On Road Cycling 2020-21

OFFICIAL

Hi [REDACTED] and [REDACTED]

Thanks for draft TCD for review. I am happy with the proposed TCD.

Can you please submit it as final for TCD approval by today?

Your effort is highly appreciable in this matter.

Kind regards

**Waliul Shaju | Dam Safety Officer**

Ph:0262070627 | mobile: [REDACTED] | Email: [Waliul.Shaju@act.gov.au](mailto:Waliul.Shaju@act.gov.au)

**Roads ACT | Transport Canberra and City Services Directorate | ACT Government**

255 Canberra Avenue Fyshwick | PO Box 777 Fyshwick ACT 2609 | [www.act.gov.au](http://www.act.gov.au)

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**From:** [REDACTED]@rdgossip.com.au [REDACTED]@rdgossip.com.au>  
**Sent:** Friday, 5 March 2021 3:50 PM  
**To:** Shaju, Waliul <[Waliul.Shaju@act.gov.au](mailto:Waliul.Shaju@act.gov.au)>  
**Cc:** [REDACTED] [REDACTED]@rdgossip.com.au>; [REDACTED]@rdgossip.com.au  
**Subject:** RE: TC2200814 - On Road Cycling 2020-21

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Hi Waliul,

Here is the PDF of Kingsford Smith Dr TCD for your review.

Regards, [REDACTED]

---

**From:** [REDACTED]@rdgossip.com.au [REDACTED]@rdgossip.com.au  
**Sent:** Friday, 5 March 2021 1:17 PM  
**To:** [REDACTED]@rdgossip.com.au  
**Cc:** [REDACTED]@rdgossip.com.au  
**Subject:** FW: TC2200814 - On Road Cycling 2020-21

Hi [REDACTED] as discussed please do not send the fixed drg to TCCS until [REDACTED] & Waliul have reviewed the drg. Please keep the draft on the drg that you send to Waliul.

Regards

---

**RD Gossip Pty Ltd**  
Unit 120 Greenwich, 12 Provan Street  
Campbell ACT 2612 Australia  
P: [REDACTED] M: [REDACTED]  
E: [REDACTED]@rdgossip.com.au

---

**From:** Shaju, Waliul <Waliul.Shaju@act.gov.au>  
**Sent:** Friday, 5 March 2021 9:15 AM  
**To:** [REDACTED]@rdgossip.com.au  
**Cc:** Prentice, Philip <Philip.Prentice@act.gov.au>; Reza, Shium <Shium.Reza@act.gov.au>; [REDACTED]@rdgossip.com.au; [REDACTED]@rdgossip.com.au  
**Subject:** RE: TC2200814 - On Road Cycling 2020-21

OFFICIAL

Hi [REDACTED]  
Good Morning. Thanks for the update. It would be great if you give me for review first.

Kind regards

**Waliul Shaju | Dam Safety Officer**  
Ph:0262070627 | mobile: [REDACTED] | Email: [Waliul.Shaju@act.gov.au](mailto:Waliul.Shaju@act.gov.au)  
**Roads ACT | Transport Canberra and City Services Directorate | ACT Government**  
255 Canberra Avenue Fyshwick | PO Box 777 Fyshwick ACT 2609 | [www.act.gov.au](http://www.act.gov.au)

---

**From:** [REDACTED]@rdgossip.com.au [REDACTED]@rdgossip.com.au  
**Sent:** Thursday, 4 March 2021 5:48 PM  
**To:** Shaju, Waliul <Waliul.Shaju@act.gov.au>; [REDACTED]@rdgossip.com.au; [REDACTED]@rdgossip.com.au  
**Cc:** Prentice, Philip <Philip.Prentice@act.gov.au>; Reza, Shium <Shium.Reza@act.gov.au>  
**Subject:** RE: TC2200814 - On Road Cycling 2020-21

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Hi Waliul, I visited the site at lunchtime to check off our final design and the drawings can be submitted to Roads ACT tomorrow - would you like to review them first?

Regards

---

**RD Gossip Pty Ltd**

Unit 120 Greenwich, 12 Provan Street  
Campbell ACT 2612 Australia

P: ( ) M: ( )  
E: @rdgossip.com.au

---

**From:** Shaju, Waliul <Waliul.Shaju@act.gov.au>

**Sent:** Thursday, 4 March 2021 2:55 PM

**To:** @rdgossip.com.au; @rdgossip.com.au

**Cc:** Prentice, Philip <Philip.Prentice@act.gov.au>; Reza, Shium <Shium.Reza@act.gov.au>

**Subject:** FW: TC2200814 - On Road Cycling 2020-21

OFFICIAL

Hi ,

Good Day. As discussed over phone with can you please take priority initiatives for the approval of Kingsford Smith Dr TCD with speed limit change request? Please note that the resealing program will start from this weekend.

-  
*Please take it as an urgent request.*

Kind regards

**Waliul Shaju | Dam Safety Officer**

Ph:0262070627 | mobile: | Email: [Waliul.Shaju@act.gov.au](mailto:Waliul.Shaju@act.gov.au)

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---

**From:** Potapowicz, Pawel <Pawel.Potapowicz@act.gov.au>

**Sent:** Wednesday, 3 February 2021 4:11 PM

**To:** @rdgossip.com.au

**Cc:** Shaju, Waliul <Waliul.Shaju@act.gov.au>; @rdgossip.com.au;

Dimitrovska, Snezana <Snezana.Dimitrovska@act.gov.au>

**Subject:** RE: TC2200814 - On Road Cycling 2020-21

OFFICIAL

Hi

Please ensure we have the appropriate risk assessment to capture the reasons for the lower speed limit.

It makes sense to me to have the different speed based on the cross-section, I don't recall how far away is the reseal in the context of Spalding St and the presence of the median?

In relation to the two dot points perhaps we could discuss in more detail as this not my project and I was not involved in the initial scope / design.

Please also note that we generally need to brief the minister on the changes in speed limit, prepare a media release and have VMS signs for two weeks before and after the change in speed limit.

Regards  
Pawel

---

**From:** [REDACTED]@rdgossip.com.au>  
**Sent:** Wednesday, 3 February 2021 9:36 AM  
**To:** Potapowicz, Pawel <Pawel.Potapowicz@act.gov.au>  
**Cc:** Shaju, Waliul <Waliul.Shaju@act.gov.au>; [REDACTED]@rdgossip.com.au>  
**Subject:** FW: TC2200814 - On Road Cycling 2020-21

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Hi Pawel,

We have been advised to proceed with the speed reduction from 70km/h to 60km/h for Kingsford Smith Dr as part of the reseal program. The speed limit changes from 80km/h to 70km/h after the signalised intersection with Ginninderra Drive.

Can you please advise the extent of the speed reduction area (e.g. Extent of reseal – covers the start of the undivided area and seems appropriate, or the entire 70km/h section).

Additionally, can you please confirm the following:

- Provision of additional turn lanes at intersections, and
- Provide a buffer between the traffic lanes and the on-road cycle lane.

Please let me know if you have any questions.

Regards

---

**RD Gossip Pty Ltd**  
Unit 120, 12 Provan Street  
Campbell ACT 2612 Australia  
Phone: [REDACTED] Mobile [REDACTED]  
E-mail [REDACTED]@rdgossip.com.au

---

**From:** Shaju, Waliul [mailto:Waliul.Shaju@act.gov.au]  
**Sent:** Wednesday, 3 February 2021 9:13 AM  
**To:** [REDACTED]@rdgossip.com.au>

**Subject:** RE: TC2200814 - On Road Cycling 2020-21

OFFICIAL

Hi [REDACTED]

Please do as advised by Pawel. Basically their extended team will approve the TCD. Just get Powel's recommendation through email so that if any queries come up, you can provide their recommendation. After approval of Kingsford Smith drive TCD, we can happily close the project.

Kind regards

**Waliul Shaju | Dam Safety Officer**

Ph:0262070627 | mobile: [REDACTED] | Email: [Waliul.Shaju@act.gov.au](mailto:Waliul.Shaju@act.gov.au)

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---

**From:** [REDACTED]@rdgossip.com.au>

**Sent:** Wednesday, 3 February 2021 7:44 AM

**To:** Shaju, Waliul <[Waliul.Shaju@act.gov.au](mailto:Waliul.Shaju@act.gov.au)>

**Subject:** RE: TC2200814 - On Road Cycling 2020-21

**CAUTION:** This email originated from outside of the ACT Government. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Waliul,

Can you please advise whether we are to proceed with the change in speed limit requested by Pawel. If we do not change it the TCD may not get approved.

Can you please advise as we would like to close out the project.

Regards

---

**RD Gossip Pty Ltd**

Unit 120, 12 Provan Street

Campbell ACT 2612 Australia

Phone: [REDACTED] Mobile: [REDACTED]

E-mail: [REDACTED]@rdgossip.com.au

---

**From:** [REDACTED]@rdgossip.com.au]

**Sent:** Thursday, 21 January 2021 1:33 PM

**To:** 'Shaju, Waliul' <[Waliul.Shaju@act.gov.au](mailto:Waliul.Shaju@act.gov.au)>

**Subject:** RE: TC2200814 - On Road Cycling 2020-21

Hi Waliul,

A comment regarding the speed limit has been raised by Roads ACT and the ability to reduce the speed limit to 60km/h due to the provision of an on-road cycle lane. Can you please let me know if this is within the scope of the project as part of the reseal?

Regards

---

**RD Gossip Pty Ltd**

Unit 120, 12 Provan Street

Campbell ACT 2612 Australia

Phone: [REDACTED] Mobile: [REDACTED]

E-mail: [REDACTED]@rdgossip.com.au

---

**From:** [REDACTED]@rdgossip.com.au]

**Sent:** Wednesday, 20 January 2021 3:40 PM

**To:** 'Shaju, Waliul' <Waliul.Shaju@act.gov.au>

**Cc:** 'Prentice, Philip' <Philip.Prentice@act.gov.au>; [REDACTED]@rdgossip.com.au>;

'Dimitrovska, Snezana' <Snezana.Dimitrovska@act.gov.au>; 'Potapowicz, Pawel'

<Pawel.Potapowicz@act.gov.au>

**Subject:** RE: TC2200814 - On Road Cycling 2020-21

Hi Waliul,

As discussed, you would like to provide on road cycle lanes on the reseal section of Kingsford Smith Drive at part of this project.

Please note that the design of this location was on hold until confirmation from Roads ACT regarding options discussed during the consultation period. These options were:

- Provide additional turn lanes at intersections, and
- Provide a buffer between the traffic lanes and the on-road cycle lane.

These will need to be confirmed with Roads ACT to finalise the design. I have cc Snezana and Pawel into this email and sent them a separate email for a response.

Following feedback from Roads ACT we can finalise the TCD drawing for this site.

Please let me know if you have any questions.

Regards

---

**RD Gossip Pty Ltd**

Unit 120, 12 Provan Street

Campbell ACT 2612 Australia

Phone: [REDACTED] Mobile: [REDACTED]

E-mail: [REDACTED]@rdgossip.com.au

---

**From:** Shaju, Waliul [mailto:Waliul.Shaju@act.gov.au]

**Sent:** Tuesday, 19 January 2021 4:39 PM

**To:** [REDACTED]@rdgossip.com.au>

**Cc:** Prentice, Philip <Philip.Prentice@act.gov.au>; [REDACTED]@rdgossip.com.au>

**Subject:** RE: TC2200814 - On Road Cycling 2020-21

OFFICIAL

Hi [REDACTED]

Good Day. Regarding observation of Kingsford Smith Drive On Road Cycling, I would like to let you know that Road Maintenance Management decided to go with our current design plan along with reseal program.

So please finalise the northside of Kingsford Smith Drive( initial requirement) and upload in projectwise.

Your assistance is highly appreciable.

Kind regards

**Waliul Shaju | Dam Safety Officer**

Ph:0262070627 | mobile: [REDACTED] | Email: [Waliul.Shaju@act.gov.au](mailto:Waliul.Shaju@act.gov.au)

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---

**From:** Shaju, Waliul

**Sent:** Monday, 4 January 2021 10:10 AM

**To:** [REDACTED]@rdgossip.com.au>

**Subject:** RE: TC2200814 - On Road Cycling 2020-21

OFFICIAL

Hi [REDACTED]

Thanks for your email. I passed the information towards my management regarding full length resealing of Kingsford Smith Drive. When I get back, let you know the decision.

Kind regards

**Waliul Shaju | Dam Safety Officer**

Ph:0262070627 | mobile: [REDACTED] | Email: [Waliul.Shaju@act.gov.au](mailto:Waliul.Shaju@act.gov.au)

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---

**From:** [REDACTED]@rdgossip.com.au>

**Sent:** Monday, 4 January 2021 9:25 AM

**To:** Shaju, Waliul <[Waliul.Shaju@act.gov.au](mailto:Waliul.Shaju@act.gov.au)>

**Subject:** RE: TC2200814 - On Road Cycling 2020-21

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Hi Waliul,

Attached are the TCDs for MacNaughton Street and Belconnen Way.

I have also attached a response from Snezana regarding Kingsford Smith. It appears that the northbound direction has on-road cycling to where the reseal commences, however, the southbound direction does not. Can you please advise whether you would like the full length is

to be designed. If so, I can review the cost to prepare the design.

Please let me know if you have any questions.

Regards

---

**RD Gossip Pty Ltd**

Unit 120, 12 Provan Street

Campbell ACT 2612 Australia

Phone: [REDACTED] Mobile: [REDACTED]

E-mail: [REDACTED]@rdgossip.com.au

---

**From:** Shaju, Waliul [<mailto:Waliul.Shaju@act.gov.au>]

**Sent:** Tuesday, 8 December 2020 10:24 AM

**To:** [REDACTED]@rdgossip.com.au>

**Subject:** RE: TC2200814 - On Road Cycling 2020-21

OFFICIAL

Hi [REDACTED]

Good Morning. Thanks for the update.

Kind regards

**Waliul Shaju | Planning and Development Officer**

Ph:0262070627 | mobile: [REDACTED] | Email: [Waliul.Shaju@act.gov.au](mailto:Waliul.Shaju@act.gov.au)

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---

**From:** [REDACTED]@rdgossip.com.au>

**Sent:** Monday, 7 December 2020 3:58 PM

**To:** Shaju, Waliul <[Waliul.Shaju@act.gov.au](mailto:Waliul.Shaju@act.gov.au)>

**Subject:** RE: TC2200814 - On Road Cycling 2020-21

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Hi Waliul,

Attached are the south side TCD. We are progressing the north side TCDs, just need to confirm the Kingsford Smith with Snezana.

Regards

---

**RD Gossip Pty Ltd**

Unit 120, 12 Provan Street

Campbell ACT 2612 Australia

Phone: [REDACTED] Mobile: [REDACTED]

E-mail: [REDACTED]@rdgossip.com.au

---

**From:** Shaju, Waliul [<mailto:Waliul.Shaju@act.gov.au>]  
**Sent:** Monday, 30 November 2020 10:47 AM  
**To:** [REDACTED]@rdgossip.com.au>  
**Subject:** RE: TC2200814 - On Road Cycling 2020-21

OFFICIAL

Hi [REDACTED]

Good Day. I am happy to proceed as per meeting discussion for south side TCD.

Kind regards

**Waliul Shaju | Planning and Development Officer**

Ph:0262070627 | mobile: [REDACTED] | Email: [Waliul.Shaju@act.gov.au](mailto:Waliul.Shaju@act.gov.au)

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---

**From:** [REDACTED]@rdgossip.com.au>  
**Sent:** Monday, 30 November 2020 9:20 AM  
**To:** Shaju, Waliul <[Waliul.Shaju@act.gov.au](mailto:Waliul.Shaju@act.gov.au)>  
**Subject:** RE: TC2200814 - On Road Cycling 2020-21

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Hi Waliul,

We are on track to have the south TCD ready by this Friday.

Confirmation of the sites as per the meeting

### South Side

Hindmarsh Drive – All happy to proceed as per the design (both sites).

Jerrabomberra Avenue – keep northbound as per the design, remove the buffer and provide a 4.0m traffic lane and 2.5 on-road cycle lane.

### North Side

Kingsford Smith Drive – Snezana to discuss with Pawel. Potential to provide additional turn lanes at intersections, provide buffer between traffic lane and on-road cycle lane

MacNaughton Street – All happy to proceed as per the design.

Belconnen Way – All happy to proceed as per the design.

Can you please confirm that you are happy to proceed with finalising the south side TCDs.

I will ask Snezana if she has talked to Pawel.

Please let me know if you have any questions.

Regards

---

**RD Gossip Pty Ltd**  
Unit 120, 12 Provan Street  
Campbell ACT 2612 Australia  
Phone: [REDACTED] Mobile: [REDACTED]  
E-mail: [REDACTED]@rdgossip.com.au

---

**From:** Shaju, Waliul [mailto:Waliul.Shaju@act.gov.au]  
**Sent:** Friday, 13 November 2020 3:29 PM  
**To:** [REDACTED] t@rdgossip.com.au>  
**Cc:** Prentice, Philip <Philip.Prentice@act.gov.au>; [REDACTED]@rdgossip.com.au>  
**Subject:** RE: TC2200814 - On Road Cycling 2020-21

OFFICIAL

Hi [REDACTED]

Good Day. As requested, please find the stakeholders contacts to be invited in workshop.

TCCS	<a href="mailto:Snezana.Dimitrovska@act.gov.au">Snezana.Dimitrovska@act.gov.au</a>
TCCS	<a href="mailto:Neil.Pincombe@act.gov.au">Neil.Pincombe@act.gov.au</a>
TCCS Active Travel Office	<a href="mailto:Colin.Maher@act.gov.au">Colin.Maher@act.gov.au</a>
Pedal Power( Ph. 02 6248 7995)	<a href="mailto:office@pedalpower.org.au">office@pedalpower.org.au</a>
Cycling Group	[REDACTED]
ACTION Buses	Ph:02 6207 7611, please request for correct responsible person's contact and <a href="mailto:Michael.Lawrence@act.gov.au">Michael.Lawrence@act.gov.au</a>

Kind regards

**Waliul Shaju | Planning and Development Officer**

Ph:0262070627 | mobile: [REDACTED] | Email: [Waliul.Shaju@act.gov.au](mailto:Waliul.Shaju@act.gov.au)

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---

**From:** [REDACTED]@rdgossip.com.au>  
**Sent:** Friday, 13 November 2020 6:37 AM  
**To:** Shaju, Waliul <Waliul.Shaju@act.gov.au>  
**Cc:** Prentice, Philip <Philip.Prentice@act.gov.au>; [REDACTED]@rdgossip.com.au>  
**Subject:** RE: TC2200814 - On Road Cycling 2020-21

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Hi Waliul,

Can you please send through the contacts for the stakeholders that are to be invited to the

stakeholder consultation workshop.

Regards

---

**RD Gossip Pty Ltd**  
Unit 120, 12 Provan Street  
Campbell ACT 2612 Australia  
Phone: [REDACTED] Mobile: [REDACTED]  
E-mail: [REDACTED]@rdgossip.com.au

---

**From:** Shaju, Waliul [<mailto:Waliul.Shaju@act.gov.au>]  
**Sent:** Thursday, 12 November 2020 5:41 PM  
**To:** [REDACTED]@rdgossip.com.au  
**Cc:** Prentice, Philip <[Philip.Prentice@act.gov.au](mailto:Philip.Prentice@act.gov.au)>; [REDACTED]@rdgossip.com.au  
**Subject:** RE: TC2200814 - On Road Cycling 2020-21

OFFICIAL

Hi [REDACTED]

Good day. Thanks for your conceptual design for Initial Feasibility Report . Please proceed for next stage.

Kind regards

**Waliul Shaju | Planning and Development Officer**  
Ph:0262070627 | mobile: [REDACTED] | Email: [Waliul.Shaju@act.gov.au](mailto:Waliul.Shaju@act.gov.au)  
**Roads ACT | Transport Canberra and City Services Directorate | ACT Government**  
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---

**From:** [REDACTED]@rdgossip.com.au  
**Sent:** Wednesday, 11 November 2020 4:52 PM  
**To:** Shaju, Waliul <[Waliul.Shaju@act.gov.au](mailto:Waliul.Shaju@act.gov.au)>  
**Cc:** [REDACTED]@rdgossip.com.au  
**Subject:** TC2200814 - On Road Cycling 2020-21

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Hi Waliul,

Attached are the conceptual designs of the selected on-road cycle routes identified in the State 1 Initial Feasibility Report. Please note the following from the designs:

- Jerrabomberra Ave – Prepared as per the comments in the report (change to single traffic lane with bicycle lane on each carriageway)
- Hindmarsh Dr (Monaro Hwy – Jerrabomberra Ave, Westbound) – Wide as practical kerbside lane (changes width based on available carriageway width while maintaining other westbound lanes)
- Hindmarsh Dr (Jerrabomberra Ave – Mugga Lane, Westbound) – Wide as practical

kerbside lane with 1m min shoulder at the climb in the road (changes width based on available carriageway width while maintaining other westbound lanes)

- Belconnen Way (Kingsford Smith Dr – Chewing St) – Prepared as per the comments in the report (Provision of 4.2m kerbside lane)
- Kingsford Smith Drive (Kuringa Dr – Pattinson Crescent) – Removal of dual lane and provision of a minimum 1.5m bike lane (minimum for 70km/h road speed limit) in both directions.
- MacNaughton Street – Marked 2.1m shoulder

Please let me know if you have any questions.

Regards

---

**RD Gossip Pty Ltd**

Unit 120, 12 Provan Street

Campbell ACT 2612 Australia

Phone: [REDACTED] Mobile: [REDACTED]

E-mail: [REDACTED] [rdgossip.com.au](mailto:[REDACTED]@rdgossip.com.au)

-----  
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**Chris Steel MLA**  
Minister for Transport and City Services  
Minister for Skills  
Special Minister of State  
  
Member for Murrumbidgee

---



Dear [REDACTED]

Thank you for your email about the recent changes to traffic arrangements on Kingsford Smith Drive.

Safety concerns have regularly been raised with my directorate about the section of Kingsford Smith Drive between Melba, Spence and Flynn. In the last five years there have been 60 reported crashes on the stretch between Kuringa Drive and Spalding Street, with several of these involving injury to drivers.

Transport Canberra and City Services (TCCS) commissioned a Safe Systems Assessment of the road with the aim of identifying road improvements which could help address safety risks to drivers and other road users on this stretch of Kingsford Smith Drive.

The recent changes mentioned in your correspondence were recommended by this safety assessment, and aim to reduce the risk of crashes. In addition to reducing flows to one lane of traffic and the introduction of a bicycle lane, speed limits have also been lowered to 60 km/h.

These adjustments will achieve the following outcomes:

- The speed reduction will improve sight distance at concealed intersections and driveways.
- The implementation of an on-road cycle lane has shifted the traffic lane further away from roadside hazards, reducing collision risks.
- The number of lanes that a vehicle must cross when turning right at an intersection is reduced. The gap acceptance time, otherwise known as a safe opportunity or gap in traffic to enter the roadway or intersection, is also reduced due to the shorter crossing distance when exiting from side roads.

We understand that these changes may have had some impact on how quickly vehicles are able to move through this stretch of Kingsford Smith Drive. The ACT Government is always seeking to balance safety for drivers, passengers and other road users with the efficient operation of Canberra's roads network.

The current arrangements have been put in place for an initial period of six months. Following this, TCCS will evaluate their effectiveness in improving road safety for all users.

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

Yours sincerely

A handwritten signature in blue ink, appearing to read 'C Steel', is positioned below the text 'Yours sincerely'.

Chris Steel MLA  
Minister for Transport and City Services



Chris Steel MLA  
Minister for Transport and City Services  
Minister for Skills  
Special Minister of State  
  
Member for Murrumbidgee

---

[REDACTED]  
[REDACTED]

Dear [REDACTED]

Thank you for your email about the recent changes to line marking on Kingsford Smith Drive.

Safety concerns have regularly been raised with the ACT Government about the section of Kingsford Smith Drive between Melba, Spence and Flynn. In the last five years there have been 60 reported crashes on the stretch between Kuringa Drive and Spalding Street, with several of these involving injury to drivers.

In response to this, Transport Canberra and City Services (TCCS) commissioned a Safe Systems Assessment of the road with the aim of identifying road improvements which could help address safety risks to drivers and other road users on this stretch of Kingsford Smith Drive.

This assessment resulted in the recent changes to line marking in the area to reduce the flows of traffic to one lane and introduction of a separate bicycle lane, as well as a reduction in the speed limit to 60km/h.

We expect this to have a number of safety benefits for motorists. For example, the speed reduction will improve sight distance at concealed intersections and driveways and the implementation of an on-road cycle will shift the traffic lane further away from roadside hazards, therefore reducing the risk of collision. Additionally, reducing the number of lanes in this area will make it safer for vehicles needing to cross oncoming traffic in order to turn right onto Kingsford Smith Drive.

Line marking to implement these changes is nearing completion, which will make it easier for motorists to understand the changes to traffic movements.

---

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

 +61 2 6205 1470  [steel@act.gov.au](mailto:steel@act.gov.au)

 [@ChrisSteelMLA](https://twitter.com/ChrisSteelMLA)  [chrissteellabor](https://www.facebook.com/chrissteellabor)  [chrissteelmla](https://www.instagram.com/chrissteelmla)

We understand that these changes may have had some impact on how quickly vehicles are able to move through this stretch of Kingsford Smith Drive. The ACT Government is always seeking to balance safety for drivers, passengers and other road users with the efficient operation of Canberra's roads network. TCCS have installed Variable Messaging Signs on either end of Kingsford Smith Drive to warn motorists of changes to traffic conditions ahead.

The current arrangements have been put in place for an initial period of six months. Following this, TCCS will evaluate their effectiveness in improving road safety for all users.

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

Yours sincerely

A handwritten signature in blue ink, appearing to read 'C Steel', is positioned below the text 'Yours sincerely'.

Chris Steel MLA

Minister for Transport and City Services



**Chris Steel MLA**  
Minister for Transport and City Services  
Minister for Skills  
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Minister for Transport and City Services  
16 June 2021



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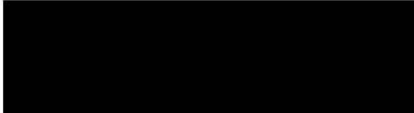


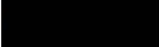
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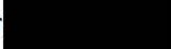
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This assessment resulted in the recent changes to line marking in the area to reduce the flows of traffic to one lane and introduction of a separate bicycle lane, as well as a reduction in the speed limit to 60km/h.

We expect this to have a number of safety benefits for motorists. For example, the speed reduction will improve sight distance at concealed intersections and driveways and the implementation of an on-road cycle will shift the traffic lane further away from roadside hazards, therefore reducing the risk of collision. Additionally, reducing the number of lanes in this area will make it safer for vehicles needing to cross oncoming traffic in order to turn right onto Kingsford Smith Drive.

Line marking to implement these changes is now complete, which will make it easier for motorists to understand the changes to traffic movements.

We understand that these changes may have had some impact on how quickly vehicles are able to move through this stretch of Kingsford Smith Drive. The ACT Government is always seeking to balance safety for drivers, passengers and other road users with the efficient operation of Canberra's

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roads network. TCCS have installed Variable Messaging Signs on either end of Kingsford Smith Drive to warn motorists of changes to traffic conditions ahead.

The current arrangements have been put in place for an initial period of six months. Following this, TCCS will evaluate their effectiveness in improving road safety for all users.

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

Yours sincerely

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Chris Steel MLA  
Minister for Transport and City Services  
16 June 2021



**Chris Steel MLA**  
Minister for Transport and City Services  
Minister for Skills  
Special Minister of State  
  
Member for Murrumbidgee

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[REDACTED]  
[REDACTED]

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16 June 2021



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Member for Murrumbidgee

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[REDACTED]  
[REDACTED]

Dear [REDACTED]

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

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Chris Steel MLA  
Minister for Transport and City Services  
16 June 2021



**Chris Steel MLA**  
Minister for Transport and City Services  
Minister for Skills  
Special Minister of State  
  
Member for Murrumbidgee

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[REDACTED]  
[REDACTED]

Dear [REDACTED]

Thank you for your email about releasing and line marking on Kingsford Smith Drive.

As you have noted, safety concerns have regularly been raised with the ACT Government about the section of Kingsford Smith Drive between Melba, Spence and Flynn. In the last five years there have been 60 reported crashes on the stretch between Kuringa Drive and Spalding Street, with several of these involving injury to drivers.

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Yours sincerely



Chris Steel MLA  
Minister for Transport and City Services  
16 June 2021

cc: [REDACTED]



**Chris Steel MLA**  
Minister for Transport and City Services  
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Special Minister of State  
  
Member for Murrumbidgee

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[REDACTED]  
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Chris Steel MLA  
Minister for Transport and City Services  
16 June 2021

cc





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[REDACTED]  
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ACT Legislative Assembly  
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CANBERRA ACT 2601

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Line marking to implement these changes is now complete, which will make it easier for motorists to understand the changes to traffic movements

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We understand that these changes may have had some impact on how quickly vehicles are able to move through this stretch of Kingsford Smith Drive. The ACT Government is always seeking to balance safety for drivers, passengers and other road users with the efficient operation of Canberra's roads network. TCCS have installed Variable Messaging Signs on either end of Kingsford Smith Drive to warn motorists of changes to traffic conditions ahead.

The current arrangements have been put in place for an initial period of six months. Following this, TCCS will evaluate their effectiveness in improving road safety for all users.

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

Yours sincerely

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Chris Steel MLA  
Minister for Transport and City Services



Chris Steel MLA  
Minister for Transport and City Services  
Minister for Skills  
Special Minister of State  
  
Member for Murrumbidgee

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Dear [REDACTED]

Thank you for your email about the recent changes to line marking on Kingsford Smith Drive.

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Line marking to implement these changes are now complete, which will make it easier for motorists to understand the changes to traffic movements.

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Chris Steel MLA  
Minister for Transport and City Services  
23 July 2021



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Minister for Skills  
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[REDACTED]  
ACT Legislative Assembly  
London Circuit  
CANBERRA ACT 2601

Dear [REDACTED]

Thank you for your letter about Kingsford Smith Drive.

Safety concerns have regularly been raised with the ACT Government about the section of Kingsford Smith Drive between Melba, Spence, and Flynn. In the last five years there have been 60 reported crashes on the stretch between Kuringa Drive and Spalding Street, with several of these involving injury to drivers.

The 2020-21 ACT road resurfacing program included maintenance of a section of Kingsford Smith Drive between Kuringa Drive and Pattinson Crescent. The resurfacing program assessment process triggered proposed changes to the speed limit and line-marking to improve safety. This is part of the annual scope of the road resurfacing program where roads are assessed by a consultant to determine if active travel or other line-marking improvements can be made following resurfacing.

In response to the safety concerns, Transport Canberra and City Services (TCCS) commissioned a Safe Systems Assessment of the road with the aim of identifying road improvements which could help address safety risks to drivers and other road users on this stretch of Kingsford Smith Drive.

This assessment resulted in the recent changes to line marking in the area to reduce the flows of traffic to one lane and introduction of a separate bicycle lane, as well as a reduction in the speed limit to 60km/h.

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Line marking to implement these changes has now been nearing completed, which will make it easier for motorists to understand the changes to traffic movements.

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23 July 2021



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Dear 

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