



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: 22-002

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)	26 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

Please find online enquiry details below. Please ensure this enquiry is responded to within fourteen working days.

Your details

All fields are optional, however an email address OR full postal address must be provided for us to process your request. An email address and telephone contact number will assist us to contact you quickly if we need to discuss your request.

Title: [REDACTED]
First Name: [REDACTED]
Last Name:
Business/Organisation:
Address:
Suburb:
Postcode:
State/Territory: ACT
Phone/mobile: [REDACTED]
Email address: [REDACTED]

Request for information

(Please provide as much detail as possible, for example subject matter and relevant dates, and also provide details of documents that you are not interested in.)

Under the Freedom of Information Act 2016 I want to access the following document/s (*required field):

Page 1 of "DELIVERING ANRAM – REDUCING RISK OF FATAL AND SERIOUS INJURY CRASHES ON ARTERIAL ROADS ADDITIONAL RURAL ROADS FINAL DESIGN SUBMISSION" specifies "The designs have been developed from the preliminary designs and incorporate stakeholder comments." Please provide, to the greatest extent possible, the stakeholder comments that were used in the design process for Delivering ANRAM for the following roads: Cotter Road, Brindabella

Road, Uriarra Road, Paddys River Road, Tidbinbilla Road, Naas Road,
Boboyan Road, Apollo Road, Orroral Road and Corin Road

I do not want to access
the following Any comments pertaining to the Monaro Highway, Kings Highway and
documents in relation Tharwa Road.
to my request::

Thank you.
Freedom of Information Coordinator

By email: [REDACTED]

Freedom of Information Request - Reference 22-002

I refer to your application for access to government information received by Transport Canberra and City Services (TCCS) on 4 January 2022 under the *Freedom of Information Act 2016* (FOI Act) seeking the following government information:

“to the greatest extent possible, the stakeholder comments that were used in the design process for Delivering ANRAM for the following roads:

- *Cotter Road*
- *Brindabella Road*
- *Uriarra Road*
- *Paddy’s River Road*
- *Tidbinbilla Road*
- *Naas Road*
- *Boboyan Road*
- *Apollo Road*
- *Orroral Road*
- *Corin Road.*”

Authority

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

Timeframes

A decision was initially due on 3 February 2022. Thank you for agreeing to an extension until 11 February 2022.

Decision on access

In accordance with the FOI Act, a search was conducted of records held by TCCS. This search identified 24 records as relevant to your request.

In your application, you have referred to the stakeholder comments referenced on page 1 of *“Delivering ANRAM – Reducing Risk of Fatal and Serious Injury Crashes on Arterial Roads Additional Rural Roads Final Design Submission”* as a descriptor for some of information you are seeking access to. This reference to stakeholder comments relates to a to a standard business process in the projects’ design development stage in which TCCS reviews an initial report produced by the consultant and then provides

feedback for incorporation into the final report. Comments from this review process are made by ACT Government employees who are stakeholders to this process and are recorded through a comments register. Comment registers relating to your application have been identified through this record search and are enclosed at [Attachment B](#).

In addition to the comments register, emails relating to inquiries and further feedback about the roads were identified and have been included as part of the documents released. You will note that some information within the records includes information on other roads which is not relevant to the information you are seeking. However, I have included these sections of the document for context.

In reviewing the information within the 24 records identified, 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.

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)(ii) - contribute to positive and informed debate on important issues or matters of public interest;
- Section 2.1(a)(ii) - 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.

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*; and
- Schedule 2.2(a)(xii) - prejudice the competitive commercial activities of an agency.

I consider that it is in the public interest to release most of the information within the records identified as relevant to your application. However, in some instances, I have found that the disclosure of some information to be contrary to the public interest.

Information relating to privacy

In reviewing the information in scope of your application, the personal information of third parties was identified, including the names and contact details of these parties. Deletions have been applied to information where it would prejudice the protection of an individual's right to privacy or any other right under the *Human Rights Act 2004*.

Factors in favour of release can still be met while protecting the personal information of these individuals. The protection of this information outweighs disclosure in this instance.

Competitive commercial activities

I have also identified cost estimates which are significant to future procurement negotiations. I have found that the disclosure of this information is likely to prejudice the competitive commercial activities of TCCS and are therefore contrary to the public interest to disclose.

A copy of the information, with deletions applied to information, which is contrary to the public interest, is enclosed at Attachment B.

Fees

In accordance with the FOI Act, fees are applicable where information being provided to an applicant exceeds 50 pages. In this instance, I have decided to waive the fee of \$6.30 as the total number of pages marginally exceeds this fee-free threshold.

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 log 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.

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

ACT Civil and Administrative Tribunal (ACAT) review

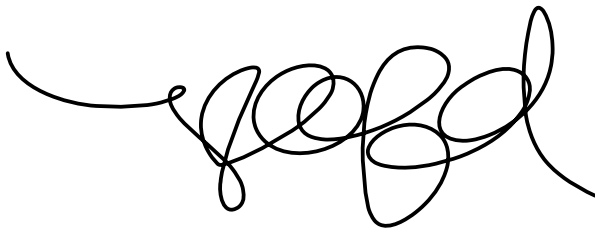
Under section 84 of the Act, if a decision is made under section 82 on an Ombudsman review, you may apply to the ACAT for review of the Ombudsman decision.

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

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.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Meghan Oldfield', with a long horizontal flourish extending to the left.

Meghan Oldfield
Information Officer

| | February 2022

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

Reference number		what are the parameters of the request				
FOI – 22-002		Stakeholder feedback				
Ref No	No of Folios	Description	Date	Status	Reason for non-release or deferral	Open Access release status
1	1-3	20201221 - Email - Another question - Pedal Power ACT	21 December 2020	Partial access	<i>Information Privacy Act 2014</i> Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	Documents will be published.
2	4-6	20210114 - Meeting Minutes - Project 30490 Delivering ANRAM	14 January 2021	Partial access	<i>Information Privacy Act 2014</i> Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	
3	7-9	20210204 - Meeting Minutes - Delivering ANRAM	4 February 2021	Partial access	<i>Information Privacy Act 2014</i> Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	

					Schedule 2, Section 2.2(a)(xii) – prejudice an agency’s ability to obtain confidential information
4	10-11	20210216 - Email with attachment - Delivering ANRAM - Public Complaints Data	16 February 2021	Partial access	<i>Information Privacy Act 2014</i> Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual’s Right to Privacy Information out of scope
5	12-15	20210216 - Attachment - Public Feedback Data on Brindabella, Cotter and Uriarra Rd	16 February 2021	Full access	N/A
6	16-18	20210216 - Email - Delivering ANRAM - Public Complaints Data around Uriarra, Brindabella and Cotter cyclist loop	16 February 2021	Partial access	<i>Information Privacy Act 2014</i> Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual’s Right to Privacy
7	19 -21	20210303 -Comments Register - Rural sites - Delivering ANRAM	3 March 2021	Full access	N/A
8	22	20210303 - Comments Register - Rural Sites	3 March 2021	Full access	N/A
9	23	20210303 - Comments Register - Rural Sites - Additional	3 March 2021	Full access	N/A
10	24	Master Copy - Rural Add. Roads - Draft DoS - Comments Register	Undated	Full access	N/A
11	25 -27	20210303 - Master Copy - Rural Sites -DoS RD reviewed Comments Register	3 March 2021	Full access	N/A

12	28 -29	20210303 - Master Copy -Rural Sites - Draft DoS - Comments Register	Undated	Full access	N/A
13	30-31	20210317 - Email - Subject - 30490 - Delivering ANRAM - Public Feedback Data on Urban Site	17 March 2021	Partial access	<p><i>Information Privacy Act 2014</i></p> <p>Schedule 2, Section 2.2 (a)(ii)</p> <p>Prejudice the Protection of an Individual's Right to Privacy</p> <p>Schedule 2, Section 2.2(a)(xii) – prejudice an agency's ability to obtain confidential information</p>
14	32	20210317 - Email with attachment - Subject - 30490 - Delivering ANRAM - Public Feedback Data	17 March 2021	Partial access	<p><i>Information Privacy Act 2014</i></p> <p>Schedule 2, Section 2.2 (a)(ii)</p> <p>Prejudice the Protection of an Individual's Right to Privacy</p>
15	33	20210317 - Attachment - Public Feedback Data - Long Gully Road	17 March 2021	Partial access	<p><i>Information Privacy Act 2014</i></p> <p>Schedule 2, Section 2.2 (a)(ii)</p> <p>Prejudice the Protection of an Individual's Right to Privacy</p> <p>Schedule 2, Section 2.2(a)(xii) – prejudice an agency's ability to obtain confidential information</p>
16	34-36	20210514 - ANRAM - Safety Treatment Selection for Detailed Design	14 May 2021	Full access	N/A

17	37-38	20210517 - Email with one attachment - Subject - ARRAM - Confirmation of final treatments and rural sites	17 May 2021	Partial access	<i>Information Privacy Act 2014</i> Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy
18	39	Attachment - ANRAM- Treatments recommendations from RD Gossip for FSP-DR stage_RD	17 May 2021	Partial access	Schedule 2.2(a)(xii) Prejudice the competitive commercial activities of an agency
19	40-47	20210723 - Email - Subject - Kings Hwy Road Safety Barrier	23 July 2021	Partial access	<i>Information Privacy Act 2014</i> Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy
20	48-49	20210809- Email with attachment - Subject - ANRAM _Draft DR Comments - 3 Priority Sites	9 August 2021	Partial access	<i>Information Privacy Act 2014</i> Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy
21	50-62	Attachment - ttd_2020-04	25 August 2020	Full access	N/A
22	63-64	20210901 - Email with 2 relevant attachments - Draft DR comments - Urban and Rural Drawings	1 September 2021	Partial access	<i>Information Privacy Act 2014</i> Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy

23	65-67	Attachment 1 of 2 - 30490 Delivering ANRAM - Comments Register for Rural Sites - RDG response	3 March 2021	Full access	N/A	
24	68	Attachment 2 of 2 - 30490 Delivering ANRAM - Comments Register - Additional -Rural Roads	3 March 2021	Full access	N/A	

Bruan, Nicole

From: [REDACTED] <advocacy@pedalpower.org.au>
Sent: Monday, 21 December 2020 9:28 AM
To: Choden, Kencho
Cc: [REDACTED] [REDACTED]
Subject: Re: Another question

Follow Up Flag: Follow up
Flag Status: Completed

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.

Thanks Kencho. If additional locations are being considered, we'd be happy to take a broader look and provide suggestions for consideration. Let me know if TCCS is open to this.

Thanks for including Tharwa Drive and Tidbinbilla Road in the list of additional locations.

We look forward to engaging on this next year.

From: Choden, Kencho <Kencho.Choden@act.gov.au>
Sent: Thursday, December 17, 2020 5:07 PM
To: [REDACTED] <advocacy@pedalpower.org.au>
Subject: RE: Another question

OFFICIAL

[REDACTED]

Thanks for your query and apologies again for the delay in getting back to you. Regarding your concerns in relation to Tharwa Drive and Tidbinbilla Road, these location are currently not in scope. However, TCCS are currently looking at additional locations and so I've passed your email on so that the locations you've identified can be considered. As noted below, TCCS will be consulting with Pedal Power in early 2021 and we will be able to provide a further update at that time.

Again, thank you for your email and I will be in touch early in the new year.

Regards,
Kencho

From: [REDACTED] <advocacy@pedalpower.org.au>
Sent: Thursday, December 10, 2020 4:31 PM
To: Choden, Kencho <Kencho.Choden@act.gov.au>
Subject: Fw: Another question

Hi Kencho

Steve has provided a great outline below of the planned Cotter/Uriarra consultations. I'm wondering if there are plans to include additional roads in this study (or a second study)? Some of our members have raised concerns about the speed limit (in particular) on sections of Tharwa Drive and Tidbinbilla Road. It would be great to know if there are plans to investigate safety in these areas too.

Thanks

[REDACTED]

Advocacy Manager
Monday, Wednesday and Thursday
Pedal Power ACT
www.pedalpower.org.au



From: Hare, Steven <Steven.Hare@act.gov.au>
Sent: Wednesday, December 9, 2020 2:50 PM
To: [REDACTED] <advocacy@pedalpower.org.au>
Cc: Maher, Colin <Colin.Maher@act.gov.au>; Earl, Owen <Owen.Earl@act.gov.au>; Choden, Kencho <Kencho.Choden@act.gov.au>
Subject: RE: Another question

OFFICIAL

[REDACTED],

Just following up in relation to your question below that I understand was raised at BAG. The scope is not limited to speed limits, it has been deliberately left fairly broad so as to capture a variety of possible treatments (but with a focus on those that will improve cyclist safety). Without wanting to pre-empt the outcomes, shoulder widening/sealing is one treatment that TCCS anticipates may be implemented. As for the sections in scope, Cotter Road between Eucumbene Drive and Brindabella Road, Brindabella Road between Cotter Road and Uriarra Road and Uriarra Road between Brindabella Road and Coaldrake Avenue are the sections within scope. Tender award for the consultancy is likely to occur shortly, and there is provision in the contract for some engagement with Pedal Power. I anticipate this engagement happening in early 2021, once the consultant has done some preliminary work on potential treatments. I was involved with the scope development but am working in another role – Kencho Choden is the officer who is progressing the project now (cc'ed in). If you have further queries or want to discuss, please reach out to Kencho.

Kind regards,

Steve Hare | A/Deputy Senior Director Infrastructure Planning
Phone: 02 6205 9631 | Email: steven.hare@act.gov.au
Transport Canberra and City Services Directorate | ACT Government
490 Northbourne Avenue, Dickson ACT 2602 | GPO Box 158 Canberra ACT 2601 | www.act.gov.au
Vision: Making Canberra attractive, safe and easy to move around
Mission: Providing connected services for the people of Canberra

From: Maher, Colin <Colin.Maher@act.gov.au>
Sent: Wednesday, 9 December 2020 2:40 PM
To: Earl, Owen <Owen.Earl@act.gov.au>; Hare, Steven <Steven.Hare@act.gov.au>
Subject: Fwd: Another question

Owen and Steven,
This question arose from BAG. Can you provide [REDACTED] w/ add'l info on the scope?
Thanks
Colin
Get [Outlook for iOS](#)

From: [REDACTED] <advocacy@pedalpower.org.au>
Sent: Wednesday, December 9, 2020 2:36 pm

To: Maher, Colin

Subject: Another question

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 Colin - apologies, another question arising from BAG.

The Cotter/Uriarra road assessment. Is this examining speed limits only, or assessing for other safety treatments also? And which sections of road are within scope?

Thanks



Advocacy Manager

Monday, Wednesday and Thursday

Pedal Power ACT

www.pedalpower.org.au



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MEETING MINUTES



Project: 30490 Delivering ANRAM

Venue: TCCS, 480 Northbourne Ave Dickson, Gungahlin Room

Time: 2.00 pm – 3.15 pm

Date: 14 January 2021

Invited Attendees		
Kencho Choden	KC	Project Officer – TCCS
Noel Boniface	NB	Project Officer - Infrastructure Delivery Partners Group
Steven Hare	SH	TCCS
Nathan Greig	NG	TCCS
██████████	██	RD Gossip
██████████	██	RD Gossip

Item	Notes	Action
Introduction	<ul style="list-style-type: none"> NB welcomed everyone KC introduced and advised of roles of the team <ul style="list-style-type: none"> NG is KC supervisor SH worked on the ANRAM project brief previously and has the background knowledge to the project. 	
Administration		
PMP submission	<ul style="list-style-type: none"> PMP submitted to NB (13/01/2021) NB to forward the PMP submission with own comments to TCCS To update to include Communication Register and identify the work on Kings Highway under own subheading in methodology and separately in program 	██ to update
Programme	<ul style="list-style-type: none"> NB to circulate the programme to TCCS ██ discussed timeframe and associated 2 week shift from the brief due to the actual date of contract award (22/12/2021). Kings Hwy sites high preference for guardrail design and installation 	NB to circulate ██ to update programme to separate Kings Hwy

Checked by nb (20210115)

MEETING MINUTES



Item	Notes	Action
Contract Setup in PMARS	<ul style="list-style-type: none"> NB to set up. Should be visible to RDG next week 	NB to complete
Fortnightly meetings, weekly summaries and monthly reports	<ul style="list-style-type: none"> Weekly emails <ul style="list-style-type: none"> What's holding up the project What we have done What we will be doing next Fortnightly meetings via MS Teams (meet face to face only where/ if required whilst the COVID guideline to work remotely remains in place). Monthly reports – still to do, but need to agree on the content (note Basic Brief 3.8.7 is for construction) 	<p>■ to set up a table of sites for tracking</p> <p>NB to advise</p>
Available construction funding	<ul style="list-style-type: none"> Kings Highway – TCCS advise \$125k ex. GST is available for construction of barriers by end of Financial Year so be given highest priority) – could be constructed under its own separate barrier project. Circa \$850-\$900k ex. GST for other rural sites (1/7/21 – 31/12/21) \$2m ex. GST for other upgrades s Federal Gov. may be providing additional funding details are under development Sites to fast track? (e.g. Cotter/ Uriarra cycle loop – pavement widening) 	RDG to fast track Kings Highway
Other	<ul style="list-style-type: none"> Additional funding will provide for additional sites and likely to generate a 2nd list of similar size to current list. Aim would be to complete the investigation for the 2nd list before the end of this financial year, however, design timeframe will need to be reviewed in consideration of RDG resources (potential to fast track key sites. TCCS advise the Construction phase may have a different Project Officer RDG included a Cashflow forecast with their tender submission. NB is entering this in PMARS for reference TCCS RDG to make clear sites that may require pre-app meetings for DA/DA exemption and NCA works approval. Sites in NCA areas will require extra scrutiny 	
Project Information		

MEETING MINUTES



Item	Notes	Action
Previous studies	<ul style="list-style-type: none"> Discussed studies that could influence the project (including those listed in the brief). Advised the sites RDG were involved with. Streeton LATM on collector section. Could impact on the arterial section. RDG unaware of the Canberra Ave speed review outcomes. KC to check with TMS on studies that will influence the selected sites. 	KC to check with TMS on available studies
Raised issues	<ul style="list-style-type: none"> KC/SH will review ways to extract responses to the TCCS publication of ANRAM program from the database TCCS would prefer other safety improvements before reducing the speed limit. RDG to communicate with Pawel Potapowicz to discuss sites. 	KC to collect information
Traffic Volumes/ Collision data	<ul style="list-style-type: none"> RDG to consult directly with Ed Meredith and Gosiz Mazur to obtain data (cc KC and NB in correspondence) Telematics fleet management (Sydney Company) may have other data available for use, depending on current available data and benefit of information. 	RDG to collect information
Other	<ul style="list-style-type: none"> WAE drawings are available through Projectwise. KC to assist if required. 	
Stakeholders contacts		
Details	<ul style="list-style-type: none"> Pawel Potapowicz (Assistant Director, Traffic Safety) Ed Meredith (Traffic) Gosiz Mazur (Crash Data) /TMS Pedal Power – It is OK for RDG to discuss with them directly. Issues raised previously are: <ul style="list-style-type: none"> Speed limit on Tharwa Dr Tidbinbilla Rd 	
	<ul style="list-style-type: none"> RDG to maintain a communication register 	█ to maintain

MEETING MINUTES



Project: Delivering ANRAM

Venue: Microsoft Teams Meeting

Time: 10.00 am – 10:30 pm

Date: 4 February 2021

Invited Attendees		
Kencho Choden	KC	Project Officer – TCCS
Noel Boniface	NB	Project Officer - Infrastructure Delivery Partners Group
██████████	██	RD Gossip
██████████	██	RD Gossip

Item	Notes	Action
WHS		
	<ul style="list-style-type: none">• RDG comply with SWMS while on site. The SWMS incorporates an approved TTM.• No incidents or near misses occurred during the site inspections.• RDG to advise NB of any incidents.	
PQP		
	<ul style="list-style-type: none">• NB to come to RDG office to discuss when available.	
Project Status		
	<ul style="list-style-type: none">• Discussed status of assessment.• All sites have been inspected.• Received available traffic volume and collision data (collision data for all of Canberra).• Have processed the data for all the Rural sites except Site 12 Tharwa Drive.• A brief discussion of some of the data for Brindabella Road (high number of collisions involving motorcyclist).• Will start processing the data for the Urban sites later today/ Friday and next week.• Preparation of the drawing to incorporate the chainage aligning with the ARRB report.• KC advised she has accessed the community feedback. KC advised that the community are not keen on Speed reductions. █████ asked for atypical feedback for Cotter Road	

MEETING MINUTES



Item	Notes	Action
	<p>and Brindabella Road.</p> <ul style="list-style-type: none">• ■ will start preparing treatments options for Kings Highway. Plan to have sketches ready for drafting next week.• Refer status attached.	
Other		
	Monthly Report template to be agreed to (NB sent an email with structure). ■ sent completed template for discussion.	

MEETING MINUTES



Project Status

Sr.No.	Road name	Section	Information				Site Inspected	Option/Treatment Assessment	Sketches/PSP	Comments	
			Requested	Received							Reviewed
				Traffic Vol	Collision	Community					
Urban Road											
1	Clarrie Hermes Dr	133	15/1/21 - traffic and collision data	28/01/2021	20/01/2021			27/01/2021		need to review data to assess gaps	
2	Streeton Dr	577		28/01/2021	20/01/2021			1/02/2021		need to review data to assess gaps	
3	Horse Park Dr	340		28/01/2021	20/01/2021			27/01/2021		need to review data to assess gaps	
4	Sulwood Dr	586		28/01/2021	20/01/2021			1/02/2021		need to review data to assess gaps	
5	Kuringa Dr	399		28/01/2021	20/01/2021			27/01/2021		need to review data to assess gaps	
6	Kingsford Smith Dr	391		28/01/2021	20/01/2021			2/02/2021		need to review data to assess gaps	
7	Taverner St	594		28/01/2021	20/01/2021			1/02/2021		need to review data to assess gaps	
8	Isabella Dr	368		28/01/2021	20/01/2021			1/02/2021		need to review data to assess gaps	
9	Sulwood Dr	587		28/01/2021	20/01/2021			1/02/2021		need to review data to assess gaps	
10	Taverner St	595		28/01/2021	20/01/2021			1/02/2021		need to review data to assess gaps	
11	Well Station Dr	650		28/01/2021	20/01/2021			27/01/2021		need to review data to assess gaps	
12	Baldwin Dr	43		28/01/2021	20/01/2021			27/01/2021		need to review data to assess gaps	
13	Woodcock Dr	685		28/01/2021	20/01/2021			1/02/2021		need to review data to assess gaps	
14	Mulligans Flat Rd	496		28/01/2021	20/01/2021			27/01/2021		need to review data to assess gaps	
15	Horse Park Dr	343		28/01/2021	20/01/2021			27/01/2021		need to review data to assess gaps	
16	Owen Dixon Dr	531		28/01/2021	20/01/2021			27/01/2021		need to review data to assess gaps	
17	Long Gully Rd	415		28/01/2021	20/01/2021			1/02/2021		need to review data to assess gaps	
18	Gundaroo Dr	278		28/01/2021	20/01/2021			27/01/2021		need to review data to assess gaps	
19	Mirrabei Dr	455		28/01/2021	20/01/2021			27/01/2021		need to review data to assess gaps	
20	Gungahlin Dr	295		28/01/2021	20/01/2021			27/01/2021		need to review data to assess gaps	
Rural Road											
1	Kings Hwy	389	15/1/21 - traffic and collision data	Obtained NSW data	20/01/2021			2/02/2021	27/01/2021	Traffic volumes from NSW RMS, no speed data	
2	Kings Hwy	385			20/01/2021			2/02/2021	27/01/2021		
3	Kings Hwy	388			20/01/2021			2/02/2021	27/01/2021		
4	Monaro Hwy	471		28/01/2021	20/01/2021			2/02/2021	27/01/2021		
5	Boboyan Rd	97		No data	20/01/2021			3/02/2021	28/01/2021	No data, can assume volume range (500 - 1,000 AADT)	
6	Tharwa Dr	603		28/01/2021	20/01/2021			4/02/2021	28/01/2021		
7	Brindabella Rd	107		28/01/2021	20/01/2021			4/02/2021	2/02/2021	Traffic data from 2014, speed data comparable with current conditions	
8	Apollo Rd	18		No data	20/01/2021			3/02/2021	28/01/2021	No data, can assume volume range (<200 AADT)	
9	Corin Rd	160		28/01/2021	20/01/2021			3/02/2021	1/02/2021		
10	Orroral Rd	525		No data	20/01/2021			3/02/2021	28/01/2021	No data, can assume volume range (<200 AADT)	
11	Uriarra Rd	631		28/01/2021	20/01/2021			4/02/2021	2/02/2021	Traffic data from 2013, speed data comparable with current conditions	
12	Tharwa Dr	598		No data	20/01/2021			4/02/2021	28/01/2021	Data from Tharwa Dr/ Lawrence Wackett Cres black spot study	
13	Cotter Rd	169		No data	20/01/2021			3/02/2021	2/02/2021	Can assume similar to Brindabella	

Bruan, Nicole

From: Boniface, Noel
Sent: Tuesday, 16 February 2021 1:32 PM
To: [REDACTED]
Cc: [REDACTED]; Choden, Kencho
Subject: FW: Delivering ANRAM- Public Complaints Data around Uriarra, Brindabella and Cotter Cyclist loop
Attachments: Public Feedback Data on Brindabella, Cotter and Uriarra Rd.xlsx
Importance: High

OFFICIAL

[REDACTED]

Please consider/take into account the community feedback the Territory has received around Uriarra and Brindabella cyclist loop areas as below and attached.

Regards,

Noel Boniface | Senior Project Officer | Civil Infrastructure Branch
Infrastructure Delivery Partners | Major Projects Canberra | ACT Government
Phone: 02 6207 1906 | **Mobile:** [REDACTED] **Email:** noel.boniface@act.gov.au
Callam Offices, Level 3, Pod B, 50 Easty Street, Woden ACT 2606 | GPO Box 158, Canberra ACT 2601 www.act.gov.au



From: Choden, Kencho <Kencho.Choden@act.gov.au>
Sent: Tuesday, 16 February 2021 12:32 PM
To: Boniface, Noel <Noel.Boniface@act.gov.au>
Subject: Delivering ANRAM- Public Complaints Data around Uriarra, Brindabella and Cotter Cyclist loop
Importance: High

OFFICIAL

Hi Noel,
Please find in the following community concerns flagged recently to the authorities around Uriarra and Brindabella cyclist loop areas. This data would be valuable to RD Gossip in their detailed study of safety treatments around that area given lots of concerns from public. In addition to this, I am also attaching data mined from TCCS data set which was requested by [REDACTED] in last fortnight meeting. The relevant data is only from new system and it is from mid of 2020 till last week.

Concern flagged recently

"I am a resident of Uriarra Village. For quite a while we have had serious issues with bicycle and motor bike riders on Brindabella road. More than anything I don't want more people to get hurt on this road. The road is not suitable for racing on which is unfortunately what it's being used for. Everyday I need to drive to work (there is no public transportation) and unfortunately it is not a pleasant experience. Cyclists take terrible risks taking wide corners or stopping on the road to have a chat to their mates. Motorcycle riders speeding and overtaking two cars at a time. More often than not specially on the weekend there is a cyclist sitting on the side of the road with a smashed up bike because they have come off. At night we have unwelcome visitors out front of the Village doing burnouts and leaving the mess for us to clean.

Is there anyway you could assist? I know it's a lot but something needs to change."

Cyclists/Vehicles Uriarra Rd Loop

"My family live on a rural property in Uriarra. Our property is bordered by Uriarra and Brindabella Rds and we commute into the ACT on a daily basis from our home. I wanted to write to you to see what plans may be in place to manage the numbers of vehicles and cyclists who share these roadways. As I am sure you are aware, the 'Uriarra/Cotter Road Loop' is very popular with cyclists. Most weekends we have a large number of cyclists parking at the front of our property and conducting rides along Uriarra and Brindabella Roads. These cyclists are perfectly fine and cause us little concern. However, on days like today (Australia Day) and generally over weekends and public holidays the mix of cyclists and increased vehicular traffic cause us great concern. What has prompted my writing to you is today both my wife and I have been forced to drive off the roadway (Uriarra Rd) in separate incidents to avoid vehicles unsafely overtaking cyclists in the other direction. Both these incidents occurred whilst my wife and I had our children in the vehicle. I understand cyclists have every right to ride on public streets and I have no issue with this. I also understand vehicles have an obligation to overtake cyclists in a safe manner. However, both cyclists and drivers do not always do the right thing and it is these incidents which will cause a catastrophic accident here at some point. Unfortunately, the victim is most likely to be either the cyclist or the innocent vehicle driving in the opposite direction (or both). I am aware there is to be a review of speed limits for these mentioned roads. A reduction in speed limits will cause us, and other residents who rely on these roads for daily commuting, great frustration. This frustration will no doubt result in resentment and animosity between residents and cyclists, as it will be widely accepted it is the presence of cyclists which has force the reduction in speed limits. I am aware there may have been consideration given to constructing cycle lanes on Uriarra Rd. This may alleviate some of the concerns for both cyclists and drivers but I presume it will be an expensive process and it seems cyclists do not always keep within these lanes. Worryingly, we see the ACT Government is considering building new cycling/mountain biking facilities in the Uriarra/Blue Range area. The ACT Draft report indicated visitor numbers could increase by an average of 400 people/cyclists per day. Such an increase is inviting and encouraging cyclists to ride on a single lane rural roadway and will inevitably result in fatalities and serious injuries. Serious attention needs to be paid to making the process of cycling and driving safer for all. Encouraging cyclists to use these roads is a dangerous practice. I would be grateful if could let me know what other measures you and your department may be considering to reduce the chances of further fatalities and serious accidents on the Uriarra Loop roads. I would also like to highlight our (and others) concerns around restricting residents and commuters who rely on these roads to travel to school, work and shops. We would not like to be unfairly punished by any significant changes to the speed limits. I know cycling is an emotive topic in the ACT and I would like to ensure you, whilst I am not anti-cycling, I am writing as a concerned father, husband and resident of the area. The truth of the matter is cycling and small country roads simply do not mix together safely. I am grateful for your time."

Thanks

With kind regards

Kencho Choden

Project Officer | Infrastructure Delivery

City Services | Transport Canberra and City Services Directorate

ACT Government | Level 2, 480 Northborne Avenue, Dickson

Phone: (02)62072219 | Email: Kencho.Choden@act.gov.au

WorkRequestFID	WRCreatedDateTime	WRReferenceNumber	WRDescription	WRLocation	WRStatus	WRStatusDateTime	WRResolutionDueDate	WRPriorityNotation
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Brindabella								
WR1059	17/08/2020 11 45	200817-001355	Road signs	URIARRA FOREST 2 BRINDABELLA RD, COREE ACT 2611	REJECTED	02/09/2020 11 50	24/08/2020 0 00	

Can you provide any additional information about the location of the job to help us find the issue (i.e., intersections, buildings, landmarks, features)?
 The sign is about 400m outside Uriarra Village, east bound, adjacent to a forestry access road.

What is the issue?
 Road signs

What are you requesting?
 Replacement of existing signage

Please provide more information
 A new 100km per hour speed limit sign has been installed in a position that was previously 60km and I want to verify this was done legitimately by the ACT RTA, as it poses a risk to residents and road users that use this road.

Is it posing a safety hazard?
 Yes

Could it cause a trip, fall or injury?
 Yes

Is it causing traffic or cyclists to swerve?
 No

WR1417	02/09/2020 12 16	200817-001355	Road signs	URIARRA FOREST 2 BRINDABELLA RD, COREE ACT 2611	CANCELLED	09/09/2020 13 45	09/09/2020 12 16	
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Can you provide any additional information about the location of the job to help us find the issue (i.e., intersections, buildings, landmarks, features)?
 The sign is about 400m outside Uriarra Village, east bound, adjacent to a forestry access road.

What is the issue?
 Road signs

What are you requesting?
 Replacement of existing signage

Please provide more information
 A new 100km per hour speed limit sign has been installed in a position that was previously 60km and I want to verify this was done legitimately by the ACT RTA, as it poses a risk to residents and road users that use this road.

Is it posing a safety hazard?
 Yes

Could it cause a trip, fall or injury?
 Yes

Is it causing traffic or cyclists to swerve?
 No

WR2892	01/10/2020 10 13	201001-000637	Roads, parking & vehicles; Roads & traffic; Brindabella road, Cotter road and Uriarra road	Brindabella road, Cotter road and Uriarra road	INPRG	17/11/2020 11 00	08/10/2020 0 00	
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What is being requested?
 Road condition & safety

What would you like to report?
 Other

Please provide more information*
 the customer would like to know when these roads will be resurfaced.

Is it posing a safety hazard?
 Yes

Could it cause a trip, fall or injury?
 No

Is it causing traffic or cyclists to swerve?
 Yes

WR13625	18/01/2021 8 27	210118-000139	Parks & public spaces; Fencing & bollards;	Brindabella Rd & Cotter Rd, Coree ACT 2611, Australia	REJECTED	18/01/2021 11 20	25/01/2021 0 00	
WR13626	18/01/2021 8 27	210118-000143	Roads, parking & vehicles; Roads & traffic;	Brindabella nad Cotter Road	INPRG	18/01/2021 8 59	25/01/2021 0 00	

Cotter								
WR390	18/06/2020 17 15	200618-003069	Cycle & footpaths Shared paths Damage to path or other	520 COTTER RD, COOMBS ACT 2611	CANCELLED	22/06/2020 8 13	25/06/2020 0 00	

Can you provide any additional information about the location of the job to help us find the issue (i.e., intersections, buildings, landmarks, features)?
 On the Coombs side between John Gorton Drive and Streeton Drive

What is the issue?
 Damage to path or other

What is the damage?
 Sunken or collapsed

What is the material?
 Unknown/other

Could it cause a trip, fall or injury?
 No

Is it causing traffic or cyclists to swerve?
 No

Please provide more information
 The lovely new cycle path on Cotter Road Coombs has had an idiot drive on the newly laid turf beside it and rip it up. Please level it out before it dries hard and turns into muddy puddles.

WR1614	09/09/2020 15 41	200909-002332	Roads, parking & vehicles; Roads & traffic;	Tuggeranong Parkway and Cotter Rd	ASSIGNED	07/10/2020 10 57	16/09/2020 0 00	
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Defect location info may be incorrect (address validation limitations).

Roads, parking & vehicles
 Roads & traffic

What is being requested?*

Street & path sweeping
 What is the debris or material?*

crash debris
 Could it cause a trip, fall or injury?*

Yes
 Is it causing traffic or cyclists to swerve?*

Yes
 Please provide more information

WR1814	15/09/2020 13 17	200914-002588	Missing on road cycling link - Cotter Rd (REGISTERED)	THE PINES 879 COTTER RD, STROMLO ACT 261	ASSIGNED	23/09/2020 15 35	22/09/2020 0 00
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What is the issue?
 New path or extension request
 What are you requesting?
 New path
 Why do you believe this change is required
 On road cycle path on Cotter Road needs the 'missing link' completed approximately from the intersection with Eucumbene Dr, west for about 5kms as there is no verge, though strangely at this point it suddenly appears.
 Please provide more information
 Given the number of cyclists that use this road, it is necessary to provide safety for both cyclists and motorists.

WR1985	19/09/2020 10 01	200919-000172	Potholes in road or parking area	208 Cotter Rd, Weston ACT 2611, Australia	NEW		26/09/2020 10 01
WR2234	23/09/2020 12 22	200923-001509	Traffic controls	John Gorton Dr after Cotter Rd, Wright ACT 261	RESOLVED	25/09/2020 14 17	30/09/2020 0 00 No Immediate Risk
WR2259	23/09/2020 13 57	200923-001967	Traffic Lights	106 COTTER RD, WESTON ACT 2611	CANCELLED	23/09/2020 14 55	30/09/2020 13 57
WR2265	23/09/2020 14 42	200923-002257	Traffic Lights	Streeton Dr & cotter rd	CANCELLED	23/09/2020 15 05	30/09/2020 14 42
WR2892	01/10/2020 10 13	201001-000637	Roads, parking & vehicles Roads & traffic	Brindabella road, Cotter road and Uriarra	Brindabella road, Cotter road and Uriarra road	INPRG	17/11/2020 11 00 08/10/2020 0 00

What is being requested?*

Road condition & safety
 What would you like to report?*

Other
 Please provide more information*
 the customer would like to know when these roads will be resurfaced.
 Is it posing a safety hazard?*

Yes
 Could it cause a trip, fall or injury?*

No
 Is it causing traffic or cyclists to swerve?*

Yes

WR3271	06/10/2020 16 38	201006-003008	Parks & public spaces BBQs & picnic areas	Request cleaning, repair or maintenance	COTTER RESERVE CAMP 1691 COTTER RD, COR	NEW	13/10/2020 16 38
WR3407	08/10/2020 7 52	201008-000076	Roads, parking & vehicles Roads & traffic	Road condition & safety	Cotter road approximately 1.5 km South of Mt Str	ASSIGNED	02/12/2020 9 05 15/10/2020 0 00

What is the issue?
 Road condition & safety
 What would you like to report?
 Other
 Please provide more information
 Damaged Armco railing. Bent upwards and toward road edge and sharp.
 Is it posing a safety hazard?*

Yes
 Could it cause a trip, fall or injury?*

Yes
 Is it causing traffic or cyclists to swerve?*

Yes

WR3408	08/10/2020 7 58	201008-000050	Roads, parking & vehicles; Roads & traffic;	COTTER RD	INPRG	17/11/2020 14 22	15/10/2020 0 00
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Roads & traffic
 What is being requested?*

Road condition & safety
 What would you like to report?*

Other
 Please provide more information*
 On Cotter Rd, 1.5km south of Stromlo turnoff, there was a car accident a week ago. The car has been removed, but the armco(?) railing has been bent out towards the road and has a jagged end. If a vehicle loses control there, then they will go straight into it.
 Is it posing a safety hazard?*

Yes
 Could it cause a trip, fall or injury?*

Yes
 Is it causing traffic or cyclists to swerve?*

No

WR3464	08/10/2020 13 29	201008-001776	Roads, parking & vehicles Roads & traffic	Road condition & safety	FAIRVALE 1127 COTTER RD, STROMLO ACT 261	ASSIGNED	02/12/2020 9 06 15/10/2020 0 00
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Can you provide any additional information about the location of the job to help us find the issue (i.e., intersections, buildings, landmarks, features)?
 East bound/city bound side of Cotter Road.
 What is the issue?
 Road condition & safety
 What would you like to report?
 Other
 Please provide more information
 A single vehicle accident about a month ago caused significant damage to a road barrier on the eastbound lane of Cotter Road Stromlo. The damaged and protruding barrier is presenting a significant danger and safety hazard to cyclists and road users.
 Is it posing a safety hazard?*

Yes
 Could it cause a trip, fall or injury?*

Yes

Is it causing traffic or cyclists to swerve?

Yes

WR4868	20/10/2020 18 32	201020-002921	Roads, parking & vehicles	Roads & traffic	Report access issue	Cotter Road	NEW		27/10/2020 0 00
WR10337	02/12/2020 15 18	201202-002280	Parks & public spaces	BBOs & picnic areas	Request cleaning, repair or maintenance	Cotter Bend picnic area, Cotter Road	NEW		09/12/2020 0 00
WR11169	12/12/2020 21 39	201212-000460	Roads, parking & vehicles	Roads & traffic	Road condition & safety	208 cotter road	NEW		19/12/2020 0 00
WR11173	13/12/2020 2 57	201213-000001	Roads, parking & vehicles	Roads & traffic	Road condition & safety	566 COTTER RD, WRIGHT ACT 2611	CANCELLED	20/01/2021 12 25	20/12/2020 0 00
WR11307	14/12/2020 18 02	201214-002853	Roads, parking & vehicles	Roads & traffic;		Cotter Rd, Curtin ACT 2605, Australia	CANCELLED	15/12/2020 10 38	21/12/2020 18 02
WR11308	14/12/2020 18 02	201214-002864	Roads, parking & vehicles	Roads & traffic;		Cotter Rd, Curtin ACT 2605, Australia	CANCELLED	22/12/2020 12 26	21/12/2020 18 02
WR11882	22/12/2020 9 00	201222-000397	Roads, parking & vehicles	Roads & traffic	Traffic lights	566 COTTER RD, WRIGHT ACT 2611	CANCELLED	22/12/2020 15 12	29/12/2020 9 00
WR13188	11/01/2021 18 07	210111-003776			Graffiti on walls of underpass beneath Cotter Road at Curtin	Cotter Road	ASSIGNED	12/01/2021 12 11	18/01/2021 0 00
WR13541	16/01/2021 11 10	210116-000211			CURTIN - Rock wall barrier graffiti - Cotter Road	COTTER RD	REJECTED	21/01/2021 11 02	23/01/2021 0 00
WR13625	18/01/2021 8 27	210118-000139	Parks & public spaces	Fencing & bollards;		Brindabella Rd & Cotter Rd, Coree ACT 2611, Australia	REJECTED	18/01/2021 11 20	25/01/2021 0 00
WR13626	18/01/2021 8 27	210118-000143	Roads, parking & vehicles	Roads & traffic;		Brindabella nad Cotter Road	INPRG	18/01/2021 8 59	25/01/2021 0 00
WR13810	20/01/2021 8 34	210120-000052	Roads, parking & vehicles	Roads & traffic;		Streeton Dr between Cotter Rd and Dixon Dr	CANCELLED	03/02/2021 9 42	27/01/2021 0 00
WR13946	21/01/2021 13 08	210121-001526			CURTIN - Cycle & footpaths (Request Pruning of trees and shrubs off footpath) - Cott	Cotter Road	ASSIGNED	21/01/2021 14 24	28/01/2021 0 00
WR14035	22/01/2021 16 07	210122-002281	Roads, parking & vehicles	Roads & traffic;		INTERSECTION COTTER ROAD /LADY DENMAN	CANCELLED	01/02/2021 7 37	29/01/2021 16 07

Uriarra Road									
WR1179	23/08/2020 9 15	200823-000072	Road signs			Uriarra road	CANCELLED	24/09/2020 7 21	30/08/2020 0 00

Can you provide any additional information about the location of the job to help us find the issue (i.e., intersections, buildings, landmarks, features)?

2.4 kms west of Coaldrake intersection

What is the issue?

Road signs

What are you requesting?

Replacement of existing signage

Please provide more information

The 'mologlo infrastructure' sign on the Uriarra Crossing Road is well and truly obsolete. Can it be removed, please, or updated with a more pertinent message. I reported these signs in 2017 (ref #170706-00595). I guess you missed this one.

Is it posing a safety hazard?

No

Could it cause a trip, fall or injury?

No

Is it causing traffic or cyclists to swerve?

No

WR1271	27/08/2020 12 05	200827-001300	Road signs			URIARRA MANAGERS COTTAGE 1938 URIARRA	REJECTED	07/09/2020 6 23	03/09/2020 0 00
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Can you provide any additional information about the location of the job to help us find the issue (i.e., intersections, buildings, landmarks, features)?

4WD ACCESS ONLY Warning Sign is required on the Road Condition sign @ Uriarra X Brindabella Rd

What is the issue?

Road signs

What are you requesting?

New signage

Please provide more information

4WD ACCESS ONLY Warning Sign is required on the Road Condition sign @ Uriarra X Brindabella Rd

Is it posing a safety hazard?

Yes

Could it cause a trip, fall or injury?

No

Is it causing traffic or cyclists to swerve?

No

WR1339	31/08/2020 14 20	200831-002359	Roads, parking & vehicles	Roads & traffic;		1320 Uriarra Rd, Denman Prospect ACT 2611, Australia	CANCELLED	29/01/2021 8 00	07/09/2020 0 00
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What is being requested?*

Road signs

What are you requesting?*

Replacement of existing signage

Please provide more information*

Speed signs have gone missing.

East - over the crossing - after the 6kmh sign, the 80kmh sign has been removed. 500m from 80kph sign, the 100kph sign has been removed - on the other end of the road the 100kph sign has also been removed.

Is it posing a safety hazard?*

Yes

Could it cause a trip, fall or injury?*

No

Is it causing traffic or cyclists to swerve?*

No

WR1751	14/09/2020 10 30	200914-000989	24852-5660 graffiti			Uriarra Rd, Denman Prospect ACT 2611, Australia	CANCELLED	28/10/2020 11 14	21/09/2020 0 00
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WR2892	01/10/2020 10 13	201001-000637	Roads, parking & vehicles	Roads & traffic;	Brindabella road, Cotter road and Uriarra	Brindabella road, Cotter road and Uriarra road	INPRG	17/11/2020 11 00	08/10/2020 0 00
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What is being requested?*

Road condition & safety

What would you like to report?*

Other

Please provide more information*

the customer would like to know when these roads will be resurfaced.

Is it posing a safety hazard?*

Yes

Could it cause a trip, fall or injury?*

No

Is it causing traffic or cyclists to swerve?*

Yes

WR14245	27/01/2021 9 27	210127-000045	MVA CRASH DEBRIS	Uriarra Rd	CANCELLED	01/02/2021 9 11	03/02/2021 9 27
WR1099	17/08/2020 11 45	200817-001355	Road signs	URIARRA FOREST 2 BRINDABELLA RD, COREE A	REJECTED	02/09/2020 11 50	24/08/2020 0 00

Can you provide any additional information about the location of the job to help us find the issue (i.e., intersections, buildings, landmarks, features)?

The sign is about 400m outside Uriarra Village, east bound, adjacent to a forestry access road.

What is the issue?

Road signs

What are you requesting?

Replacement of existing signage

Please provide more information

A new 100km per hour speed limit sign has been installed in a position that was previously 60km and I want to verify this was done legitimately by the ACT RTA, as it poses a risk to residents and road users that use this road.

Is it posing a safety hazard?

Yes

Could it cause a trip, fall or injury?

Yes

Is it causing traffic or cyclists to swerve?

No

WR1417	02/09/2020 12 16	200817-001355	Road signs	URIARRA FOREST 2 BRINDABELLA RD, COREE A	CANCELLED	09/09/2020 13 45	09/09/2020 12 16
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Can you provide any additional information about the location of the job to help us find the issue (i.e., intersections, buildings, landmarks, features)?

The sign is about 400m outside Uriarra Village, east bound, adjacent to a forestry access road.

What is the issue?

Road signs

What are you requesting?

Replacement of existing signage

Please provide more information

A new 100km per hour speed limit sign has been installed in a position that was previously 60km and I want to verify this was done legitimately by the ACT RTA, as it poses a risk to residents and road users that use this road.

Is it posing a safety hazard?

Yes

Could it cause a trip, fall or injury?

Yes

Is it causing traffic or cyclists to swerve?

No

Bruan, Nicole

From: [REDACTED]@rdgossip.com.au>
Sent: Tuesday, 16 February 2021 1:57 PM
To: Boniface, Noel
Cc: [REDACTED]; Choden, Kencho
Subject: RE: Delivering ANRAM- Public Complaints Data around Uriarra, Brindabella and Cotter Cyclist loop

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 Noel,

Thank you for sending this through. Except for comments regarding signage improvements and speed sign, there are not real comments that would influence the study. I am surprised that there were no comments regarding clearing of vegetation on the road, especially on the curves, and the antisocial (skidding/ hooning).

Regards

[REDACTED]
RD Gossip Pty Ltd
Unit 120, 12 Provan Street
Campbell ACT 2612 Australia
Phone: (02) [REDACTED]
E: [REDACTED]@rdgossip.com.au

From: Boniface, Noel [mailto:Noel.Boniface@act.gov.au]
Sent: Tuesday, 16 February 2021 1:32 PM
To: [REDACTED]@rdgossip.com.au>
Cc: [REDACTED]@rdgossip.com.au>; Choden, Kencho <Kencho.Choden@act.gov.au>
Subject: FW: Delivering ANRAM- Public Complaints Data around Uriarra, Brindabella and Cotter Cyclist loop
Importance: High

OFFICIAL

[REDACTED],

Please consider/take into account the community feedback the Territory has received around Uriarra and Brindabella cyclist loop areas as below and attached.

Regards,

Noel Boniface | Senior Project Officer | Civil Infrastructure Branch
Infrastructure Delivery Partners | Major Projects Canberra | ACT Government
Phone: 02 6207 1906 | Mobile: [REDACTED] | Email: noel.boniface@act.gov.au
Callam Offices, Level 3, Pod B, 50 Easty Street, Woden ACT 2606 | GPO Box 158, Canberra ACT 2601 www.act.gov.au



From: Choden, Kencho <Kencho.Choden@act.gov.au>

Sent: Tuesday, 16 February 2021 12:32 PM

To: Boniface, Noel <Noel.Boniface@act.gov.au>

Subject: Delivering ANRAM- Public Complaints Data around Uriarra, Brindabella and Cotter Cyclist loop

Importance: High

OFFICIAL

Hi Noel,

Please find in the following community concerns flagged recently to the authorities around Uriarra and Brindabella cyclist loop areas. This data would be valuable to RD Gossip in their detailed study of safety treatments around that area given lots of concerns from public. In addition to this, I am also attaching data mined from TCCS data set which was requested by RD in last fortnight meeting. The relevant data is only from new system and it is from mid of 2020 till last week.

Concern flagged recently

"I am a resident of Uriarra Village. For quite a while we have had serious issues with bicycle and motor bike riders on Brindabella road. More than anything I don't want more people to get hurt on this road. The road is not suitable for racing on which is unfortunately what it's being used for. Everyday I need to drive to work (there is no public transportation) and unfortunately it is not a pleasant experience. Cyclists take terrible risks taking wide corners or stopping on the road to have a chat to their mates. Motorcycle riders speeding and overtaking two cars at a time. More often than not specially on the weekend there is a cyclist sitting on the side of the road with a smashed up bike because they have come off. At night we have unwelcome visitors out front of the Village doing burnouts and leaving the mess for us to clean.

Is there anyway you could assist? I know it's a lot but something needs to change."

Cyclists/Vehicles Uriarra Rd Loop

"My family live on a rural property in Uriarra. Our property is bordered by Uriarra and Brindabella Rds and we commute into the ACT on a daily basis from our home. I wanted to write to you to see what plans may be in place to manage the numbers of vehicles and cyclists who share these roadways. As I am sure you are aware, the 'Uriarra/Cotter Road Loop' is very popular with cyclists. Most weekends we have a large number of cyclists parking at the front of our property and conducting rides along Uriarra and Brindabella Roads. These cyclists are perfectly fine and cause us little concern. However, on days like today (Australia Day) and generally over weekends and public holidays the mix of cyclists and increased vehicular traffic cause us great concern. What has prompted my writing to you is today both my wife and I have been forced to drive off the roadway (Uriarra Rd) in separate incidents to avoid vehicles unsafely overtaking cyclists in the other direction. Both these incidents occurred whilst my wife and I had our children in the vehicle. I understand cyclists have every right to ride on public streets and I have no issue with this. I also understand vehicles have an obligation to overtake cyclists in a safe manner. However, both cyclists and drivers do not always do the right thing and it is these incidents which will cause a catastrophic accident here at some point. Unfortunately, the victim is most likely to be either the cyclist or the innocent vehicle driving in the opposite direction (or both). I am aware there is to be a review of speed limits for these mentioned roads. A reduction in speed limits will cause us, and other residents who rely on these roads for daily commuting, great frustration. This frustration will no doubt result in resentment and animosity between residents and cyclists, as it will be widely accepted it is the presence of cyclists which has force the reduction in speed limits. I am aware there may have been consideration given to constructing cycle lanes on Uriarra Rd. This may alleviate some of the concerns for both cyclists and drivers but I presume it will be an expensive process and it seems cyclists do not always keep within these lanes. Worryingly, we see the ACT Government is considering building new cycling/mountain biking facilities in the Uriarra/Blue Range area. The ACT Draft report indicated visitor numbers could increase by an average of 400 people/cyclists per day. Such an increase is inviting and encouraging cyclists to ride on a single lane rural roadway and will inevitably result in fatalities and serious injuries. Serious attention needs to be paid to making the

process of cycling and driving safer for all. Encouraging cyclists to use these roads is a dangerous practice. I would be grateful if could let me know what other measures you and your department may be considering to reduce the chances of further fatalities and serious accidents on the Uriarra Loop roads. I would also like to highlight our (and others) concerns around restricting residents and commuters who rely on these roads to travel to school, work and shops. We would not like to be unfairly punished by any significant changes to the speed limits. I know cycling is an emotive topic in the ACT and I would like to ensure you, whilst I am not anti-cycling, I am writing as a concerned father, husband and resident of the area. The truth of the matter is cycling and small country roads simply do not mix together safely. I am grateful for your time."

Thanks

With kind regards

Kencho Choden

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DESIGN REVIEW RECORD (DRR)

30490 Delivering ANRAM
Comments Register
Reducing risk of Fatal and Serious Injury Crashes on Arterial Roads
Rural Roads Design Option Study
03-Mar-21

COMPLIANCE STATUS
O Observation / Comment
D From info currently provided not able to determine whether design / proposal is compliant.
N Non-Compliant
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RESPONSE STATUS
O Open
C Closed
CS Closed SUBJECT TO additional action / information

No.	Stage	PACKAGE	Rev	Reviewer	Initial Comment Date	Discipline	Organisation	Document Reference	Reviewer Initial Comment	Standards Reference	Compliance Status	Designer Response	Initial Response Date	Response Status	Reviewer Comment on Response	Date Comment Closed
1	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Report (page 1)/Concept Sketches Title for ALL Reports	Instead just saying "Delivering ANRAM", please change it to "Delivering ANRAM- Reducing risk of Fatal and Serious Injury Crashes on Arterial Roads"			Changed in report			Ok	
2	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 2.0	Insert table C3 given in the project brief for more clarity on the sections of roads under consideration if suitable			Unsure the benefit this would provide and given the entire length of the rural roads was reviewed (except Tharwa, which was based on the roadside environment due to mixture of rural and urban sections.			Ok	
3	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 2.1	Mention a line in the paragraph saying that Kings Highway will have separate independent report.			Changed in report			Ok	
4	DoS	ANRAM- Rural Sites	0	K.Choden			TCCS	Concept Sketch/Report Section on Kings Highway	Kings Highway portions inserted here are amended version after TCCS review?			Yes			Ok	
5	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 2.1	Please mention properly that Rural sites 1,2 & 3 are under Kings Highway.			Report states "Sections 1, 2 and 3 combined", changed "sections" to "sites".			Ok	
6	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 2.2, 2.3, 2.4, 2.7, 2.10	All proposed treatments by ARRB report have not been mentioned			Proposed treatments were based on Table C1 and accounted for the associated comments notes			Fair	
7	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 2.2 Para 1	Monaro Highway does not connect to the south coast. It continues south through NSW in land and crosses the NSW/Vic border before terminating in Cann River in Victoria.			Changed South Coast to Victoria.			Ok	
8	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 2.2	First para, "between the ACT and the Monaro"? Should it be between the ACT and the NSW?			Changed the Monaro to Southern NSW			Ok	
9	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 2.2. Para 4	It is not clear what the extent of the study area for this road was. Was it 3.5km length immediately north of the NSW border. Or was it the whole length of the undivided section (ie NSW border to Johnson Drive roundabout)? Add a figure or map for each road to clarify this.			Added some more description to the report. Agree that a map would be beneficial, however, due to the length of the sections of road it would be large scale maps with little detail.			Rejected. Two sentences are contradicting.	
10	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 2.3 Para 4	Multiple parentheses in the first sentence.			Corrected			Ok	
11	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 2 generally	It would be beneficial to highlight further key features that may contribute to road safety issues in the description of each road, such as intersections. Monaro Highway has a number of T-intersections, as does Boboyan Road. These have different existing arrangements and are worth considering from a road safety perspective.			Added a comment in the report.			Hopefully this comment is also addressed in Kings Highway Report	
12	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 2.3	* road commences circa 5.5km from the NSW border". The length of the last section is 5.5km towards NSW border, not from NSW border.			?			The length of the section (last section as per ARRB Report) is 5.5km and its chainages runs from end of consecutive section inside the border towards NSW border, not from NSW border.	
13	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 2.3	A bit of clarity on which sections have sealed section and the length of the sealed sections would be beneficial.			Added a comment in the report.			Fair	
14	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 2.4 item numbers 4 and 5	Should be Knoke Avenue.			corrected			Correction not required	
15	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 2.4 item number 5	Also has a section of 50 or 60km/h through Tharwa Village after crossing Tharwa Bridge heading south.			Added a comment in the report.			Ok	
16	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	General comment	The ARRB report did not have overlapping sections - where there were divided carriageways the ARRB report had separate chainages for each carriageway but the chainages were not unique. I believe that this is owing to the carriageways having potentially different parameter values that are used in the ANRAM ad star rating models (ie one carriage way may have extensive unprotected roadside hazards, the other carriageway at that location may not have any hazards resulting in differing ratings for each carriageway).			Understood. In reviewing the length of the road, an overall chainage was reviewed rather than provide short individual chainages. Adjust the report to reflect.			Ok	
17	DoS	ANRAM- Rural Sites	0	TMS	12/03/2021		TCCS	Section 2.5	Brindabella Road has 60km/h in the mixture of speeds, with speed signage missing. Please include 60km/h as existent speed limit			Signage was missing at the time of the inspection. The TCD base also does not indicate the 60km/h signs.			Maybe reflect regarding it in the report?	
18	DoS	ANRAM- Rural Sites	0	TMS	12/03/2021		TCCS	Section 2.7	Existing speeds on Corin Road are mis of 80 and 100km/h, with missing signage	mis?		Signage was missing at the time of the inspection. The TCD base also does not indicate the speed signs.			Maybe reflect regarding it in the report?	
19	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 2.7	There is no median Barrier treatment recommended in ARRB Report for this road. Please confirm again.			Removed			Ok	
20	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 2.8	Section identified for the study is not middle section. Its the first section as per ARRB Report.			Corrected			OK	
21	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 2 general comment	It may be worth noting roads that deal with considerable topographical changes, horizontal curves etc such as Brindabella Road (climbs over the Brindabella range), Boboyan Road traversing the southern ranges in Namadgi National Park etc			Added a comment in the report.			Ok	
22	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 2.10 item number 1	Should be Murrumbidgee River			Corrected			Ok	
23	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 3.2.3 & All	If traffic data is not collected in the future, the assumptions on the traffic data would need to be justified with detailed explanation for all roads.			Collection of Data for roads is being undertaken. Note that some of the roads (Orroral and Apollo Roads) are closed and therefore no counts should be undertaken until they are opened to the public.			For those roads with no current traffic, assumptions made still needs to be clarified.	
24	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 3.1	My understanding is that the ARRB report was completed based on video footage of all roads, and subsequent coding of the road segments based on the video footage. I am not aware that any inspections took place.			Still an inspection. Added comment to report.			Ok	
25	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 3.2.2	It should be noted that the count was taken in the middle of the Covid-19 pandemic. While traffic volumes fluctuated during the pandemic they were often depressed compared to non pandemic volumes. Earlier counts for Monaro Highway suggest usage of up to 7000 vpd, and this can increase by up to 50% during the peak of the ski season. It may be worth qualifying the count data in some manner, or consider reviewing older count data to validate this count.			Comment added to the start of the section regarding COVID. Additional comment regarding the traffic patterns on the Monaro Highway.			Concern addressed. However please address typo regarding if the traffic is "higher or lower"(2nd para, 2nd sentence)	
26	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 3.2.4	Note the traffic count was taken in the midst of the pandemic when working from home was escalating rapidly. Consider qualifying that the traffic volumes may not be representative of typical/normal volumes due to this.			Comment added to the report. Data was collected during the first week of COVID shutdown.			Ok	
27	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 3.2.5, Section 3.2.9	Assumptions made on the usage of over 5 years old data would need more justification.			comment added			Ok	
28	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 3.2.10	There is likely to be a considerable difference in traffic volume between the urban and rural segments of Tharwa Drive. I would expect the rural sections to have less than 1000 vpd movements. It may be wrong noting this given the large differences in volumes.			I would consider this section of Tharwa Drive as an urban area as it dissects Theodore and part of Calwell and provides a connection for the southern section of Tuggeranong to the Monaro Highway. Comment added to the report.			Ok	
29	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 3.3	Dot points to the table - the curve widening noted for Cotter Road could be progressed as part of this project.			Recommendations for widening, however, the brief did not specify widening and our proposal excluded changes to the road geometry.			To be discussed as a part of variation.	
			0	N Boniface	17/03/2021		IDP	Section 3.3	Discussion on existing geometry and grades on Cotter Rd that RDG consider contributing to crashes here be described. Add preliminary assessment of constructability challenges, illustrated with typical cross-section(s) and what extra investigation work would be required if TCCS were to wish to progress such improvement.			Extent of work is outside the brief.				
30	DoS	ANRAM- Rural Sites	0	TMS	12/03/2021		TCCS	Section 4.1	Austrorads Guides to Road Safety and Road Design should be referred in addition to mentioned guideline to have better co-relation with all relevant guidelines for speed limit reduction as a part of Safe Systems Approach. For info 1742 AS- Speed Controls- Updated last year			AS1742 removed guidance on how speed limits should be set.				
31	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 4.1 dot point 3	This seems to be a different treatment to the speed limit reduction in the heading. The suggestion may have merit - however it may be best dealt with in another section (perhaps introduce a new heading for other potential options).			dot point adjusted.			Ok	

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32	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 4.1.3	Should include- Opportunities to implement speed limits consistent to speed limits in the area/adjoining roads.		Added			Ok		
33	DoS	ANRAM- Rural Sites	0	TMS	12/03/2021		TCCS	4.2.3	Only roads linking into NSW road network can use options for NSW technical Direction. However, other roads have flexibility to use the options under this Technical Direction. Might need to look into this for clarity.		Technical direction referred to as a guide. The ACT MITS 11 Section 1.4.7 provides the dimension detail for "profile" longitudinal pavement markings (ATLM) that need to be complied with by the line marking contractor					
34	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	4.2.3	It would give extra value if RDG could provide advice on suitable options on installation of ATLM on recommended roads considering the impact on cyclists			This will be considered during the design stage. Due to the shoulder on the majority of these roads it would likely be along the existing line marking.		OK		
35	DoS	ANRAM- Rural Sites	0	TMS			TCCS	Section 4.3	For consideration and info- NSW have updated types of Safety Barriers (terminal barriers).			This will be considered during the design stage. Regular review of approved barriers is undertaken.				
36	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 4.3	Last Para- Would be beneficial to mention if installation of BB2 centreline on roads mentioned have proven to be effective or not.			Due to the duration on the Monaro Highway, it is unclear of the benefit in the ACT. Added a sentence referencing a study from Queensland on wide		OK		
37	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 4.3.2	second point- use "errant" vehicle?			added		OK		
38	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 4.4.2	Perceived or actual environmental impacts is another potential disadvantage of clearing vegetation in the clear zone.		Added			OK		
39	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 4.5	A clear concise advice should be provided on preference of the option and advise way forward.			This treatment would need to be discussed with Stakeholders to identify which approach is preferred by the ACT Government.		Noted		
40	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 4.5.2	Should cost of maintenance be included as disadvantage?			Not considered a disadvantage. The Victoria system issues is likely due to not being maintained over a long period of time. No difference to the Smiley face system.		Noted		
41	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 4.6	Is there any evidence to prove the effectiveness of the treatment? Any evaluation done for the same? minding that if implemented the treatments would become as a part of trial and error as mentioned in the report.			No evidence of the benefit of applied treatments regarding pavement markings. Mixed results throughout Victoria with guidepost.		Please mention in the report.		
42	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 5	It is not clear why the pavement widening should be considered in the future, and not now as part of this engagement?			Recommendations for widening can be made for all roads to align with the requirements of Austroads. However, it is not considered as part of this project (proposal stated no changes to road geometry).		OK		
43	DoS	ANRAM- Rural Sites	0	K.Choden			TCCS	Section 5.1	Speed Limit review for wet weather conditions is highly required.			Unclear the benefit. On average Canberra has 108 days of rain, varying depending on the season. Also intensity differs on days. This would be considered more of a RMS pavement review.		Noted		
44	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 5.3	Provide more detailed rationale for the conclusion/recommendation that median barriers are only warranted in the HQJOC bypass.			The installation of median barriers for the undivided section of Kings Highway will require pavement widening. Additional comment added regarding the barriers.		Ok		
45	DoS	ANRAM- Rural Sites	0	K.Choden & N Boniface	10/03/2021		TCCS	Section 5, Table 5.1	Explanation required where some of the treatments in yellow highlighted cells in the Table 5.1 do not match what is given in ARRB Report recommendations:- -Tharwa Site 6 & Apollo Road- Have Reduced Speed Limit, ATLM, Safety Barriers (Both) -Tharwa Drive site 12- Speed Limit Reduction and Median Barrier			Based on Table C.2 of the brief. Have adjusted the table.			Noted that the treatments are as per table C2 of the brief.	
					17/03/2021		IDP	Table 5.1 and Section 5.7	Like with comments on Cotter Rd (29 above) identify existing geometry and grades that RDG consider may contribute poor safety conditions with preliminary assessment of constructability challenges, illustrated with typical cross-section(s) and what extra investigation work would be required at each site in a separate standalone table for consideration of TCCS.		Extent of work is outside the brief.					
46	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Table 5.2 (ALL)	Please explain how severity collision rate for all the roads were calculated/taken from.			Calculated based on the number of fatal collisions over the five year period and the provided traffic volumes. Where volumes were not provided assumptions with the traffic volumes where used.		Noted.		
47	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Table 5.2	Typo- "...between the roundabout with HGJOC to the ACT/NSW border (section 288)" should be "between the roundabout with HGJOC and the ACT/NSW border (section 388)"?		Corrected			To be check in Kings Highway Report		
48	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Table 5.3/Table 5.6	Not clear if the two criteria mentioned below from "road features" are for two sections or one section (Section 466, 467): -Sections of the road have safety barriers -Clearing behind safety barriers required		Table adjusted		Ok			
49	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Table 5.4	Please mention current speed limit when stating speed limit reduction to 80km/h is supported.		added			Ok		
50	DoS	ANRAM- Rural Sites	0	TMS	12/03/2021		TCCS	Table 5.4	It would be useful to mention how the proposed speed limit reduction on this unsealed section relates to sealed section for consistency in transition and provide recommendations for transitioning.			Speed limited are not provided on unsealed roads. South Australia provides a maximum speed in combination with a warning sign, however, this has not been adopted by the ACT on other recent projects (e.g. Smiths Road). This includes not providing advisory speed signs with curve signs on unsealed roads.				
51	DoS	ANRAM- Rural Sites	0	TMS	12/03/2021		TCCS	Table 5.5	The recommendation on speed limit reduction to take into account effects of Tharwa Drive Duplication project for purposes of maintaining consistency.			Outside the area of review.				
52	DoS	ANRAM- Rural Sites	0	K.Choden			TCCS	Tharwa Drive (Both sites)	For info- Feasibility studies for duplication underway for Section between (Box-hill avenue and pocket avenue). It would be beneficial to mention and take into consideration the effects of this duplication works while recommending treatments on this drive.		comment added.			Comment seems to suggest the other feasibility study should take into consideration the treatment recommended from this study, it should be other way around.		
53	DoS	ANRAM- Rural Sites	0	K.Choden	15/03/2021		TCCS	Table 5.5	For info.TMS is reviewing signs in the vicinity of the bridge, adjusting buffer. Arrangement will be different. Missing signs will be replaced.		Ok.			Ok		
54	DoS	ANRAM- Rural Sites	0	K.Choden	15/03/2021		TCCS	Table 5.6	Please specify which Sections are recommended for speed limits 60km/h and 80km/h noting that Brindabella Road passes through Uriarra village. It is to be noted that 60km/h speed limit is in place with missing signs			Shown on the concept sketches. Note that signs were missing at the time of the inspection and are not provided on the TCD grid.		Ok		
55	DoS	ANRAM- Rural Sites	0	K.Choden	15/03/2021		TCCS	Table 5.6/5.7	There is no reference as to how speed limit reduction will affect the cyclist loop.			Reducing the speed on sections of these roads below the roadside environment would require continual enforcement. It would also create a false sense of security for cyclists. Additionally, the reduction of the speed will not change the severity should a collision occur. (Note: SSA was not part of the brief for rural roads).		Noted.		
56	DoS	ANRAM- Rural Sites	0	TMS	12/03/2021		TCCS	Cyclist loop	It is recommended that separate table be maintained for cycling loop and undertake speed limit review assessment, considering volume of road users both vehicular and cyclists.							
57	DoS	ANRAM- Rural Sites	0	K.Choden	15/03/2021		TCCS	Table 5.11	Please provide reasons for expecting high 85th percentile speed for Cotter Road.			Based on observations of the road and travelling behind other road users (shadowing).		Ok		
58	DoS	ANRAM- Rural Sites	0	K.Choden			TCCS	Section 5.1	Review Table for Speed Limit Reduction missing for Rural Site 12 (Tharwa Drive)			Comments added to be base of Table 5-5.		Ok		
59	DoS	ANRAM- Rural Sites	0	K.Choden	15/03/2021		TCCS	Section 5.3	Typo- Third para-" provide" should be "provided".		corrected			Ok		
60	DoS	ANRAM- Rural Sites	0	K.Choden	15/03/2021		TCCS	Section 5.3	Recommendation on how to stage installation of Safety Barriers would be great. - installation of new barriers -Upgrading/extending old barriers. -treating non-compliant end terminals			Staging and priority setting to be established during stakeholder meeting.		Noted.		
61	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 5.7	Refer to comment above about pavement widening. There is existing and future capital funding that may be allocated to pavement widening - so design of high priority sites now is potentially warranted.			Recommendations for widening, however, the brief did not specify widening and our proposal excluded changes to the road geometry. Note that all the rural roads would require widening to achieve compliance with the current single carriageway rural road width, including the provision of shoulders (sealed and unsealed). This will require the consideration to the extent of cut and fill, implication to vegetation removal and the introduction to new roadside hazards due to the change in the edge line.		Ok		

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62	DoS	ANRAM- Rural Sites	0	N. Boniface	17/03/2021		IDP	Appendices	If appropriate - Add what design criteria would rural roads with current traffic volumes aspire to for a minimum 1 star (2 star and 3 star) rating according traffic volume as an ultimate reference point.			Not overall appropriate. Refer to Guide to Road Design Part 3, in particular Table 4.5. This things need to be considered during the design process.				
63	DoS	ANRAM- Rural Sites	0	N. Boniface	18/03/2021		IDP	Appendices	Ref: NB email 02/03/2021 - reminding Kings Highway be appended as complete standalone report.			Will remove the Kings Hwy to a separate report.				

DESIGN REVIEW RECORD (DRR)

30490 **Delivering ANRAM** Reducing risk of Fatal and Serious Injury Crashes on Arterial Roads
 Comments Register Rural Roads Design Option Study 03-Mar-21

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1	Draft DR	ANRAM- Rural Sites	0	K.Choden		Drawings	TCCS	All	Chainages missing/Length of treatments unknown in the drawing		O					
2	Draft DR	ANRAM- Rural Sites	0	K.Choden		Drawings	TCCS	All	what is the average spacing between two speed signs? Some signs are far placed.		O					
3	Draft DR	ANRAM- Rural Sites	0	K.Choden		Drawings	TCCS	All sites, ATLM	Please provide explanation/clarity in the report on why ATLMs are not suggested on curve sections and ATLM treatments are segmented, not continuous?		O					
4	Draft DR	ANRAM- Rural Sites	0	K.Choden		Drawings	TCCS	Boboyan Road	Why is there a changes in recommendations of treatment from previous report? - ATLM on edgelines not supported?		O					
5	Draft DR	ANRAM- Rural Sites	0	K.Choden		DoS Report	TCCS	Boboyan Road	Please mention that Boboyan is not sign posted for speed in the DoS report like it has been done for others		O					
6	Draft DR	ANRAM- Rural Sites	0	K.Choden		Drawings	TCCS	Orroral Road	page 8/8: Please check the cluster of signs.		O					
7	Draft DR	ANRAM- Rural Sites	0	K.Choden		Drawings	TCCS	Apollo Road	Why is there a changes in recommendations of treatment from previous report? - ATLM on edgelines not supported?		O					
8	Draft DR	ANRAM- Rural Sites	0	K.Choden		Drawings	TCCS	Corin	Why is there a changes in recommendations of treatment from previous report? - ATLM on edgelines not supported and why ATCL only on half of the section?		O					
9	Draft DR	ANRAM- Rural Sites	0	K.Choden		Drawings	TCCS	Tharwa Drive	Speed Limit transition not supported in DR?		O					

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1	DoS	Additional Rural Roads		KC	07/06/2021		TCCS	Section 3.2.3	Please recommend if traffic data assumed is sufficient or not.			Stated that the data on Boboyan Road would be sufficient and no new data is required				
2	DoS	Additional Rural Roads		KC	07/06/2021		TCCS	Section 3.3, Table 3.3	Please correct ARRB section numbers for Paddys River			Corrected				
3	DoS	Additional Rural Roads		KC			TCCS	Section 3.3, page 11, bullet point 2	Barriers installed to consider motorcycle protection. Needs discussion on difference in the design.			Added comment in Section 4.3				
4	DoS	Additional Rural Roads		KC	07/06/2021		TCCS	Section 6, Table 6-1	Cost Breakdown for 1. Barriers (new, replacement of existing and replacement of end terminals as done in previous reports) 2. Cost of removal of vegetations/clearing of hazards in the clear zone.			Barrier breakdown provided. The clearing of vegetation in the verge requires an ongoing programme, similar to the mowing programme.				
5	DoS	Additional Rural Roads		Pawel P	03/06/2021		TCCS		If RD Gossip could recommend cost estimates for sealing the shoulders			Section 5.6 states an indicative estimation of the cost of widening on one side of the road is circa \$2,500 per metre.				
6	DoS	Additional Rural Roads		Pawel P	03/06/2021		TCCS		Warning signs on all curves especially advisory speed signs (recommendation if it needs to be changed or replaced)			Section added to Sections 4 & 5				
7	DoS	Additional Rural Roads		Pawel P	03/06/2021		TCCS		Consistent with previous discussion, ATLM on the edgelines are not recommended if there are no shoulders. However, as the report recommends widening of roads, therefore, RD Gossip to recommend installation of ATLM with the widening works. For road with insufficient shoulder, ATLM on the centrelines to be progressed			Comment added to Section 5.6 to state that an assessment of whether ATLM can be installed as part of pavement widening should be undertaken as part of the design.				

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3	DoS	Additional Rural Roads		KC			TCCS	Section 3.3, page 11, bullet point 2	Barriers installed to consider motorcycle protection. Needs discussion on difference in the design.							
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5	DoS	Additional Rural Roads		Pawel P	03/06/2021		TCCS		If RD Gossip could recommend cost estimates for sealing the shoulders							
6	DoS	Additional Rural Roads		Pawel P	03/06/2021		TCCS		Warning signs on all curves especially advisory speed signs (recommendation if it needs to be changed or replaced)							
7	DoS	Additional Rural Roads		Pawel P	03/06/2021		TCCS		Consistent with previous discussion, ATLM on the edgelines are not recommended if there are no shoulders. However, as the report recommends widening of roads, therefore, RD Gossip to recommend installation of ATLM with the widening works. For road with insufficient shoulder, ATLM on the centrelines to be progressed							

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30490 Delivering ANRAM
Comments Register

Reducing risk of Fatal and Serious Injury Crashes on Arterial Roads
Rural Roads Design Option Study
03-Mar-21

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1	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Report (page 1) Concept Sketches Title for ALL Reports	Instead just saying "Delivering ANRAM", please change it to "Delivering ANRAM- Reducing risk of Fatal and Serious Injury Crashes on Arterial Roads"			Changed in report			Ok	
2	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 2.0	Insert table C3 given in the project brief for more clarity on the sections of roads under consideration if suitable			Unsure the benefit this would provide and given the entire length of the rural roads was reviewed (except Tharwa, which was based on the roadside environment due to mixture of rural and urban sections.			Ok	
3	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 2.1	Mention a line in the paragraph saying that Kings Highway will have separate independent report.			Changed in report			Ok	
4	DoS	ANRAM- Rural Sites	0	K.Choden			TCCS	Concept Sketch/Report Section on Kings Highway	Kings Highway portions inserted here are amended version after TCCS review?			Yes			Ok	
5	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 2.1	Please mention properly that Rural sites 1,2 & 3 are under Kings Highway.			Report states "Sections 1, 2 and 3 combined", changed "sections" to "sites".			Ok	
6	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 2.2, 2.3, 2.4, 2.7, 2.10	All proposed treatments by ARRB report have not been mentioned			Proposed treatments were based on Table C1 and accounted for the associated comments notes			Fair	
7	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 2.2 Para 1	Monaro Highway does not connect to the south coast. It continues south through NSW in land and crosses the NSW/Vic border before terminating in Cann River in Victoria.			Changed South Coast to Victoria.			Ok	
8	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 2.2	First para, "between the ACT and the Monaro"? Should it be between the ACT and the NSW?			Changed the Monaro to Southern NSW			Ok	
9	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 2.2. Para 4	It is not clear what the extent of the study area for this road was. Was it 3.5km length immediately north of the NSW border. Or was it the whole length of the undivided section (ie NSW border to Johnson Drive roundabout)? Add a figure or map for each road to clarify this.			Added some more description to the report. Agree that a map would be beneficial, however, due to the length of the sections of road it would be large scale maps with little detail.			Rejected. Two sentences are contradicting.	
10	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 2.3 Para 4	Multiple parentheses in the first sentence.			Corrected			Ok	
11	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 2 generally	It would be beneficial to highlight further key features that may contribute to road safety issues in the description of each road, such as intersections. Monaro Highway has a number of T-intersections, as does Boboyan Road. These have different existing arrangements and are worth considering from a road safety perspective.			Added a comment in the report.			Hopefully this comment is also addressed in Kings Highway Report	
12	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 2.3	" road commences circa 5.5km from the NSW border"- The length of the last section is 5.5km towards NSW border, not from NSW border.			?			The length of the section (last section as per ARRB Report) is 5.5km and its chainage runs from end of consecutive section inside the border towards NSW border, not from NSW border.	
13	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 2.3	A bit of clarity on which sections have sealed section and the length of the sealed sections would be beneficial.			Added a comment in the report.			Fair	
14	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 2.4 item numbers 4 and 5	Should be Knoke Avenue.			corrected			Correction not required	
15	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 2.4 item number 5	Also has a section of 50 or 60km/h through Tharwa Village after crossing Tharwa Bridge heading south.			Added a comment in the report.			Ok	
16	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	General comment	The ARRB report did not have overlapping sections - where there were divided carriageways the ARRB report had separate chainages for each carriageway but the chainages were not unique. I believe that this is owing to the carriageways having potentially different parameter values that are used in the ANRAM ad star rating models (ie one carriageway may have extensive unprotected roadside hazards, the other carriageway at that location may not have any hazards resulting in differing ratings for each carriageway).			Understood. In reviewing the length of the road, an overall chainage was reviewed rather than provide short individual chainages. Adjust the report to reflect.			Ok	
17	DoS	ANRAM- Rural Sites	0	TMS	12/03/2021		TCCS	Section 2.5	Brindabella Road has 60km/h in the mixture of speeds, with speed signage missing. Please include 60km/h as existent speed limit			Signage was missing at the time of the inspection. The TCD base also does not indicate the 60km/h signs.			Maybe reflect regarding it in the report?	
18	DoS	ANRAM- Rural Sites	0	TMS	12/03/2021		TCCS	Section 2.7	Existing speeds on Corin Road are mis of 80 and 100km/h, with missing signage	mis?		Signage was missing at the time of the inspection. The TCD base also does not indicate the speed signs.			Maybe reflect regarding it in the report?	
19	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 2.7	There is no median Barrier treatment recommended in ARRB Report for this road. Please confirm again.			Removed			Ok	
20	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 2.8	Section identified for the study is not middle section. Its the first section as per ARRB Report.			Corrected			OK	
21	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 2 general comment	It may be worth noting roads that deal with considerable topographical changes, horizontal curves etc such as Brindabella Road (climbs over the Brindabella range), Boboyan Road traversing the southern ranges in Namadgi National Park etc			Added a comment in the report.			Ok	
22	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 2.10 item number 1	Should be Murrumbidgee River			Corrected			Ok	
23	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 3.2.3 & All	If traffic data is not collected in the future, the assumptions on the traffic data would need to be justified with detailed explanation for all roads.			Collection of Data for roads is being undertaken. Note that some of the roads (Ormorah and Apollo Roads) are closed and therefore no counts should be undertaken until they are opened to the public.			For those roads with no current traffic, assumptions made still needs to be clarified.	
24	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 3.1	My understanding is that the ARRB report was completed based on video footage of all roads, and subsequent coding of the road segments based on the video footage. I am not aware that any inspections took place.			Still an inspection. Added comment to report.			Ok	
25	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 3.2.2	It should be noted that the count was taken in the middle of the Covid-19 pandemic. While traffic volumes fluctuated during the pandemic they were often depressed compared to non pandemic volumes. Earlier counts for Monaro Highway suggest usage of up to 7000 vpd, and this can increase by up to 50% during the peak of the ski season. It may be worth qualifying the count data in some manner, or consider reviewing older count data to validate this count.			Comment added to the start of the section regarding COVID. Additional comment regarding the traffic patterns on the Monaro Highway.			Concern addressed. However please address typo regarding if the traffic is "higher or lower"(2nd para, 2nd sentence)	
26	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 3.2.4	Note the traffic count was taken in the midst of the pandemic when working from home was escalating rapidly. Consider qualifying that the traffic volumes may not be representative of typical/normal volumes due to this.			Comment added to the report. Data was collected during the first week of COVID shutdown.			Ok	
27	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 3.2.5, Section 3.2.9	Assumptions made on the usage of over 5 years old data would need more justification.			comment added			Ok	
28	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 3.2.10	There is likely to be a considerable difference in traffic volume between the urban and rural segments of Tharwa Drive. I would expect the rural sections to have less than 1000 vpd movements. It may be wrong noting this given the large differences in volumes.			I would consider this section of Tharwa Drive as an urban area as it dissects Theodore and part of Calwell and provides a connection for the southern section of Tuggerahong to the Monaro Highway. Comment added to the report.			Ok	
			0	Steve Hare	09/03/2021		TCCS		Dot points to the table - the curve widening noted for Cotter Road could be progressed as part of this project.			Recommendations for widening, however, the brief did not specify widening and our proposal excluded changes to the road geometry.			To be discussed as a part of variation.	

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29	DoS	ANRAM- Rural Sites	0	N Boniface	17/03/2021		IDP	Section 3.3	Discussion on existing geometry and grades on Cotter Rd that RDG consider contributing to crashes here be described. Add preliminary assessment of constructability challenges, illustrated with typical cross-section(s) and what extra investigation work would be required if TCCS were to wish to progress such improvement.			Extent of work is outside the brief.				
30	DoS	ANRAM- Rural Sites	0	TMS	12/03/2021		TCCS	Section 4.1	Austrroads Guides to Road Safety and Road Design should be referred in addition to mentioned guideline to have better co-relation with all relevant guidelines for speed limit reduction as a part of Safe Systems Approach. For info 1742 AS- Speed Controls- Updated last year			AS1742 removed guidance on how speed limits should be set.				
31	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 4.1 dot point 3	This seems to be a different treatment to the speed limit reduction in the heading. The suggestion may have merit - however it may be best dealt with in another section (perhaps introduce a new heading for other potential options).			dot point adjusted.			Ok	
32	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 4.1.3	Should include- Opportunities to implement speed limits consistent to speed limits in the area/adjoining roads.			Added			Ok	
33	DoS	ANRAM- Rural Sites	0	TMS	12/03/2021		TCCS	4.2.3	Only roads linking into NSW road network can use options for NSW technical Direction. However, other roads have flexibility to use the options under this Technical Direction.Might need to look into this for clarity.			Technical direction referred to as a guide. The ACT MITS 11 Section 1.4.7 provides the dimension detail for "profile" longitudinal pavement markings (ATLM) that need to be complied with by the line marking contractor				
34	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	4.2.3	It would give extra value if RDG could provide advice on suitable options on installation of ATLM on recommended roads considering the impact on cyclists			This will be considered during the design stage. Due to the shoulder on the majority of these roads it would likely be along the existing line marking.			OK	
35	DoS	ANRAM- Rural Sites	0	TMS			TCCS	Section 4.3	For consideration and info- NSW have updated types of Safety Barriers (terminal barriers).			This will be considered during the design stage. Regular review of approved barriers is undertaken.				
36	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 4.3	Last Para- Would be beneficial to mention if installation of BB2 centreline on roads mentioned have proven to be effective or not.			Due to the duration on the Monaro Highway, it is unclear of the benefit in the ACT. Added a sentence referencing a study from Queensland on wide centrelines.			OK	
37	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 4.3.2	second point- use "errant" vehicle?			added			OK	
38	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 4.4.2	Perceived or actual environmental impacts is another potential disadvantage of clearing vegetation in the clear zone.			Added			OK	
39	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 4.5	A clear concise advice should be provided on preference of the option and advise way forward.			This treatment would need to be discussed with Stakeholders to identify which approach is preferred by the ACT Government.			Noted	
40	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 4.5.2	Should cost of maintenance be included as disadvantage?			Not considered a disadvantage. The Victoria system issues is likely due to not being maintained over a long period of time. No difference to the Smiley face system.			Noted	
41	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 4.6	Is there any evidence to prove the effectiveness of the treatment? Any evaluation done for the same? minding that if implemented the treatments would become as a part of trial and error as mentioned in the report.			No evidence of the benefit of applied treatments regarding pavement markings. Mixed results throughout Victoria with guidepost.			Please mention in the report.	
42	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 5	It is not clear why the pavement widening should be considered in the future, and not now as part of this engagement?			Recommendations for widening can be made for all roads to align with the requirements of Austrroads. However, it is not considered as part of this project (proposal stated no changes to road geometry).			OK	
43	DoS	ANRAM- Rural Sites	0	K.Choden			TCCS	Section 5.1	Speed Limit review for wet weather conditions is highly required.			Unclear the benefit. On average Canberra has 108 days of rain, varying depending on the season. Also intensity differs on days. This would be considered more of a RMS pavement review.			Noted	
44	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 5.3	Provide more detailed rationale for the conclusion/recommendation that median barriers are only warranted in the HQJOC bypass.			The installation of median barriers for the undivided section of Kings Highway will require pavement widening. Additional comment added regarding the barriers.			Ok	
45	DoS	ANRAM- Rural Sites	0	K.Choden & N Boniface	10/03/2021		TCCS	Section 5, Table 5.1	Explanation required where some of the treatments in yellow highlighted cells in the Table 5.1 do not match what is given in ARRB Report recommendations:- -Tharwa Site 6 & Apollo Road- Have Reduced Speed Limit, ATLM, Safety Barriers (Both) -Tharwa Drive site 12- Speed Limit Reduction and Median Barrier			Based on Table C.2 of the brief. Have adjusted the table.			Noted that the treatments are as per table C2 of the brief.	
					17/03/2021		IDP	Table 5.1 and Section 5.7	Like with comments on Cotter Rd (29 above) identify existing geometry and grades that RDG consider may contribute poor safety conditions with preliminary assessment of constructability challenges, illustrated with typical cross-section(s) and what extra investigation work would be required at each site in a separate standalone table for consideration of TCCS.			Extent of work is outside the brief.				
46	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Table 5.2 (ALL)	Please explain how severity collision rate for all the roads were calculated/taken from.			Calculated based on the number of fatal collisions over the five year period and the provided traffic volumes. Where volumes were not provided assumptions with the traffic volumes where used.			Noted.	
47	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Table 5.2	Typo- "...between the roundabout with HGJOC to the ACT/NSW border (section 288)" should be "between the roundabout with HGJOC and the ACT/NSW border (section 388)"?			Corrected			To be check in Kings Highway Report	
48	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Table 5.3/Table 5.6	Not clear if the two criteria mentioned below from "road features" are for two sections or one section (Section 466, 467): -Sections of the road have safety barriers -Clearing behind safety barriers required			Table adjusted			Ok	
49	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Table 5.4	Please mention current speed limit when stating speed limit reduction to 80km/h is supported.			added			Ok	
50	DoS	ANRAM- Rural Sites	0	TMS	12/03/2021		TCCS	Table 5.4	It would be useful to mention how the proposed speed limit reduction on this unsealed section relates to sealed section for consistency in transition and provide recommendations for transitioning.			Speed limited are not provided on unsealed roads. South Australia provides a maximum speed in combination with a warning sign, however, this has not been adopted by the ACT on other recent projects (e.g. Smiths Road). This includes not providing advisory speed signs with curve signs on unsealed roads.				
51	DoS	ANRAM- Rural Sites	0	TMS	12/03/2021		TCCS	Table 5.5	The recommendation on speed limit reduction to take into account effects of Tharwa Drive Duplication project for purposes of maintaining consistency.			Outside the area of review.				
52	DoS	ANRAM- Rural Sites	0	K.Choden			TCCS	Tharwa Drive (Both sites)	For info- Feasibility studies for duplication underway for Section between (Box-hill avenue and pocket avenue). It would be beneficial to mention and take into consideration the effects of this duplication works while recommending treatments on this drive.			comment added.			Comment seems to suggest the other feasibility study should take into consideration the treatment recommended from this study, it should be other way around.	
53	DoS	ANRAM- Rural Sites	0	K.Choden	15/03/2021		TCCS	Table 5.5	For info.TMS is reviewing signs in the vicinity of the bridge, adjusting buffer. Arrangement will be different. Missing signs will be replaced.			Ok.			Ok	

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54	DoS	ANRAM- Rural Sites	0	K.Choden	15/03/2021		TCCS	Table 5.6	Please specify which Sections are recommended for speed limits 60km/h and 80km/h noting that Brindabella Road passes through Uriarra village. It is to be noted that 80km/h speed limit is in place with missing signs			Shown on the concept sketches. Note that signs were missing at the time of the inspection and are not provided on the TCD grid.			Ok	
55	DoS	ANRAM- Rural Sites	0	K.Choden	15/03/2021		TCCS	Table 5.6/5.7	There is no reference as to how speed limit reduction will affect the cyclist loop.						Noted.	
56	DoS	ANRAM- Rural Sites	0	TMS	12/03/2021		TCCS	Cyclist loop	It is recommended that separate table be maintained for cycling loop and undertake speed limit review assessment, considering volume of road users both vehicular and cyclists.			Reducing the speed on sections of these roads below the roadside environment would require continual enforcement. It would also create a false sense of security for cyclists. Additionally, the reduction of the speed will not change the severity should a collision occur. (Note: SSA was not part of the brief for rural roads).				
57	DoS	ANRAM- Rural Sites	0	K.Choden	15/03/2021		TCCS	Table 5.11	Please provide reasons for expecting high 85th percentile speed for Cotter Road.			Based on observations of the road and travelling behind other road users (shadowing).			Ok	
58	DoS	ANRAM- Rural Sites	0	K.Choden				Section 5.1	Review Table for Speed Limit Reduction missing for Rural Site 12 (Thanwa Drive)			Comments added to be base of Table 5-5.			Ok	
59	DoS	ANRAM- Rural Sites	0	K.Choden	15/03/2021		TCCS	Section 5.3	Typo- Third para-" provide" should be "provided".			corrected			Ok	
60	DoS	ANRAM- Rural Sites	0	K.Choden	15/03/2021		TCCS	Section 5.3	Recommendation on how to stage installation of Safety Barriers would be great. - installation of new barriers -Upgrading/extending old barriers. -treating non-compliant end terminals			Staging and priority setting to be established during stakeholder meeting.			Noted.	
61	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 5.7	Refer to comment above about pavement widening. There is existing and future capital funding that may be allocated to pavement widening - so design of high priority sites now is potentially warranted.			Recommendations for widening, however, the brief did not specify widening and our proposal excluded changes to the road geometry. Note that all the rural roads would require widening to achieve compliance with the current single carriageway rural road width, including the provision of shoulders (sealed and unsealed). This will require the consideration to the extent of cut and fill, implication to vegetation removal and the introduction to new roadside hazards due to the change in the edge line.			Ok	
62	DoS	ANRAM- Rural Sites	0	N. Boniface	17/03/2021		IDP	Appendices	If appropriate - Add what design criteria would rural roads with current traffic volumes aspire to for a minimum 1 star (2 star and 3 star) rating according traffic volume as an ultimate reference point.			Not overallly appropriate. Refer to Guide to Road Design Part 3, in particular Table 4.5. This things need to be considered during the design process.				
63	DoS	ANRAM- Rural Sites	0	N. Boniface	18/03/2021		IDP	Appendices	Ref: NB email 02/03/2021 - reminding Kings Highway be appended as complete standalone report.			Will remove the Kings Hwy to a separate report.				

DESIGN REVIEW RECORD (DRR)

COMPLIANCE STATUS

O Observation / Comment
 D From info currently provided not able to determine whether design / proposal is compliant.
 N Non-Compliant
 M Minor non-compliance for immediate action but subsequently documented in next version.

RESPONSE STATUS

O Open
 C Closed
 CS Closed SUBJECT TO additional action / information

No.	Stage	PACKAGE	Rev	Reviewer	Initial Comment Date	Discipline	Organisation	Document Reference	Reviewer Initial Comment	Standards Reference	Compliance Status	Designer Response	Initial Response Date	Response Status	Reviewer Comment on	Date Comment Closed
1	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Report (page 1)/Concept Sketches Title for ALL Reports	Instead just saying "Delivering ANRAM", please change it to "Delivering ANRAM- Reducing risk of Fatal and Serious Injury Crashes on Arterial Road"							
2	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 2.0	Insert table C3 given in the project brief for bit of clarity on the sections of roads under consideration if suitable							
3	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 2.1	Mention a line in the paragraph saying that Kings Highway will have separate independent report.							
4	DoS	ANRAM- Rural Sites	0	K.Choden				Concept Sketch/Report Section on Kings Highway	Kings Highway portions inserted here are amended version after TCCS review?							
5	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 2.1	Please mention properly that Rural sites 1,2 & 3 are under Kings Highway.							
6	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 2.2, 2.3, 2.4, 2.7, 2.10	All proposed treatments by ARRB report have not been mentioned							
7	DoS	ANRAM- Rural Sites	0	Steve Hare	09-Mar-2021		TCCS	Sectin 2.2 Para 1	Monaro Highway does not connect to the south coast. It continues south through NSW in land and cross the NSW/Vic border before terminating in Cann River in Victoria.							
8	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Seciton 2.2	First para, "between the ACT and the Monaro"? Should it be between the ACT and the NSW?							
9	DoS	ANRAM- Rural Sites	0	Steve Hare	09-Mar-2021		TCCS	Section 2.2. Para 4	It is not clear what the extent of the study area for this road was. Was it 3.5km length immediately north of the NSW border. Or was it the whole length of the undivided section (ie NSW boder to Johnson Drive roundabout)? A figure or map for each road may add value to clarify this.							
10	DoS	ANRAM- Rural Sites	0	Steve Hare	09-Mar-2021		TCCS	Section 2.3 Para 4	Multiple parenthes in the first sentence.							
11	DoS	ANRAM- Rural Sites	0	Steve Hare	09-Mar-2021		TCCS	Section 2 generally	It ay be beneficial to hgilight further key features that may contribute to road safety issues in the descriptio of each road, such as intersections. Monaro Highway has a number of t intersections, as does Bobeyan Road. These have different existing arrangements and are worth considering from a road safety perspective.							
12	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Seciton 2.3	" road commences circa 5.5km from the NSW border"- The length of the last section is 5.5km towards NSW border, not from NSW border.							
13	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Seciton 2.3	A bit of clarify on which sections have sealed section and the length of the sealed sections would be beneficial							
14	DoS	ANRAM- Rural Sites	0	Steve Hare	09-Mar-2021		TCCS	Section 2.4 item numbers 4 and 5	Should be Knoke Avenue.							
15	DoS	ANRAM- Rural Sites	0	Steve Hare	09-Mar-2021		TCCS	Section 2.4 item number 5	Also has a section of 50 or 60km/h through Tharwa Village after crossing Tharwa Bridge heading south.							
16	DoS	ANRAM- Rural Sites	0	Steve Hare	09-Mar-2021		TCCS	General comment	The ARRB report did not have overlapping sections - where there were divided carriageways the ARRB report had separate chainages for each carriageway but the chainages were not unique. I believe that this is owing to the carriageways having potentially different parameter values that are used in teh ANRAM ad star rating models (ie one carriage way may have extensive unprotected roadside hazards, the otehr carraigeway at that location may not have any hazards resulting in differing ratings for each carriageway).							
17	DoS	ANRAM- Rural Sites	0	TMS	12/03/2021		TCCS	Seciton 2.5	Brindabella Road has 60km/h in the mixture of speeds, with speed signages missing. Please include 60km/h as existent speed limit							
18	DoS	ANRAM- Rural Sites	0	TMS	12/03/2021		TCCS	Seciton 2.7	Existing speeds on Corin Road are mis of 80 and 100km/h, with missing signages							
19	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Seciton 2.7	There is no median Barrier treatment recommended in ARRB Report for this road. Please confirm again.							
20	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 2.8	Section identified for the study is not middle section. Its the first section as per ARRB Report.							

DESIGN REVIEW RECORD (DRR)

COMPLIANCE STATUS

O Observation / Comment
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 N Non-Compliant
 M Minor non-compliance for immediate action but subsequently documented in next version.

RESPONSE STATUS

O Open
 C Closed
 CS Closed SUBJECT TO additional action / information

No.	Stage	PACKAGE	Rev	Reviewer	Initial Comment Date	Discipline	Organisation	Document Reference	Reviewer Initial Comment	Standards Reference	Compliance Status	Designer Response	Initial Response Date	Response Status	Reviewer Comment on	Date Comment Closed
21	DoS	ANRAM- Rural Sites	0	Steve Hare	09-Mar-2021		TCCS	Section 2 general comment	It may be worth noting roads that deal with considerable topographical changes, horizontal curves etc such as Brindabella Road (climbs over the Brindabella range), Boboyan Road traversing the southern ranges in Namadgi National Park etc							
22	DoS	ANRAM- Rural Sites	0	Steve Hare	09-Mar-2021		TCCS	Section 2.10 item number 1	Should be Murrumbidgee River							

Bruan, Nicole

From: [REDACTED]@rdgossip.com.au>
Sent: Wednesday, 17 March 2021 3:04 PM
To: Choden, Kencho
Cc: Boniface, Noel
Subject: RE: 30490 - Delivering ANRAM - Reducing the Risk of Fatal and Serious Injury Crashes on Arterial Roads- Public Feedback Data on Urban Sites

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 Kencho,

I have read through the public feedback on the roads below. There is nothing that will influence this project.

Regards

RD Gossip Pty Ltd
Unit 120, 12 Provan Street
Campbell ACT 2612 Australia
Phone: (02) [REDACTED]
E: [REDACTED]@rdgossip.com.au

From: Choden, Kencho [mailto:Kencho.Choden@act.gov.au]
Sent: Wednesday, 17 March 2021 2:03 PM
To: [REDACTED]@rdgossip.com.au>
Cc: Boniface, Noel <Noel.Boniface@act.gov.au>
Subject: 30490 - Delivering ANRAM - Reducing the Risk of Fatal and Serious Injury Crashes on Arterial Roads- Public Feedback Data on Urban Sites

OFFICIAL

Hi [REDACTED]
Please find requested public feedback data for following sites:

- Kingsford Smith Drive
- Baldwin Drive
- Owen Dixon Drive
- Long Gully Road

Please note that the period of this data is 01/03/2020 to 04/02/2021. There seems to be no data on Taverner street.

With kind regards

Kencho Choden

Project Officer | Infrastructure Delivery
City Services | Transport Canberra and City Services Directorate
ACT Government | Level 2, 480 Northborne Avenue, Dickson
Phone: (02)62072219 | Email: Kencho.Choden@act.gov.au

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recipient, please notify the sender and delete all copies of this transmission along with any attachments immediately. You should not copy or use it for any purpose, nor disclose its contents to any other person.

Bruan, Nicole

From: Choden, Kencho
Sent: Wednesday, 17 March 2021 2:03 PM
To: [REDACTED]
Cc: Boniface, Noel
Subject: 30490 - Delivering ANRAM - Reducing the Risk of Fatal and Serious Injury Crashes on Arterial Roads- Public Feedback Data on Urban Sites
Attachments: Public Feedback Data.xlsx

OFFICIAL

Hi [REDACTED],

Please find requested public feedback data for following sites:

- Kingsford Smith Drive
- Baldwin Drive
- Owen Dixon Drive
- Long Gully Road

Please note that the period of this data is 01/03/2020 to 04/02/2021. There seems to be no data on Taverner street.

With kind regards

Kencho Choden

Project Officer | Infrastructure Delivery
City Services | Transport Canberra and City Services Directorate
ACT Government | Level 2, 480 Northborne Avenue, Dickson
Phone: (02)62072219 | Email: Kencho.Choden@act.gov.au

WRSupportingInformation

WR10611 : Attended the area and found nothing. area has been titter picked recently, however no matching items were noticed

Initial enquiry info only. See CRM for additional correspondence.

Defect location info may be incorrect (address validation limitations).

Roads, parking & vehicles

Roads & traffic

What is being requested?*

Litter & illegal dumping

What is the issue?*

Other e.g. litter/material/debris

Please provide more information*

Cardboard box with household garbage with a putrid smell. Was in the middle of the road and now moved to the side on the verge located at the T section of Yamba/Erindale drive and Long Gully road. Item weighs about 30kg as per caller.

Is it posing a safety hazard?*

Yes

WR12560 : Please refer to City Rangers

Initial enquiry info only. See CRM for additional correspondence.

Defect location info may be incorrect (address validation limitations).

Can you provide any additional information about the location of the job to help us find the issue (i.e., intersections, buildings, landmarks, features)?:

What is the issue?:

Litter & illegal dumping

What are you reporting?:

Other e.g. litter/material/debris

Is it posing a safety hazard?:

No

Please provide more information

following a truck up Long Gully Road, on Monday 4 January 2021, registration number YLA 28K, and lots of rubbish was blowing out of the truck, looked like either pieces of white cardboard or polystyrene sheets. The name [REDACTED] was on the doors.

Bruan, Nicole

From: Choden, Kencho
Sent: Friday, 14 May 2021 3:43 PM
To: Hare, Steven; Potapowicz, Pawel
Cc: Beljic, Miloje
Subject: RE: ANRAM- Safety Treatments Selection for Detailed Design (Urban and Rural roads)

OFFICIAL

Thanks a lot Steve.

[@Potapowicz, Pawel](#) we would really appreciate if you could provide your advice as soon as you can.

Thanks
Kencho

From: Hare, Steven <Steven.Hare@act.gov.au>
Sent: Friday, 14 May 2021 3:28 PM
To: Choden, Kencho <Kencho.Choden@act.gov.au>; Potapowicz, Pawel <Pawel.Potapowicz@act.gov.au>
Cc: Beljic, Miloje <Miloje.Beljic@act.gov.au>
Subject: RE: ANRAM- Safety Treatments Selection for Detailed Design (Urban and Rural roads)

OFFICIAL

Hi Kencho,

Thanks for providing. From IP point of view (noting we are focusing more on what is deliverable under the Road Safety Program as opposed to highest priority from safety point of view) we can provide the following advice:

- We support the design work already committed for Monaro Highway, Tharwa Drive and Brindabella Road
- We would encourage works to be progressed to design barriers, signage and perceptual countermeasures and ATLM totalling ~\$1.4m for Brindabella Road (so we would need to add more measures to the current Brindabella design scope)
- We would encourage all the works on Long Gully road to be designed (barriers and ATLM to circa \$140k)
- We would encourage the design of barriers on Canberra Avenue (possibly being progressed already)

Many or possibly all of these projects may be funded under the road safety program which is being delivered in 6 month tranches, and if there is a need to prioritise some works those works that can be designed without needing NVA works approvals, extensive environmental approvals etc may warrant early attention/prioritisation.

If the existing ANRAM funding is not sufficient to progress all the design work suggested above please let IP know (this will help us to shape the Road Safety Program accordingly).

Kind regards,

Steve Hare

From: Choden, Kencho <Kencho.Choden@act.gov.au>
Sent: Thursday, 13 May 2021 3:32 PM
To: Hare, Steven <Steven.Hare@act.gov.au>; Potapowicz, Pawel <Pawel.Potapowicz@act.gov.au>

Cc: Beljic, Miloje <Miloje.Beljic@act.gov.au>

Subject: ANRAM- Safety Treatments Selection for Detailed Design (Urban and Rural roads)

Importance: High

OFFICIAL

Hi,

We are finalising treatments for both urban roads and rural roads in ANRAM program to progress into detailed designs. The treatments recommended by RD Gossip (our Consultant) includes:

1. Speed reductions
2. ATLM installations
3. Safety barriers (roadsides)- including installation of new barriers, replacement of non-compliant barriers terminals, etc.. (detailed in excel sheet),
4. Cyclist safety measures- Bicycle activated warning signs
5. Lane narrowing
6. Perception countermeasures
7. Installation of transverse bars on approach to roundabouts

But scope of brief includes only:

1. Speed reductions
2. ATLM installations
3. Safety barriers (
4. Cyclist safety measures- Bicycle activated warning signs (this needs to be confirmed as its not clear if the brief asked for detailed design)

We are seeking advice from Roads ACT and IP as to which treatments within scope should be progressed to detailed designs, and if you see importance/value in progressing treatments outside the brief's scope for safety improvements. Our plan is to progress detailed designs on all works within project's scope provided that its within quantity proposed by RD Gossip which is as below:

Quantity of safety barriers sets within the scope of RD Gossip's proposal:

Location	Sites Identified for Installation	Proposed Sets
Rural	Kings Highway	
	Site A – 1 set (barrier extension)	
	Site B – 1 set	
	Site C – 1 set	
	Site D – 2 sets (two separate barriers).	
Urban	Mugga Lane- 2 sets	

Please note- Only two sets of safety barriers are proposed in RD Gossip's urban PSP report, therefore, balance sets could be used in rural sites. RD Gossip advised that 16 sets of urban sites safety barriers proposed would convert into 10 sets of rural sites safety barriers.

However, we are open to including more sets on your advice. Also an advice on if **Bicycle Activated Warning Signs** should be progressed further for detailed designs as no other treatments recommendations are made for cyclist safety other than recommendation of widening roads (which has been stated as out of brief's scope). Please note that this warning signs will be first of its kind in the ACT.

Also please note in the excel sheets, safety barriers treatments for green shaded sites have construction funding allocated in the next FY and detailed designs (installation of new? barriers only and ATLM) will be

progressed. Drawings attached are for locations of safety barriers and let me know if you want to see again sketches of all sites.

I would be thankful for your quick action as this tasks have been time critical now. Please let me if any questions.

Thanks

With kind regards,

Kencho Choden

Project Officer | Infrastructure Delivery

City Services | Transport Canberra and City Services Directorate

ACT Government | Level 2, 480 Northbourne Avenue, Dickson

Phone: (02)62072219 | Email: Kencho.Choden@act.gov.au

Bruan, Nicole

From: [REDACTED]@rdgossip.com.au>
Sent: Monday, 17 May 2021 4:13 PM
To: Choden, Kencho
Cc: Boniface, Noel; Stojanov, Milan; Beljic, Miloje; [REDACTED]
Subject: RE: ANRAM- Confirmation of final treatments on Urban and Rural sites for FSP/DR stage
Attachments: ANRAM- Treatments recommendations from RD Gossip for FSP-DR stage_RD Com....xlsx

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 Kencho,

Attached is the provided spreadsheet with some comments.

Note that the following regarding the barriers for the construction budget:

	Length	Sets/ Sections
Monaro Highway	530	4
Tharwa Drive (site 6)	150	5
Brindabella Road (between Cotter Road and Uriarra Road)	3,200	20
Total	3,880	29

Refer to the extract from the email that was sent last Tuesday.

A summary of the barrier design component is provided below

Location	Designed		Remaining	
	Survey	Sets		Sets
Rural Roads	1,000m	5	2,000m	20
Urban Roads (indicative)	200m	2	1,800m	16
Adjusted remaining urban roads to rural roads*			1,000m	10
Total			3,000	30

*Note that the cost for the barriers in the urban sites in relations to the rural sites cost less to design due to travel to the site for survey/ site inspections/ design checks. Transferring the urban component of the barriers to the rural sites would equate 10 sets and 1,000m of survey.

Based on the above, the extent of survey is exceeded by circa 880m with one set remaining.

Please also note that the time to undertake and receive survey also impacts the design period. I just spoke to the surveyor, he said he is busy, however, will provide slots for us.

Note that the remaining green highlight sites (Cotter, Uriarra and Tharwa Site 12, and Brindabella Road (west of Uriarra Road) have circa 5,800m worth of survey (Site 12 end terminal survey). I have not counted the number of number of sets for these areas. Obtaining survey for these site will be difficult to achieve within the set timeframe due to available resources.

I think we should have a teams meeting tomorrow morning (free all morning) to discuss. Please send through a meeting request that suits your timing.

Regards

RD Gossip Pty Ltd

Unit 120, 12 Provan Street
Campbell ACT 2612 Australia

Phone: ([REDACTED]

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

From: Choden, Kencho [mailto:Kencho.Choden@act.gov.au]

Sent: Monday, 17 May 2021 11:38 AM

To: [REDACTED]@rdgossip.com.au; [REDACTED]@rdgossip.com.au

Cc: Boniface, Noel <Noel.Boniface@act.gov.au>; Stojanov, Milan <Milan.Stojanov@act.gov.au>; Beljic, Miloje <Miloje.Beljic@act.gov.au>

Subject: ANRAM- Confirmation of final treatments on Urban and Rural sites for FSP/DR stage

Importance: High

OFFICIAL

Hi,

Please find attached treatments that are to be progressed into detailed designs. We are keen to see RD Gossip providing list of priority barriers (considering all types of barriers) for each sites highlighted. The priorities are to be ranked on the basis of :

1. Risk rating of sites
2. ESO/EIS impact
3. Planning approvals
4. Any other matter RD feels is important for consideration

Please note that all treatments on Monaro Highway, Tharwa Drive and Brindabella Road are to progressed for designs due to availability of construction funding for construction commencement by start of July 2021. Let us know if you need clarifications or need teams meeting for discussion.

Thanks,

With kind regards,

Kencho Choden

Project Officer | Infrastructure Delivery

City Services | Transport Canberra and City Services Directorate

ACT Government | Level 2, 480 Northbourne Avenue, Dickson

Phone: (02)62072219 | Email: Kencho.Choden@act.gov.au

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Details of Treatments recommended & Cost Estimates

RD Gossip please respond here

Site No.	Site Name	Section No.	Treatments Recommended							Total (GST excl.)	Remarks	Planning Approvals Required?	ESO/EIS Required?		
			Change Speed Limit (TCDs)	Speed Limit Transition	Installation of ATLM	Bicycle Activated Warnings Signs	Perceptual Countermeasures	Installation of Safety Barriers					Likelihood		
								New	Alternate to removal of hazards					Replacement of non-compliant end-terminals	Correction of W-Beam connection to Concrete barrier
4	Monaro Highway										TLM circa 47 700m arriers-circa 90m including 2 end terminals ternate barriers circa 440m including 4 end terminals	NCA Works Approval required	Potential	- consultation with Conservator Officer required particularly where vegetation is to be removed	
5	Boboyan Road including Boboyan Road A										TLM- circa 60 000m arriers-3700m including 26 end terminals ternate Barriers- circa 740m with 12 end terminals nd terminal / replacement- 4 nos.		Potential	- consultation with Conservator Officer required particularly where vegetation is to be removed	
6	Tharwa Drive										TLM-14000m arriers-150m with 6 end terminals nd terminal / replacement-1 no.		Potential	- consultation with Conservator Officer required particularly where vegetation is to be removed	
7	Brindabella Road										TLM-50 000m AW signs- 2nos. C- S curves arriers-5040m including 47 end terminals ternate barriers-circa 790m including 16 end terminals		Potential	- consultation with Conservator Officer required particularly where vegetation is to be removed	
8	Apollo Road										TLM- circa 28 400m arriers- circa 250m including 6 end terminals		Potential	- consultation with Conservator Officer required particularly where vegetation is to be removed	
9	Corin Road										TLM- circa 65 340m arriers-circa 14 160m including 172 end terminals ternate barriers- circa 1450m including 10 end terminals nd terminal / replacements- 1 no.		Potential	- consultation with Conservator Officer required particularly where vegetation is to be removed	
10	Orroral Road										TLM- circa 28 100m arriers- circa 2000m including 100 end terminals nd terminal / replacements- 1 no.		Potential	- consultation with Conservator Officer required particularly where vegetation is to be removed	
11	Uriarra Road										TLM-circa 49 950m AW signs- 2 nos. arriers- circa 890m including 25 end terminals ternate barriers- circa 585m including 14 end terminals		1475	Potential - consultation with Conservator Officer required particularly where vegetation is to be removed	
12	Tharwa Drive										rection to W-Beam connection- 12 nos.				
13	Cotter Road										TLM- circa 31 200m AW signs- 2 nos. arriers- 1000m including 18 terminals ternate barriers- 280m including 5 end terminals	1280	Potential	- consultation with Conservator Officer required particularly where vegetation is to be removed	

Legend

- Proceed with the treatment
- Waiting for Consultation with Roads ACT after deta is are provided
- Construction budget allocated
- Will provide advice after knowing the amount in "Proceed" section is confirmed from RD Gossip

Note:

ATLM installation to be designed for edgelines and centralines for sealed shoulders for a l proposed roads. For roads/part of roads that do not have sealed shoulder ATLM on only centralines to be progressed.
For Streeeton Drive Lane narrowing can proceed but there is risk of getting it abortive

Bruan, Nicole

From: ConservatorFloraFauna <ConservatorFloraFauna@act.gov.au>
Sent: Friday, 23 July 2021 10:34 AM
To: [REDACTED]; ConservatorFloraFauna
Subject: RE: Kings Hwy Road Safety Barrier

OFFICIAL

H [REDACTED]

Thank you for the opportunity to provide comment on the plans for guardrail installation. The Conservators Office appreciates the effort that has been made to retain native trees on Brindabella, Uriarra and Tharwa Roads.

I can confirm that it is permissible to remove the four mature and one juvenile Apple Box trees that we inspected this morning on the west bound lane of Long Gully Road opposite the pine plantation. These trees do not constitute part of an endangered ecological community, don't not contain hollows for fauna and their removal will not result in the clearing of more than 0.5ha of native vegetation.

Due to the lack of hollows you do not require a fauna ecologist to be present when the trees are removed.

Regards
Greg Baines
Senior Conservation Officer
EPSDD

From: [REDACTED]@rdgossip.com.au>
Sent: Wednesday, 21 July 2021 2:04 PM
To: ConservatorFloraFauna <ConservatorFloraFauna@act.gov.au>
Subject: RE: Kings Hwy Road Safety Barrier

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 Greg,

Sorry for the mix-up, attached are the drawings for Tharwa Drive. See you on Friday.

Regards

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

From: [REDACTED]@rdgossip.com.au]
Sent: Tuesday, 20 July 2021 12:40 PM
To: 'ConservatorFloraFauna' <ConservatorFloraFauna@act.gov.au>
Subject: RE: Kings Hwy Road Safety Barrier

Hi Eliza,

Hope you are well and staying warm.

As discussed a while back, below is a link to other safety barrier locations. We have managed to keep the trees (except for Tharwa where there are exotic trees), however will need to trim some branches. Note that the TCD component of works is provided to assist with the locations of the barriers.

<https://www.dropbox.com/sh/xvshtdva532novw/AAA7Wijw7E-zjGhXhkuAWGD8a?dl=0>

Please let me know if you would like to meet on site, similar to how we did Kings Highway to run through the designs.

Any questions please let me know.

Regards

RD Gossip Pty Ltd

Unit 120, 12 Provan Street
Campbell ACT 2612 Australia

Phone: (02) [REDACTED]

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

From: ConservatorFloraFauna [<mailto:ConservatorFloraFauna@act.gov.au>]

Sent: Wednesday, 19 May 2021 12:25 PM

To: [REDACTED][@rdgossip.com.au](mailto:[REDACTED]@rdgossip.com.au)>

Cc: Baines, Greg <Greg.Baines@act.gov.au>; [REDACTED][@rdgossip.com.au](mailto:[REDACTED]@rdgossip.com.au)

Subject: RE: Kings Hwy Road Safety Barrier

OFFICIAL

Hi [REDACTED]

Also wanted to note that the road reserve is managed by TCCS so if you haven't already you should touch base with the UTS Design and Development Coordinator at tccs.urbantreesddcoord@act.gov.au

Cheers,

Eliza Larson | Conservation Officer | Conservator Liaison

Phone: +61 2 6207 7009 | Email: eliza.larson@act.gov.au

From: ConservatorFloraFauna <ConservatorFloraFauna@act.gov.au>

Sent: Tuesday, 18 May 2021 12:09 PM

To: [REDACTED][t@rdgossip.com.au](mailto:[REDACTED]@rdgossip.com.au)>

Cc: Baines, Greg <Greg.Baines@act.gov.au>; [REDACTED][@rdgossip.com.au](mailto:[REDACTED]@rdgossip.com.au); ConservatorFloraFauna <ConservatorFloraFauna@act.gov.au>

Subject: RE: Kings Hwy Road Safety Barrier

OFFICIAL

Hi [REDACTED]

Thank you for your patience on this one and for your time at the site visit.

Based on the proposed works discussed, it has been determined that an EIS or ESO will not be required to undertake the works.

This advice is based and dependent on the following:

- The project will not remove more than 5 mature native trees as per the site inspection
- None of the trees to be removed are threatened species and none of the trees are being removed from an area of an endangered ecological community (they are either surrounded by exotic vegetation or are part of a dry forest community).
- The area of native vegetation being cleared is under 0.5ha

Should the scope of works change the need for an EIS will have to be reassessed because of the large number of protected matters present in the road verge on the site.

Any felled trees greater than 50cm in diameter should be retained as whole as possible and placed in the territory land north of Kings Hwy circled in red below (they don't have to be very far from the access rd to reduce impacts from vehicles/machinery), to the satisfaction of PCS. If there is a combination lock on the Kings Highway gate the code should be 4283. Please let us know if you encounter any difficulties with this.

<< OLE Object: Picture (Device Independent Bitmap) >>

Kind regards,

Eliza Larson | Conservation Officer | Conservator Liaison
Phone: +61 2 6207 7009 | Email: eliza.larson@act.gov.au

From: [REDACTED] <[\[REDACTED\]@rdgossip.com.au](mailto:[REDACTED]@rdgossip.com.au)>
Sent: Friday, 7 May 2021 4:00 PM
To: ConservatorFloraFauna <ConservatorFloraFauna@act.gov.au>; Larson, Eliza <Eliza.Larson@act.gov.au>
Cc: Amorim, Alvaro <Alvaro.Amorim@act.gov.au>; Choden, Kencho <Kencho.Choden@act.gov.au>; Baines, Greg <Greg.Baines@act.gov.au>; [REDACTED] <[\[REDACTED\]@rdgossip.com.au](mailto:[REDACTED]@rdgossip.com.au)>; Boniface, Noel <Noel.Boniface@act.gov.au>
Subject: RE: Kings Hwy Road Safety Barrier

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 Eliza and Greg,

Thank you for your time yesterday. Meeting on site with the plans to discuss was helpful.

I have attached the plan with comments regarding the vegetation and associated photos. << File: Photo 8.jpg >> << File: Photo 7.jpg >> << File: Photo 6b.jpg >> << File: Photo 6a.jpg >> << File: Photo 5.jpg >> << File: Photo 4.jpg >> << File: Photo 3.jpg >> << File: Photo 2.jpg >> << File: Photo 1.jpg >> << File: Kings Hwy TREES.PDF >>

It is understood that an assessment of which study (ESO or EIS) for the widening of Kings Highway is required. This assessment would be used to determine which side of the road is more suitable for widening. It is also understood that due to the duration an ESO is valid (18 months to construction works commence), it would be a document that should be prepared when funding is available for the construction.

Please let me know if you have any questions or require further information.

Regards

RD Gossip Pty Ltd

Unit 120, 12 Provan Street
Campbell ACT 2612 Australia

Phone: (02) [REDACTED]

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

-----Original Appointment-----

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

Sent: Wednesday, 5 May 2021 3:20 PM

To: ConservatorFloraFauna; Choden, Kencho; Baines, Greg; [REDACTED]@rdgossip.com.au; Boniface, Noel

Cc: Amorim, Alvaro; Larson, Eliza

Subject: Kings Hwy Road Safety Barrier

When: Thursday, 6 May 2021 2:00 PM-3:00 PM (UTC+10:00) Canberra, Melbourne, Sydney.

Where: On site near the HQJOC Roundabout

Hi All,

This meeting invite is to discuss the road safety barrier on Kings Highway. We are working on the plans and will bring several sets with us.

Please let me know if you have any questions.

Regards

RD Gossip Pty Ltd

Unit 120, 12 Provan Street
Campbell ACT 2612 Australia

Phone: (02) [REDACTED]

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

From: ConservatorFloraFauna [mailto:ConservatorFloraFauna@act.gov.au]

Sent: Wednesday, 5 May 2021 2:31 PM

To: [REDACTED]@rdgossip.com.au>; ConservatorFloraFauna <ConservatorFloraFauna@act.gov.au>

Cc: Boniface, Noel <Noel.Boniface@act.gov.au>; Amorim, Alvaro <Alvaro.Amorim@act.gov.au>; Choden, Kencho <Kencho.Choden@act.gov.au>; Baines, Greg <Greg.Baines@act.gov.au>; [REDACTED]@rdgossip.com.au

Subject: RE: Kings Hwy Road Safety Barrier

OFFICIAL

Hi [REDACTED]

We can meet on site tomorrow from 1pm if that suits you? Please let me know when you have confirmed the time and meeting point.

Cheers,

Eliza Larson | Conservation Officer | Conservator Liaison

Phone: +61 2 6207 7009 | Email: eliza.larson@act.gov.au

From: [REDACTED] <[\[REDACTED\]@rdgossip.com.au](mailto:[REDACTED]@rdgossip.com.au)>
Sent: Wednesday, 5 May 2021 7:27 AM
To: ConservatorFloraFauna <ConservatorFloraFauna@act.gov.au>
Cc: Boniface, Noel <Noel.Boniface@act.gov.au>; Amorim, Alvaro <Alvaro.Amorim@act.gov.au>; Choden, Kencho <Kencho.Choden@act.gov.au>; Baines, Greg <Greg.Baines@act.gov.au>; [REDACTED] <[\[REDACTED\]@rdgossip.com.au](mailto:[REDACTED]@rdgossip.com.au)>
Subject: RE: Kings Hwy Road Safety Barrier

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 Eliza,

We have received the survey for the proposed barrier section of Kings Highway and will be adjusting the design today/ tomorrow morning. Are you free tomorrow afternoon or Friday to meet on site to discuss 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: (02) [REDACTED]
E-mail: [REDACTED] <[\[REDACTED\]@rdgossip.com.au](mailto:[REDACTED]@rdgossip.com.au)>

From: ConservatorFloraFauna [<mailto:ConservatorFloraFauna@act.gov.au>]
Sent: Wednesday, 28 April 2021 3:32 PM
To: [REDACTED] <[\[REDACTED\]@rdgossip.com.au](mailto:[REDACTED]@rdgossip.com.au)>; ConservatorFloraFauna <ConservatorFloraFauna@act.gov.au>
Cc: Boniface, Noel <Noel.Boniface@act.gov.au>; Amorim, Alvaro <Alvaro.Amorim@act.gov.au>; Choden, Kencho <Kencho.Choden@act.gov.au>; Baines, Greg <Greg.Baines@act.gov.au>; [REDACTED] <[\[REDACTED\]@rdgossip.com.au](mailto:[REDACTED]@rdgossip.com.au)>
Subject: RE: Kings Hwy Road Safety Barrier

OFFICIAL

Hi [REDACTED]

Yes, absolutely we would be very happy to review the revised designs and undertake a joint site inspection. Please send them through to this inbox when they are ready.

Kind regards,

Eliza Larson | Conservation Officer | Conservator Liaison
Phone: +61 2 6207 7009 | Email: eliza.larson@act.gov.au

From: [REDACTED] <[\[REDACTED\]@rdgossip.com.au](mailto:[REDACTED]@rdgossip.com.au)>
Sent: Tuesday, 27 April 2021 2:01 PM
To: ConservatorFloraFauna <ConservatorFloraFauna@act.gov.au>
Cc: Boniface, Noel <Noel.Boniface@act.gov.au>; Amorim, Alvaro <Alvaro.Amorim@act.gov.au>; Choden, Kencho <Kencho.Choden@act.gov.au>; Baines, Greg <Greg.Baines@act.gov.au>; [REDACTED] <[\[REDACTED\]@rdgossip.com.au](mailto:[REDACTED]@rdgossip.com.au)>
Subject: RE: Kings Hwy Road Safety Barrier

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 Eliza,

We are collecting a survey of the barriers that are proposed for this section of road. After we adjust the design based on survey to prevent the removal of trees (if possible), are you free to review the designs and undertake a joint site inspection to verify if an ESO/EIS is required.

Based on current timing, it looks like the plans would be available mid next week.

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]

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

From: ConservatorFloraFauna [<mailto:ConservatorFloraFauna@act.gov.au>]

Sent: Wednesday, 21 April 2021 12:17 PM

To: [REDACTED]@rdgossip.com.au

Cc: [REDACTED]@rdgossip.com.au; Boniface, Noel <Noel.Boniface@act.gov.au>; Amorim, Alvaro <Alvaro.Amorim@act.gov.au>; Choden, Kencho <Kencho.Choden@act.gov.au>; Baines, Greg <Greg.Baines@act.gov.au>

Subject: RE: Kings Hwy Road Safety Barrier

OFFICIAL

Hi [REDACTED]

I've just seen your voicemail – apologies I missed your call.

Our ecologist Greg Baines and I undertook a site inspection last week – I'm not sure if Andrew passed along our preliminary comments:

- The proposal is likely to have a significant adverse environmental impact on *Eucalyptus aggregata* (Black Gum), a species listed as vulnerable under the *Nature Conservation Act* (NC Act) and the *Environment Protection and Biodiversity Conservation Act* (EPBC Act). This species is listed as vulnerable in all jurisdictions across its range and it is estimated there may be less than 10,000 individuals remaining. The last census of this species in the ACT identified just 16 naturally occurring individuals (NC Act Conservation Advice for *E. aggregata*), all of these individuals are located with the Kings Highway road reserve in the development area or on land managed by PCS immediately north of the proposed works. During a site visit on the 14/4/2021 at least 2 mature *Eucalyptus aggregata* and a number of seedlings were recorded within the road reserve. The inspection also revealed that at least one mature tree on the PCS land has died so the extant population of mature trees is now less than 16.
- The north-eastern section of the proposed works encroaches on areas of Bow-Gum Woodland that meet the criteria for protection as an endangered ecological community under the NC and EPBC Acts.
- The south-western section of the proposed works encroaches on areas of potential Monaro Tableland Cool Temperate Grassy Woodland in the South Eastern Highlands Bioregion – critically endangered ecological community under the NSW Biodiversity Conservation Act 2016. In the ACT this community has been mapped as Snow Gum grassy mid-high woodland (ACTMapi vegetation communities). Only 90 hectares of this community has been mapped in the ACT and only 21 hectares are protected in the ACT reserve estate. The ACT Native Woodland Conservation Strategy includes a conservation objective to “identify opportunities to improve representation of lowland Snow Gum woodland”.

- The works also occur immediately adjacent to remnants of Natural Temperate Grassland endangered ecological (NC and EPBC Acts) that occurs on PCS land north of the highway.
- The works also include the requirement to remove a number of trees that meet the definition of Mature Trees under the Loss of Mature Trees Key Threatening Process.
- It is difficult to determine whether an EIS or ESO is the appropriate pathway based on the plans that have been provided to us, particularly as the number of trees to be removed is uncertain. To be able to determine the approval pathway an ecological assessment should be undertaken and provided, along with plans which clearly show which trees are to be removed and also the amount of any native vegetation and threatened communities which are to be cleared.

We would be happy to attend another site visit with you, however unless there have been significant alterations to the proposed works, or an ecological assessment has already been undertaken, it is not likely to change the requirements stated above.

If you are able to provide updated plans which confirm the extent of vegetation clearance (including trees) overlaid onto aerial imagery this would be extremely useful prior to another site visit.

Kind regards,

Eliza Larson | Conservation Officer | Conservator Liaison
Phone: +61 2 6207 7009 | Email: eliza.larson@act.gov.au

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

Sent: Wednesday, 21 April 2021 10:46 AM

To: Larson, Eliza <Eliza.Larson@act.gov.au>

Cc: [REDACTED]@rdgossip.com.au>; Boniface, Noel <Noel.Boniface@act.gov.au>; Amorim, Alvaro <Alvaro.Amorim@act.gov.au>; Choden, Kencho <Kencho.Choden@act.gov.au>

Subject: Kings Hwy Road Safety Barrier

Importance: High

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Hi Eliza, we have designed some wire rope and W beam road safety barrier as part of a road safety project on the Kings Hwy between the Roundabout in to HQJOC and the NSW border (Braidwood side of the roundabout) – refer attached for extent. The guardrail is being installed as there are a number of trees in the clear zone. However there are some trees that are very close to the road and within the deflection 1.6m-2m deflection zone of the barrier that will require removal.

After some confusion as to who is responsible for the trees in the area Andrew Halley visited the site and looked up some internal records and suggested we get in touch with you as there may be some environmental constraints and ACTMAPi shows some potential threatened woodland and Exotic APE and he suggested that the Conservator may want to look at the site.

The funding for the barrier is for the current financial year so we would appreciate if you are able to organise for the Conservator or their representative to meet us on site to walk the proposed route and provide comment on the proposed works as soon as possible.

Regards

RD Gossip Pty Ltd
Unit 120 Greenwich, 12 Provan Street

Campbell ACT 2612 Australia

P: (02) [REDACTED]

E: [REDACTED]@rdgossip.com.au

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Bruan, Nicole

From: Choden, Kencho
Sent: Monday, 9 August 2021 12:19 PM
To: Potapowicz, Pawel
Cc: Beljic, Miloje
Subject: FW: ANRAM- Draft DR comments-3 priority sites
Attachments: ttd_2020-04.pdf

OFFICIAL

Hi Pawel,

Please see following clarifications on ATLM installations on curve on Brindabella Road by RD Gossip:

1. Clarify methodology of ATLM installations on bends and straight sections – refer to the attached NSW TTD
2. Why are ATLMs suggested in short sections instead of continuous on Brindabella Road? – based on the radius of the curves, refer to the NSW TTD
3. ATLM is required given that it has anti-social behaviour site: CH 500-CH 600, CH 2000-2200 (request by TMS) – These locations will likely be in areas where radius influence the installation allowance.

Thanks,
Kencho

From: [REDACTED]@rdgossip.com.au
Sent: Wednesday, 28 July 2021 10:48 AM
To: Choden, Kencho <Kencho.Choden@act.gov.au>; [REDACTED]@rdgossip.com.au
Cc: Stojanov, Milan <Milan.Stojanov@act.gov.au>; Beljic, Miloje <Miloje.Beljic@act.gov.au>
Subject: RE: ANRAM- Draft DR comments-3 priority sites

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Hi Kencho,

Responses below.

Regards

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

From: Choden, Kencho [mailto:Kencho.Choden@act.gov.au]
Sent: Wednesday, 28 July 2021 9:17 AM
To: [REDACTED]@rdgossip.com.au; [REDACTED]@rdgossip.com.au
Cc: Stojanov, Milan <Milan.Stojanov@act.gov.au>; Beljic, Miloje <Miloje.Beljic@act.gov.au>
Subject: ANRAM- Draft DR comments-3 priority sites
Importance: High

OFFICIAL

Hi [REDACTED]

Followings are few comments for 3 priority sites:

1. RDG should clarify and provide evidence of no objection from Conservator/Urban Treescapes on all three sites for removal of trees or cutting of trees. I have approval for Long Gully. Monaro and Brindabella have no trees being removed, however, waiting for Tharwa Dr.
2. Progress application of Planning/Works Approval immediately. – NCA approval for Monaro Hwy will be sent through
3. Prepare RFT documents for three identified sites, separating Barriers and ATLM works as suggested by RDG immediately for opening tender in first week of August and – need the criteria and RFT numbers for the packages
4. Typical cross-section of the safety barriers or Section specific cross-section details if necessary. – not considered necessary
5. Clarify methodology of ATLM installations on bends and straight sections – refer to the attached NSW TTD
6. Why are ATLMs suggested in short sections instead of continuous on Brindabella Road? – based on the radius of the curves, refer to the NSW TTD

Brindabella:

- Typo in road name at page 30 onwards – Will fix
- Please include motorcycle protection for the barriers – I have sent an email to the conservator questions about fauna crossing. I have also asked one of the manufacturers for recommendations.
- Please provide ATLM is required given that it has anti-social behaviour site: CH 500-CH 600, CH 2000-2200 (request by TMS) – These locations will likely be in areas where radius influence the installation allowance.

Tharwa Drive

- No chainages provided – will provide

Please prepare RFTs for speed reduction too for all above 3 sites and Uriarra road. – please provide criteria and RFT numbers for the different packages.

Please prepare RFTs for Long Gully road too. However this RFT is of less priority as of now compared to above 3 sites.

Let us know what you need from us to expedite the above works for tender processes asap and let us know if you have questions too on above.

I will send review comments on all other sites shortly.

Kencho

With kind regards,

Kencho Choden

Project Officer|Infrastructure Delivery|City Services
Transport Canberra and City Services Directorate|ACT Government
Level 2, 480 Northbourne Avenue, Dickson, Canberra
Phone: (02)62072219|Email: Kencho.Choden@act.gov.au

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Technical Direction

Traffic Engineering

TTD 2020/04 | Version No. 1 – 25 August 2020

Installation of Audio Tactile Linemarking

Summary:	Audience:
This Technical Direction specifies the installation requirements for audio-tactile linemarking on NSW State Roads. Additionally it supersedes in full TETD2019/01, and Section 5.2.6 of the Delineation guide Part 5 V1.6.	All parties involved in the design and installation of audio tactile linemarking on NSW State Roads.

Purpose

This Technical Direction provides the requirements and additional guidance for installation of audio-tactile linemarking (ATLM). This Technical Direction supersedes in full TETD 2019/01 and supersedes the relevant provisions of Delineation guide Part 5 (V1.6) Section 5.2.6 Profile Linemarking.

This Technical Direction must be read in conjunction with:

- Transport, [Delineation guide, Part 5 \(V1.6.\)](#); and
- Transport, [QA Specification R145 Pavement Marking \(Performance Based\)](#)

Approvals:

Owner:	Director Traffic Engineering Services	Review Date:	25 August 2022
Authorised by:	Director of Engineering	Effective Date:	25 August 2020

Summary of changes

This Technical Direction includes the following revisions:

- Additional guidance on ATLM types and features;
- Offset discontinuous ATLM specified as the preferred ATLM treatment;
- Minimum sealed shoulder widths required for installation reduced from 1.0 m to 0.5 m; and
- Clarification of consultation and approval requirements for ATLM installation within 200 m of a residential building, including the preparation of a strategy to manage potential complaints.

Background

ATLM is a thermoplastic line or similar, consisting of raised ribs at regular intervals. It can be installed to enhance edge lines, lane lines and centre lines of any linemarked carriageway.

The purpose of ATLM is to reduce ‘run-off-road’ or cross carriageway crashes by providing a noise (audio) and vibratory (tactile) warning to road users who have strayed from the road due to fatigue or poor visibility due to rain or fog. It is a highly effective road safety countermeasure that is low cost and easy to install.

Driver fatigue is a significant factor in run-off-road crashes in rural areas. ATLM is therefore suitable for rollout on NSW rural roads particularly where there is a lack of physical measures to separate vehicles from roadside hazards or opposing traffic flow. The sustained treatment of ATLM is critical to its effectiveness to mitigate crash migration.

Types of ATLM

ATLM is installed as either a continuous treatment or a discontinuous treatment. A continuous treatment is raised ribs installed over a base layer of the same material. Continuous treatments must only be installed as white. A discontinuous treatment must be raised ribs only and must be installed directly on the road surface. Discontinuous treatments may be installed as white or black. An example of a continuous and a discontinuous ATLM treatment is shown in Figure 1.



Figure 1: Examples of ATLM installation.

Left: on an edge line (continuous). Right: adjacent to an edge line (discontinuous)

A discontinuous treatment enables the ATLM to be installed adjacent to or offset from the outside of the linemarking. Offset discontinuous ATLM offers the following benefits:

- Reduces the occurrence of nuisance hits;
- Improves the effective product life span and reduces maintenance;

- Reduces the frequency of noise emitted due to nuisance impacts; and
- Allows for future reseals without replacing ATLM (where placed at offsets greater than 100 mm).

ATLM material selection for pavement surface

To optimise the performance and life of the ATLM, consideration should be given to the most appropriate ATLM material or treatment for the pavement surface and location. Examples of suitable pavement surfaces for various ATLM material types are provided in Table 1.

Prior to the installation of ATLM, consideration must be given to planned pavement resurfacing and reconstruction activities that are scheduled for the location (up to a 3 year horizon). Where the ATLM will be significantly impacted or removed completely as part of future works, collaboration with relevant internal stakeholders should be undertaken to determine an appropriate option that delivers value for money. Where future resurfacing works are planned, the installation of offset ATLM has the potential to mitigate impacts.

Table 1: ATLM materials for use on pavement surfaces

ATLM Material Type	Suitable Pavement Surface	Features
Thermoplastic — white	Asphalt and sealed	<ul style="list-style-type: none"> • Provides delineation • Lifespan of up to 5 years (typically 3 years warranty) • Nuisance impacts can increase due to proximity of ATLM to lane lines
Thermoplastic — black	Asphalt and sealed	<ul style="list-style-type: none"> • Does not provide delineation • Lifespan of up to 5 years (typically 3 years warranty) • May be offset to minimise nuisance impacts • May be placed between dividing centre line
Cold applied plastic — white	Asphalt, concrete and sealed	<ul style="list-style-type: none"> • Provides delineation • Life span of up to 8 years (typically 5 years warranty) • More expensive than thermoplastic • Poor adhesion to fresh asphalt and sealed surfaces. Requires a 30 to 90 day delay to allow pavement to cure prior to application
Cold applied plastic — black	Asphalt and sealed	<ul style="list-style-type: none"> • Does not provide delineation • Life span of up to 8 years (typically 5 years warranty) • May be offset to minimise nuisance impacts • More expensive than thermoplastic • Poor adhesion to fresh asphalt and sealed surfaces. Requires a 30 to 90 day delay to allow pavement to cure prior to application
Milled strip*	Asphalt, concrete and sealed subject to adequate thickness	<ul style="list-style-type: none"> • Does not provide delineation • Life span is the same as the life of the pavement • Can still be effective if resealed over once • May be offset to minimise nuisance impacts and perceived pavement issues • Provides whole of life cost benefits • Installation pricing competitive to thermoplastic for asphalt and sealed pavements, more expensive for concrete

**Approval must be obtained from Statewide Delivery and/or Traffic Engineering Services before using this treatment or other alternatives*

Specification for installation

ATLM may be installed on rural high speed roads. ATLM must be installed and maintained in accordance with the [QA Specification R145 Pavement Marking \(Performance Based\)](#).

Offset discontinuous ATLM should be the treatment installed where possible.

Audio tactile edge lines (ATEL)

Black ATLM may be used as an ATEL treatment. Where this is the case, it must be installed in accordance with Figure 2. Black ATLM must be installed between 50 mm and 200 mm offset from the edge line. These offsets must only be used for black ATLM as it does not provide the same delineation function as white ATLM.

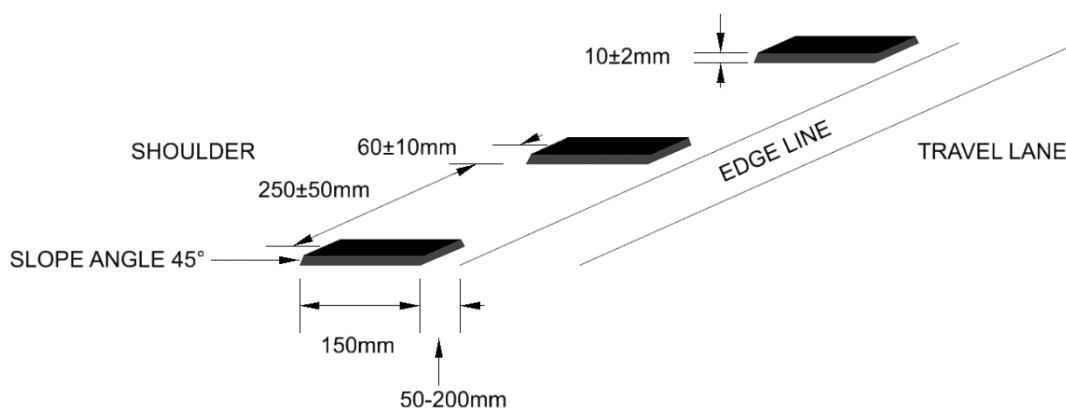


Figure 2: Specification for installation of black ATLM on edge lines

An example of offset discontinuous black ATLM is shown in Figure 3.



Figure 3: Example of black ATLM installed on edge lines

Discontinuous white ATLM may be used as an ATEL treatment where an increased delineation effect is desired. Where this is the case, the white ATLM must be installed in accordance with Figure 4. Due to its delineating effect white ATLM must be installed with an offset distance no greater than 50 mm from an edge line.

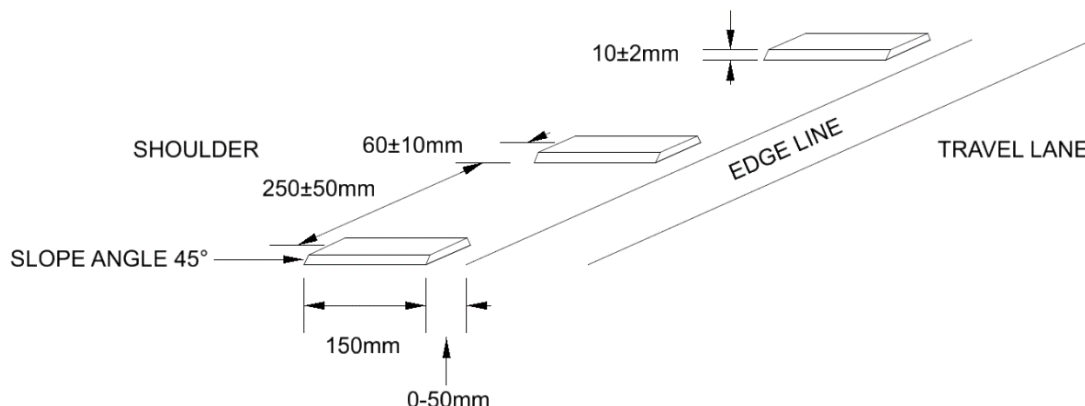


Figure 4: Specification for installation of discontinuous white ATLM

The installation of continuous white ATLM may be used where site specific conditions preclude the use of discontinuous ATLM. Contact must be made with Traffic Engineering Services or Statewide Delivery to discuss the use of continuous white ATLM as part of an ATEL treatment.

Audio tactile centre lines (ATCL)

Black ATLM should be the treatment installed for ATCL as it allows for a sustained treatment through areas with and without overtaking permitted.

White ATLM may be used as part of ATCL, provided it is not installed on dividing (separation) lines. Using white ATLM as part of ATCL might create installation and maintenance difficulties as the treatment will vary between white ATLM and black ATLM if the centre line changes from dividing (barrier) lines to dividing (separation) lines.

Wide centre line treatment (WCLT)

For a WCLT, black ATLM must be installed in accordance with Figure 5.

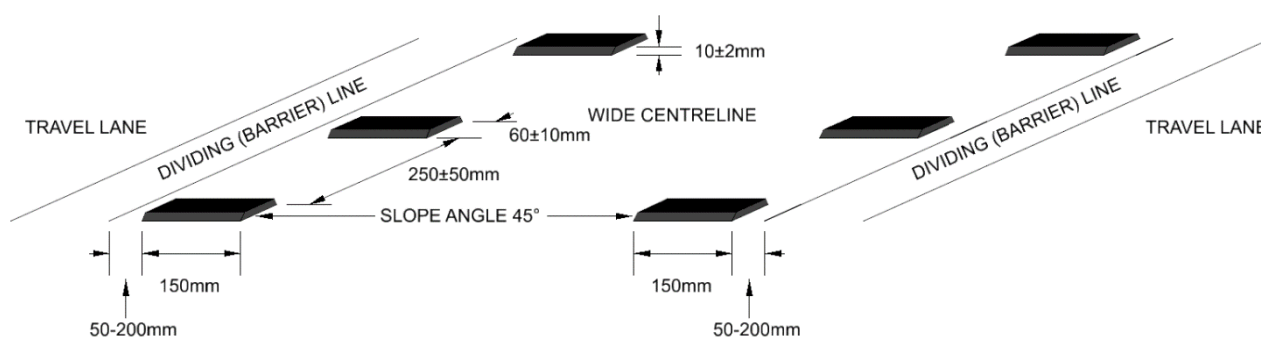


Figure 5: Black ATLM placement for WCLT

An example of offset discontinuous black ATLM as part of a WCLT is shown in Figure 6.



Figure 6: Example of black ATLM placement for WCLT

In locations where overtaking is permitted, black ATLM should be installed to continue the audio tactile effect. Where this is the case, the black ATLM must be installed in accordance with Figure 7.

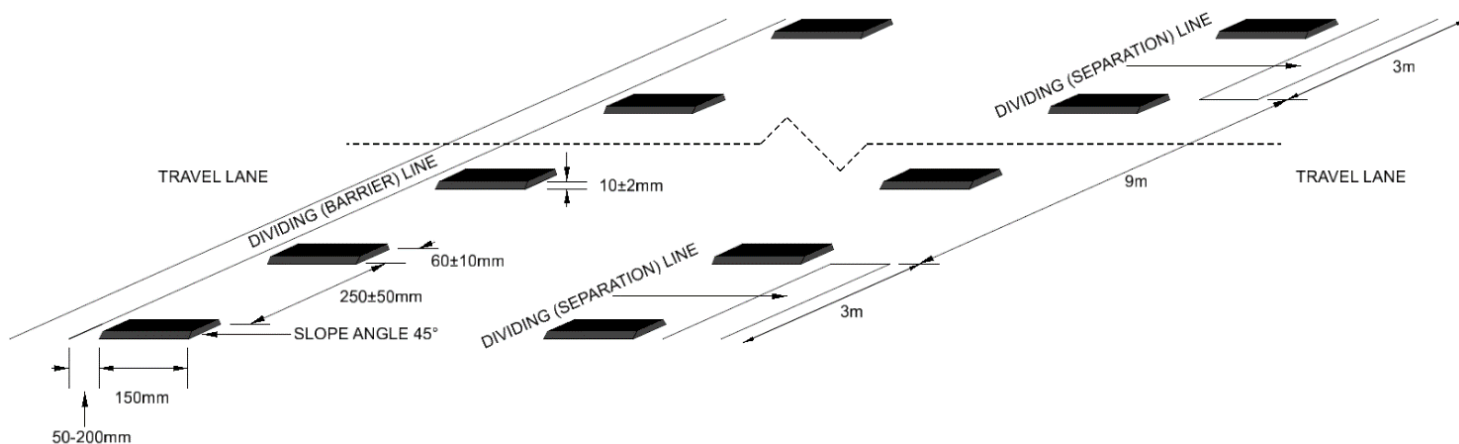


Figure 7: Black ATLM placement where overtaking is permitted for WCLT

Discontinuous white ATLM may be used as part of a WCLT where an increased delineation effect is desired. Where installed as part of a WCLT, discontinuous white ATLM must be installed offset from the dividing (barrier) line in accordance with Figure 8.

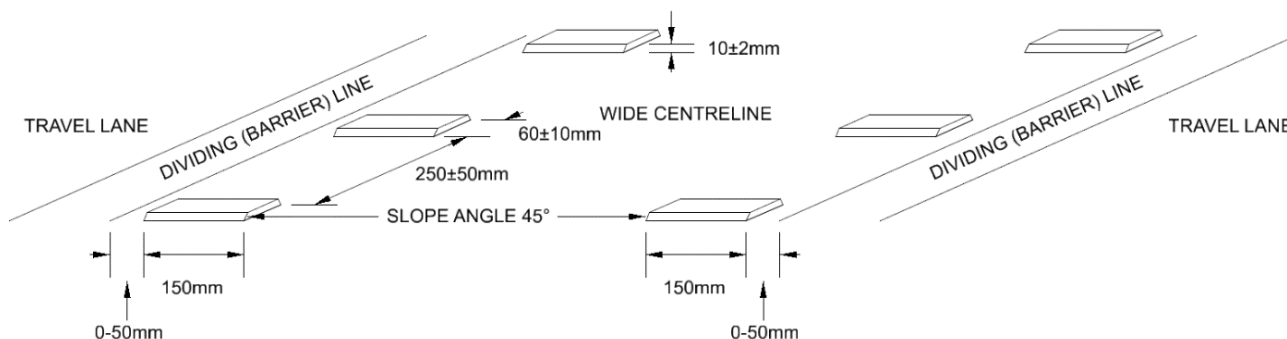


Figure 8: White ATLM placement for WCLT

Where a WCLT has a total width of 1 m or less, the ATLM must be installed in accordance with the provisions for standard and enhanced dividing (barrier) lines.

Standard and enhanced dividing (barrier) lines

Black ATLM may be used for standard dividing (barrier) lines (BS, BB) and enhanced dividing (barrier) lines (BS1, BB1). Where this is the case, the black ATLM must be installed in accordance with Figure 9. With this approach, the black ATLM should be placed prior to the installation of centre line markings. When placed prior to the installation of centre line markings, the black ATLM must be the same width as the gap between the dividing line markings.

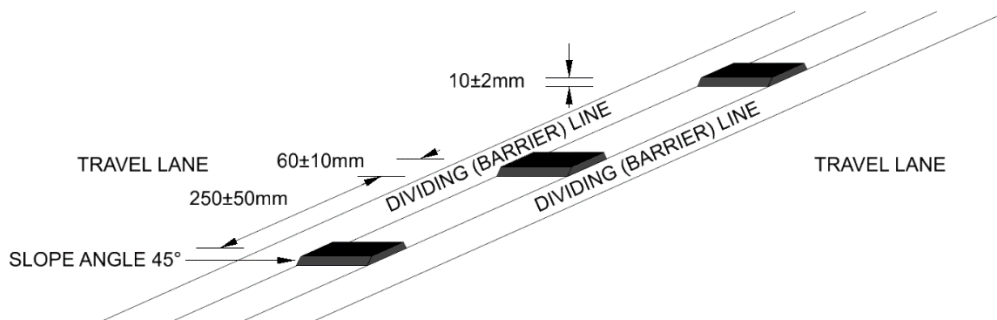


Figure 9: Black ATLM placement for standard centre line treatments on rural high speed roads

Where black ATLM is being retrofitted to existing centre line markings, the width of the ATLM may be reduced to 80 per cent of the width of the gap between the dividing line markings in order to avoid the ATLM encroaching on to the line markings.

Black ATLM may also be used for enhanced dividing (barrier) lines (BB2). In this instance, the black ATLM must be 150 mm wide and placed centrally.

In locations where overtaking is permitted, black ATLM should be installed to continue the audio tactile effect. Where this is the case, the black ATLM must be installed in accordance with Figure 10.

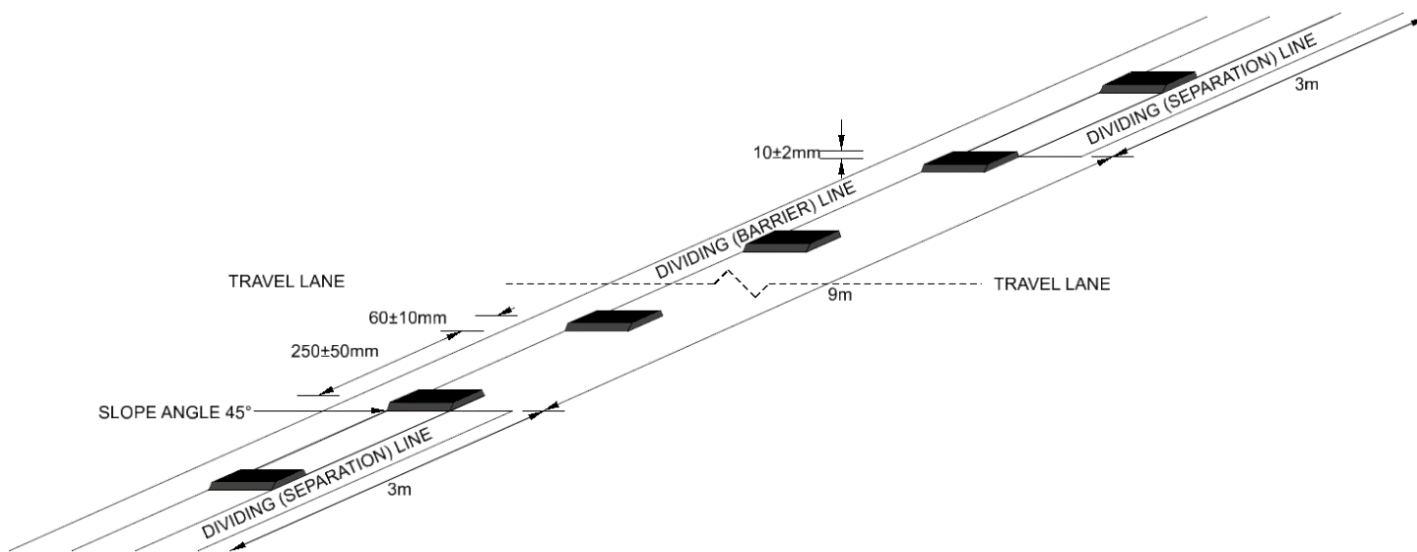


Figure 10: Black ATLM placement for BS line marking on rural high speed roads

Continuous white ATLM may be installed on standard dividing (barrier) lines (BS, BB) and enhanced dividing (barrier) lines (BS1, BB1, BB2). Where this is the case, the white ATLM must be installed in accordance with Figure 11. The white ATLM must be the same width as the lane line marking.

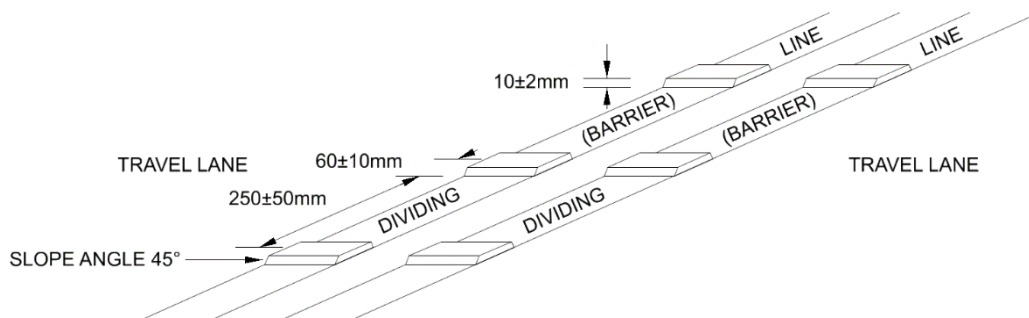


Figure 11: White ATLM placement for standard centre line treatments

Standard dividing (separation) lines

White ATLM must not be installed with standard dividing (separation) lines (S1, S6) for the following reasons:

- The delineating effect of white ATLM between the line markings might cause driver confusion; and
- Spacing the ATLM such that it is only installed on the line markings does not provide an adequate audio-tactile effect for a centre line treatment.

Black ATLM may be installed with standard dividing (separation) lines (S1, S6). Where this is the case, the black ATLM must be placed in accordance with Figure 12. The black ATLM must be placed prior to the installation of line marking (i.e. the line marking is placed on top of the black ATLM).

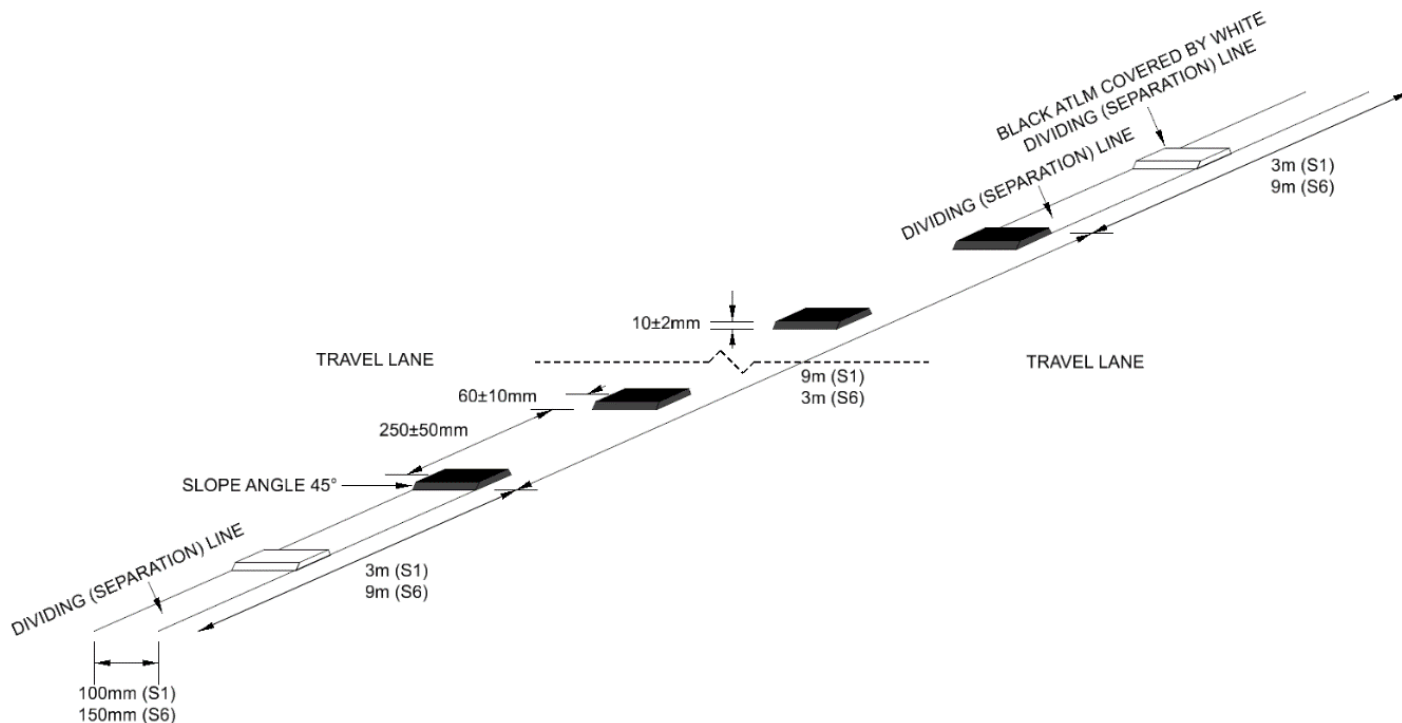


Figure 12: Black ATLM placement for dividing (separation) line treatments

Installation considerations

Shoulder width

ATLM must not be installed where the sealed shoulder width is less than 0.5m.

When selecting the ATLM offset, the provision of sufficient width for recovery of vehicles and reducing nuisance hits must be considered. The minimum remaining sealed shoulder width on the outside of ATLM installations must be a minimum of 0.3 m.

Additionally, when determining appropriate shoulder widths for ATLM installation, consideration should be given to the following:

- Cyclists and pedestrians;
- Use of barriers;
- Design speed;
- Road alignment;
- Traffic volumes and composition;
- Road cross-section; and
- Roadside environment.

Raised pavement markers (RPMs)

The installation of discontinuous ATLM might conflict with existing or proposed RPMs. Where this is the case, the ATLM must be offset or a raised rib must be omitted to avoid the conflict, as shown in Figure 13 and Figure 14. Statewide Delivery can provide advice on application options.

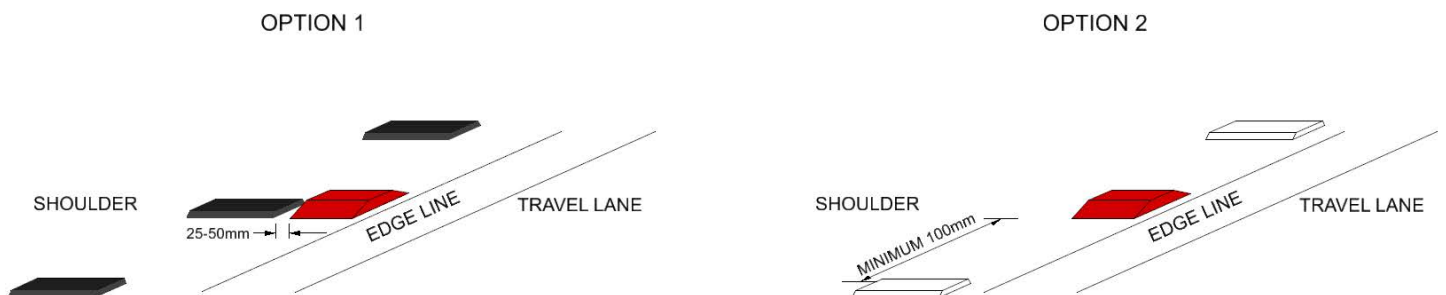


Figure 13: ATEL placement options to avoid RPM conflict

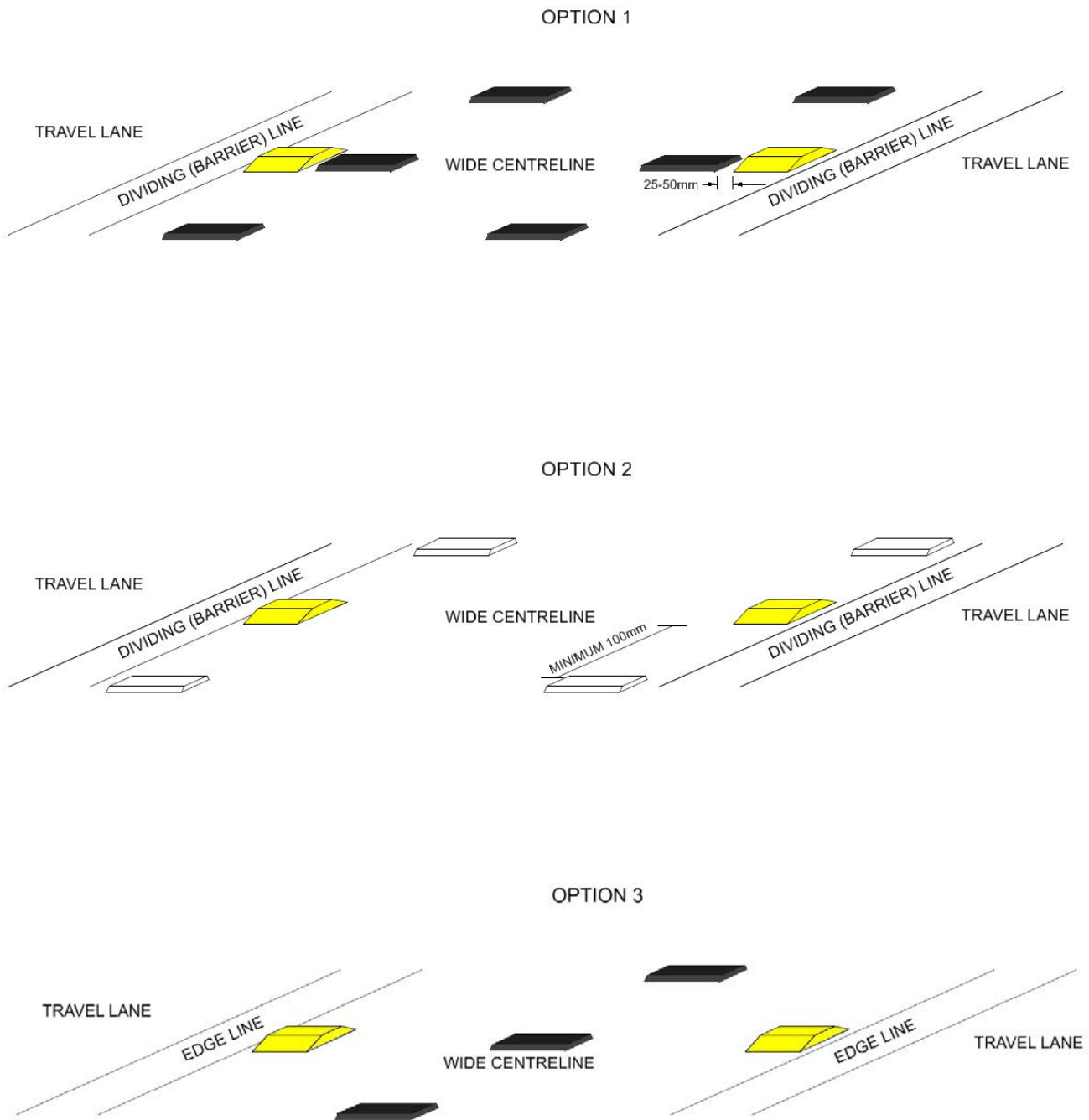


Figure 14: ATCL placement options to avoid RPM conflict

Pavement joints

ATLM must not be located on concrete pavement joints. Varying offset widths may be used to mitigate any conflict. Where a conflict cannot be mitigated, contact must be made with Traffic Engineering Services or Statewide Delivery to discuss options.

Location constraints

The noise generated by vehicles traversing ATLM must be considered when selecting locations for installation.

ATLM should not be installed where the following conditions are present as there is an increased likelihood that vehicles will frequently traverse the ATLM:

- On the inside of curves of radii less than 450 m. The likelihood of vehicles traversing the ATLM will vary depending on speed zone, lane width, use of lane widening and design vehicle;
- Where there is a left turn deceleration lane or other higher speed exit into driveways or access roads servicing significant traffic generating developments (ie such as service centres);
- Where the number of access points exceeds 20 per km; or
- Within 50 m of the approach and departure to intersections.

Where ATLM is planned in any of the above situations a site specific assessment must be completed to determine if the safety benefits associated with the installation outweigh the potential adverse noise and maintenance impacts.

Nearby residents

ATLM must not be installed within 200 m of a residential building. However, subject to the requirements of this Technical Direction, ATLM may be used where the frequency and severity of fatigue-related crashes are such that a sustained treatment being installed nearer than 200 m from a residential building is considered beneficial on safety grounds.

Where ATLM is planned within 200 m of a residential building the following must be undertaken;

- A site specific assessment must be completed to determine if the safety benefits associated with the installation outweigh the potential adverse noise impacts;
- Community consultation activities must be undertaken with impacted residents. The type of consultation activities must be determined in collaboration with the Regional Environmental and Regional Communication Services teams. Examples of activities that should be undertaken include:
 - Provision of fact sheets;
 - Face to face meetings;
 - Letter box drops; or
 - Door knocking.
- A strategy must be developed in consultation with Regional Environmental and Regional Communication Services teams to manage potential complaints and propose mitigation measures to address them.

These documents, including the outcomes of the community consultation, must form part of the approval memo to depart from the requirements of this Technical Direction to be submitted to the Director Traffic Engineering Services to seek endorsement prior to approval.

Approvals

Where a requirement of this Technical Direction cannot be achieved, the departure must be approved in accordance with standard project requirements, except where ATLM is planned within 200 m of a residential building.

Where ATLM is planned within 200 m of a residential building, its use must be endorsed by the Director Traffic Engineering Services and approved by the Regional / Precinct Director. The application process to seek this approval is provided below.

Director Traffic Engineering Services

A technical memo must be submitted for endorsement to the Director Traffic Engineering Services that demonstrates the need for ATLM installation, which includes the following information:

- Site map, showing location of proposed ATLM and proximity to residential buildings;
- Description of the construction techniques used in residential buildings, in particular whether they are of lightweight construction (such as weatherboard or similar) or masonry construction;
- Crash history;
- Traffic volumes and vehicle composition;
- Plans of any proposed roadworks;
- Cross section of works, noting location of ATLM and offset to lane
- Outcomes of consultation with affected property owners; and
- Strategy to manage complaints and propose mitigation measures.

Regional / Precinct Director

An approval memo must be submitted for consideration and must include:

- Technical endorsement memo with recommendation from Director Traffic Engineering Services;
- Any other relevant project specific information;

Following approval, the approval memo must be submitted to the Regional Environment team to be considered as a part of the environmental assessment

References

Delineation Section 5 Enhanced Delineation Devices (Requiring prior approval) Version 1.6, February 2015, Roads and Maritime Services, Sydney NSW.

Austrroads Guide to Traffic Management Part 10: Traffic Control and Communication Devices, Second Edition, August 2016, Austrroads Ltd Section 6.3.7

Contact Us:

If you have any questions or would like more information on this document please contact Transport for NSW:



roads-maritime.transport.nsw.gov.au



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13 22 13



Customer feedback
Locked Bag 928,
North Sydney NSW 2059



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Bruan, Nicole

From: [REDACTED]@rdgossip.com.au>
Sent: Wednesday, 1 September 2021 7:12 AM
To: Choden, Kencho
Cc: Stojanov, Milan; Boniface, Noel; Beljic, Miloje
Subject: RE: Draft DR Comments- Urban and Rural drawings
Attachments: 30490 Delivering ANRAM - Comments Register for Kings Highway.xlsx; RG 20110 ANRAM_Kings Highway Design Option Study FINAL.PDF; 30490 Delivering ANRAM - Comments Register for Rural Sites_RDG Response.....xlsx; RG 20110 ANRAM_Rural Roads Design Option Study FINAL.pdf; RG 20110 ANRAM_Urban Road Design Option Report FINAL.pdf; 30490 Delivering ANRAM - Comments Register for Additional Urban Sites.xlsx; 30490 Delivering ANRAM - Comments Register-Additional Rural Roads.xlsx; RG 20110 ANRAM_Rural Roads Design Option Study_Additional Roads FINAL.PDF; RG 20110 ANRAM_Urban Road Design Option Report_Additional Roads FINAL.pdf; RG 20110 Additional Traffic Data Addendum FINAL.PDF

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Hi Kencho,

Attached are the following finalised reports:

- Kings Highway Option Study Report and comments register
- Rural Roads Design Option Study and comments register
- Urban Roads Design Option Report and comments register (combined with additional road register)
- Rural Roads Design Option Study Additional Roads and comments register
- Urban Roads Design Option Report Additional Roads and comments register
- Additional Traffic Data Addendum

The revised draft reports incorporated the comments from the comments register. I have finalised these reports.

Regards

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

From: Choden, Kencho [mailto:Kencho.Choden@act.gov.au]
Sent: Tuesday, 10 August 2021 2:25 PM
To: [REDACTED]@rdgossip.com.au>
Cc: Stojanov, Milan <Milan.Stojanov@act.gov.au>; Boniface, Noel <Noel.Boniface@act.gov.au>; Beljic, Miloje <Miloje.Beljic@act.gov.au>
Subject: Draft DR Comments- Urban and Rural drawings

OFFICIAL

Hi [REDACTED]
Please find attached spreadsheets with few comments on DR drawings submitted. Additionally please provide:

- Final Kings Highway reports without “draft” watermark and with review/comments register included as annexure and all the drawings
- Updated additional urban sites report as well with comments addressed
- Please finalise all the reports without watermark and review/comments register included as annexure and all the drawings

Please advise when will be draft DR for additional sites will be completed?

Thanks,

With kind regards,

Kencho Choden

Project Officer | Infrastructure Delivery | City Services
Transport Canberra and City Services Directorate | ACT Government
Level 2, 480 Northbourne Avenue, Dickson, Canberra
Phone: (02)62072219 | Email: Kencho.Choden@act.gov.au

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DESIGN REVIEW RECORD (DRR)

30490 Delivering ANRAM
Comments Register

Reducing risk of Fatal and Serious Injury Crashes on Arterial Roads
Rural Roads Design Option Study 03-Mar-21

COMPLIANCE STATUS
O Observation / Comment
D From info currently provided not able to determine whether design / proposal is compliant.
N Non-Compliant
M Minor non-compliance for immediate action but subsequently documented in next version.

RESPONSE STATUS
O Open
C Closed
CS Closed SUBJECT TO additional action / information

No.	Stage	PACKAGE	Rev	Reviewer	Initial Comment Date	Discipline	Organisation	Document Reference	Reviewer Initial Comment	Standards Reference	Compliance Status	Designer Response	Initial Response Date	Response Status	Reviewer Comment on	Date Comment Closed
1	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Report (page 1) Concept Sketches Title for ALL Reports	Instead just saying "Delivering ANRAM"; please change it to "Delivering ANRAM- Reducing risk of Fatal and Serious Injury Crashes on Arterial Roads"			Changed in report				
2	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 2.0	Insert table C3 given in the project brief for more clarity on the sections of roads under consideration if suitable			Unsure the benefit this would provide and given the entire length of the rural roads was reviewed (except Tharwa, which was based on the roadside environment due to mixture of rural and urban sections.				
3	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 2.1	Mention a line in the paragraph saying that Kings Highway will have separate independent report.			Changed in report				
4	DoS	ANRAM- Rural Sites	0	K.Choden				Concept Sketch/Report Section on Kings Highway	Kings Highway portions inserted here are amended version after TCCS review?			Yes				
5	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 2.1	Please mention properly that Rural sites 1,2 & 3 are under Kings Highway.			Report states "Sections 1, 2 and 3 combined", changed "sections" to "sites".				
6	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 2.2, 2.3, 2.4, 2.7, 2.10	All proposed treatments by ARRB report have not been mentioned			Proposed treatments were based on Table C1 and accounted for the associated comments notes				
7	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Sectin 2.2 Para 1	Monaro Highway does not connect to the south coast. It continues south through NSW in land and crosses the NSW/Vic border before terminating in Cann River in Victoria.			Changed South Coast to Victoria.				
8	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Seciton 2.2	First para, "between the ACT and the Monaro"? Should it be between the ACT and the NSW?			Changed the Monaro to Southern NSW				
9	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 2.2. Para 4	It is not clear what the extent of the study area for this road was. Was it 3.5km length immediately north of the NSW border. Or was it the whole length of the undivided section (ie NSW border to Johnson Drive roundabout)? Add a figure or map for each road to clarify this.			Added some more description to the report. Agree that a map would be beneficial, however, due to the length of the sections of road it would be large scale maps with little detail.				
10	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 2.3 Para 4	Multiple parentheses in the first sentence.			Corrected				
11	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 2 generally	It would be beneficial to highlight further key features that may contribute to road safety issues in the description of each road, such as intersections. Monaro Highway has a number of T-intersections, as does Bobeyan Road. These have different existing arrangements and are worth considering from a road safety perspective.			Added a comment in the report.				
12	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Seciton 2.3	" road commences circa 5.5km from the NSW border"- The length of the last section is 5.5km towards NSW border, not from NSW border.			?				
13	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Seciton 2.3	A bit of clarity on which sections have sealed section and the length of the sealed sections would be beneficial.			Added a comment in the report.				
14	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 2.4 item numbers 4 and 5	Should be Knoke Avenue.			corrected				
15	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 2.4 item number 5	Also has a section of 50 or 60km/h through Tharwa Village after crossing Tharwa Bridge heading south.			Added a comment in the report.				
16	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	General comment	The ARRB report did not have overlapping sections - where there were divided carriageways the ARRB report had separate chainages for each carriageway but the chainages were not unique. I believe that this is owing to the carriageways having potentially different parameter values that are used in the ANRAM ad star rating models (ie one carriage way may have extensive unprotected roadside hazards, the otehr carraigeway at that location may not have any hazards resulting in differing ratings for each carriageway).			Understood. In reviewing the length of the road, an overall chainage was reviewed rather than provide short individual chainages. Adjust the report to reflect.				
17	DoS	ANRAM- Rural Sites	0	TMS	12/03/2021		TCCS	Seciton 2.5	Brindabella Road has 60km/h in the mixture of speeds, with speed signages missing. Please include 60km/h as existent speed limit			Signage was missing at the time of the inspection. The TCD base also does not indicate the 60km/h signs.				
18	DoS	ANRAM- Rural Sites	0	TMS	12/03/2021		TCCS	Seciton 2.7	Existing speeds on Corin Road are mis of 80 and 100km/h, with missing signages	mis?		Signage was missing at the time of the inspection. The TCD base also does not indicate the speed signs.				
19	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Seciton 2.7	There is no median Barrier treatment recommended in ARRB Report for this road. Please confirm again.			Removed				
20	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 2.8	Section identified for the study is not middle section. Its the first section as per ARRB Report.			Corrected				
21	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 2 general comment	It may be worth noting roads that deal with considerable topographical changes, horizontal curves etc such as Brindabella Road (climbs over the Brindabella range), Boboyan Road traversing the southern ranges in Namadji National Park etc			Added a comment in the report.				
22	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 2.10 item number 1	Should be Murrumbidgee River			Corrected				
23	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 3.2.3 & All	If traffic data is not collected in the future, the assumptions on the traffic data would need to be justified with detailed explanation for all roads.			Collection of Data for roads is being undertaken. Note that some of the roads (Orroral and Apollo Roads) are closed and therefore no counts should be undertaken until they are opened to the public.				
24	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 3.1	My understanding is that the ARRB report was completed based on video footage of all roads, and subsequent coding of the road segments based on the video footage. I am not aware that any inspections took place.			Still an inspection. Added comment to report.				

DESIGN REVIEW RECORD (DRR)

COMPLIANCE STATUS
 O Observation / Comment
 D From info currently provided not able to determine whether design / proposal is compliant.
 N Non-Compliant
 M Minor non-compliance for immediate action but subsequently documented in next version.

RESPONSE STATUS
 O Open
 C Closed
 CS Closed SUBJECT TO additional action / information

No.	Stage	PACKAGE	Rev	Reviewer	Initial Comment Date	Discipline	Organisation	Document Reference	Reviewer Initial Comment	Standards Reference	Compliance Status	Designer Response	Initial Response Date	Response Status	Reviewer Comment on	Date Comment Closed
25	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 3.2.2	It should be noted that the count was taken in the middle of the Covid-19 pandemic. While traffic volumes fluctuated during the pandemic they were often depressed compared to non pandemic volumes. Earlier counts for Monaro Highway suggest usage of up to 7000 vpd, and this can increase by up to 50% during the peak of the ski season. It may be worth qualifying the count data in some manner, or consider reviewing older count data to validate this count.			Comment added to the start of the section regarding COVID. Additional comment regarding the traffic patterns on the Monaro Highway.				
26	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 3.2.4	Note the traffic count was taken in the midst of the pandemic when working from home was escalating rapidly. Consider qualifying that the traffic volumes may not be representative of typical/normal volumes due to this.			Comment added to the report. Data was collected during the first week of COVID shutdown.				
27	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 3.2.5, Section 3.2.9	Assumptions made on the usage of over 5 years old data would need more justification.			comment added				
28	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 3.2.10	There is likely to be a considerable difference in traffic volume between the urban and rural segments of Tharwa Drive. I would expect the rural sections to have less than 1000 vpd movements. It may be wrong noting this given the large differences in volumes.			I would consider this section of Tharwa Drive as an urban area as it dissects Theodore and part of Calwell and provides a connection for the southern section of Tuggeranong to the Monaro Highway. Comment added to the report.				
29	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 3.3	Dot points to the table - the curve widening noted for Cotter Road could be progressed as part of this project.			Recommendations for widening, however, the brief did not specify widening and our proposal excluded changes to the road geometry.				
			0	N Boniface	17/03/2021	IDP	Discussion on existing geometry and grades on Cotter Rd that RDG consider contributing to crashes here be described. Add preliminary assessment of constructability challenges, illustrated with typical cross-section(s) and what extra investigation work would be required if TCCS were to wish to progress such improvement.				Extent of work is outside the brief.					
30	DoS	ANRAM- Rural Sites	0	TMS	12/03/2021		TCCS	Section 4.1	Austrroads Guides to Road Safety and Road Design should be referred in addition to mentioned guideline to have better co-relation with all relevant guidelines for speed limit reduction as a part of Safe Systems Approach. For info 1742 AS- Speed Controls- Updated last year			AS1742 removed guidance on how speed limits should be set.				
31	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 4.1 dot point 3	This seems to be a different treatment to the speed limit reduction in the heading. The suggestion may have merit - however it may be best dealt with in another section (perhaps introduce a new heading for other potential options).			dot point adjusted.				
32	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 4.1.3	Should include- Opportunities to implement speed limits consistent to speed limits in the area/adjoining roads.			Added				
33	DoS	ANRAM- Rural Sites	0	TMS	12/03/2021		TCCS	4.2.3	Only roads linking into NSW road network can use options for NSW technical Direction. However, other roads have flexibility to use the options under this Technical Direction. Might need to look into this for clarity.			Technical direction referred to as a guide. The ACT MITS 11 Section 1.4.7 provides the dimension detail for "profile" longitudinal pavement markings (ATLM) that need to be complied with by the line marking contractor				
34	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	4.2.3	It would give extra value if RDG could provide advice on suitable options on installation of ATLM on recommended roads considering the impact on cyclists			This will be considered during the design stage. Due to the shoulder on the majority of these roads it would likely be along the existing line marking.				
35	DoS	ANRAM- Rural Sites	0	TMS			TCCS	Section 4.3	For consideration and info- NSW have updated types of Safety Barriers (terminal barriers).			This will be considered during the design stage. Regular review of approved barriers is undertaken.				
36	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 4.3	Last Para- Would be beneficial to mention if installation of BB2 centreline on roads mentioned have proven to be effective or not.			Due to the duration on the Monaro Highway, it is unclear of the benefit in the ACT. Added a sentence referencing a study from Queensland on wide centrelines.				
37	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 4.3.2	second point- use "errant" vehicle?			added				
38	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 4.4.2	Perceived or actual environmental impacts is another potential disadvantage of clearing vegetation in the clear zone.			Added				
39	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 4.5	A clear concise advice should be provided on preference of the option and advise way forward.			This treatment would need to be discussed with Stakeholders to identify which approach is preferred by the ACT Government.				
40	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 4.5.2	Should cost of maintenance be included as disadvantage?			Not considered a disadvantage. The Victoria system issues is likely due to not being maintained over a long period of time. No difference to the Smiley face system.				
41	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Section 4.6	Is there any evidence to prove the effectiveness of the treatment? Any evaluation done for the same? minding that if implemented the treatments would become as a part of trial and error as mentioned in the report.			No evidence of the benefit of applied treatments regarding pavement markings. Mixed results throughout Victoria with guidepost.				
42	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 5	It is not clear why the pavement widening should be considered in the future, and not now as part of this engagement?			Recommendations for widening can be made for all roads to align with the requirements of Austrroads. However, it is not considered as part of this project (proposal stated no changes to road geometry).				
43	DoS	ANRAM- Rural Sites	0	K.Choden			TCCS	Section 5.1	Speed Limit review for wet weather conditions is highly required.			Unclear the benefit. On average Canberra has 108 days of rain, varying depending on the season. Also intensity differs on days. This would be considered more of a RMS pavement review.				
44	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 5.3	Provide more detailed rationale for the conclusion/recommendation that median barriers are only warranted in the HQJOC bypass.			The installation of median barriers for the undivided section of Kings Highway will require pavement widening. Additional comment added regarding the barriers.				
45	DoS	ANRAM- Rural Sites	0	K.Choden & N Boniface	10/03/2021		TCCS	Section 5, Table 5.1	Explanation required where some of the treatments in yellow highlighted cells in the Table 5.1 do not match what is given in ARRB Report recommendations:- -Tharwa Site 6 & Apollo Road- Have Reduced Speed Limit, ATLM, Safety Barriers (Both) -Tharwa Drive site 12- Speed Limit Reduction and Median Barrier			Based on Table C 2 of the brief. Have adjusted the table.				
					17/03/2021	IDP	Table 5.1 and Section 5.7	Like with comments on Cotter Rd (29 above) identify existing geometry and grades that RDG consider may contribute poor safety conditions with preliminary assessment of constructability challenges, illustrated with typical cross-section(s) and what extra investigation work would be required at each site in a separate standalone table for consideration of TCCS.			Extent of work is outside the brief.					

DESIGN REVIEW RECORD (DRR)

COMPLIANCE STATUS
 O Observation / Comment
 D From info currently provided not able to determine whether design / proposal is compliant.
 N Non-Compliant
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RESPONSE STATUS
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No.	Stage	PACKAGE	Rev	Reviewer	Initial Comment Date	Discipline	Organisation	Document Reference	Reviewer Initial Comment	Standards Reference	Compliance Status	Designer Response	Initial Response Date	Response Status	Reviewer Comment on	Date Comment Closed
46	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Table 5.2 (ALL)	Please explain how severity collision rate for all the roads were calculated/taken from.			Calculated based on the number of fatal collisions over the five year period and the provided traffic volumes. Where volumes were not provided assumptions with the traffic volumes where used.				
47	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Table 5.2	Typo- "...between the roundabout with HGJOC to the ACT/NSW border (section 288" should be "between the roundabout with HGJOC and the ACT/NSW border (section 388)"?			Corrected				
48	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Table 5.3/Table 5.6	Not clear if the two criteria mentioned below from "road features" are for two sections or one section (Section 466, 467): -Sections of the road have safety barriers -Clearing behind safety barriers required			Table adjusted				
49	DoS	ANRAM- Rural Sites	0	K.Choden	10/03/2021		TCCS	Table 5.4	Please mention current speed limit when stating speed limit reduction to 80km/h is supported.			added				
50	DoS	ANRAM- Rural Sites	0	TMS	12/03/2021		TCCS	Table 5.4	It would be useful to mention how the proposed speed limit reduction on this unsealed section relates to sealed section for consistency in transition and provide recommendations for transitioning.			Speed limited are not provided on unsealed roads. South Australia provides a maximum speed in combination with a warning sign, however, this has not been adopted by the ACT on other recent projects (e.g. Smiths Road). This includes not providing advisory speed signs with curve signs on unsealed roads.				
51	DoS	ANRAM- Rural Sites	0	TMS	12/03/2021		TCCS	Table 5.5	The recommendation on speed limit reduction to take into account effects of Tharwa Drive Duplication project for purposes of maintaining consistency.			Outside the area of review.				
52	DoS	ANRAM- Rural Sites	0	K.Choden				Tharwa Drive (Both sites)	For info- Feasibility studies for duplication underway for Section between (Box-hill avenue and pocket avenue). It would be beneficial to mention and take into consideration the effects of this duplication works while recommending treatments on this drive.			comment added.				
53	DoS	ANRAM- Rural Sites	0	K.Choden	15/03/2021		TCCS	Table 5.5	For info.TMS is reviewing signs in the vicinity of the bridge, adjusting buffer. Arrangement will be different. Missing signs will be replaced.			Ok.				
54	DoS	ANRAM- Rural Sites	0	K.Choden	15/03/2021		TCCS	Table 5.6	Please specify which Sections are recommended for speed limits 60km/h and 80km/h noting that Brindabella Road passes through Uriarra village. It is to be noted that 60km/h speed limit is in place with missing signs			Shown on the concept sketches. Note that signs were missing at the time of the inspection and are not provided on the TCD grid.				
55	DoS	ANRAM- Rural Sites	0	K.Choden	15/03/2021		TCCS	Table 5.6/5.7	There is no reference as to how speed limit reduction will affect the cyclist loop.			Reducing the speed on sections of these roads below the roadside environment would require continual enforcement. It would also create a false sense of security for cyclists. Additionally, the reduction of the speed will not change the severity should a collision occur. (Note: SSA was not part of the brief for rural roads).				
56	DoS	ANRAM- Rural Sites	0	TMS	12/03/2021		TCCS	Cyclist loop	It is recommended that separate table be maintained for cycling loop and undertake speed limit review assessment, considering volume of road users both vehicular and cyclists.			Based on observations of the road and travelling behind other road users (shadowing).				
57	DoS	ANRAM- Rural Sites	0	K.Choden	15/03/2021		TCCS	Table 5.11	Please provide reasons for expecting high 85th percentile speed for Cotter Road.			Comments added to be base of Table 5-5.				
58	DoS	ANRAM- Rural Sites	0	K.Choden				Section 5.1	Review Table for Speed Limit Reduction missing for Rural Site 12 (Tharwa Drive)			corrected				
59	DoS	ANRAM- Rural Sites	0	K.Choden	15/03/2021		TCCS	Section 5.3	Typo- Third para-" provide" should be "provided".			Staging and priority setting to be established during stakeholder meeting.				
60	DoS	ANRAM- Rural Sites	0	K.Choden	15/03/2021		TCCS	Section 5.3	Recommendation on how to stage installation of Safety Barriers would be great. - installation of new barriers -Upgrading/extending old barriers. -treating non-compliant end terminals			Recommendations for widening, however, the brief did not specify widening and our proposal excluded changes to the road geometry. Note that all the rural roads would require widening to achieve compliance with the current single carriageway rural road width, including the provision of shoulders (sealed and unsealed). This will require the consideration to the extent of cut and fill, implication to vegetation removal and the introduction to new roadside hazards due to the change in the edge line.				
61	DoS	ANRAM- Rural Sites	0	Steve Hare	09/03/2021		TCCS	Section 5.7	Refer to comment above about pavement widening. There is existing and future capital funding that may be allocated to pavement widening - so design of high priority sites now is potentially warranted.			Not overall appropriate. Refer to Guide to Road Design Part 3, in particular Table 4.5. This things need to be considered during the design process.				
62	DoS	ANRAM- Rural Sites	0	N. Boniface	17/03/2021		IDP	Appendices	If appropriate - Add what design criteria would rural roads with current traffic volumes aspire to for a minimum 1 star (2 star and 3 star) rating according traffic volume as an ultimate reference point.			Will remove the Kings Hwy to a separate report.				
63	DoS	ANRAM- Rural Sites	0	N. Boniface	18/03/2021		IDP	Appendices	Ref. NB email 02/03/2021 - reminding Kings Highway be appended as complete standalone report.							

DESIGN REVIEW RECORD (DRR)

COMPLIANCE STATUS
 O Observation / Comment
 D From info currently provided not able to determine whether design / proposal is compliant.
 N Non-Compliant
 M Minor non-compliance for immediate action but subsequently documented in next version.

RESPONSE STATUS
 O Open
 C Closed
 CS Closed SUBJECT TO additional action / information

No.	Stage	PACKAGE	Rev	Reviewer	Initial Comment Date	Discipline	Organisation	Document Reference	Reviewer Initial Comment	Standards Reference	Compliance Status	Designer Response	Initial Response Date	Response Status	Reviewer Comment on Response	Date Comment Closed
1	DoS	Additional Rural Roads		KC	07/06/2021		TCCS	Section 3.2.3	Please recommend if traffic data assumed is sufficient or not.			Stated that the data on Boboyan Road would be sufficient and no new data is required				
2	DoS	Additional Rural Roads		KC	07/06/2021		TCCS	Section 3.3, Table 3.3	Please correct ARRB section numbers for Paddys River			Corrected				
3	DoS	Additional Rural Roads		KC			TCCS	Section 3.3, page 11, bullet point 2	Barriers installed to consider motorcycle protection. Needs discussion on difference in the design.			Added comment in Section 4.3				
4	DoS	Additional Rural Roads		KC	07/06/2021		TCCS	Section 6, Table 6-1	Cost Breakdown for: 1. Barriers (new, replacement of existing and replacement of end terminals as done in previous reports) 2. Cost of removal of vegetations/clearing of hazards in the clear zone.			Barrier breakdown provided. The clearing of vegetation in the verge requires an ongoing programme, similar to the mowing programme.				
5	DoS	Additional Rural Roads		Pawel P	03/06/2021		TCCS		If RD Gossip could recommend cost estimates for sealing the shoulders			Section 5.6 states an indicative estimation of the cost of widening on one side of the road is circa 52,500 per metre.				
6	DoS	Additional Rural Roads		Pawel P	03/06/2021		TCCS		Warning signs on all curves especially advisory speed signs (recommendation if it needs to be changed or replaced)			Section added to Sections 4 & 5				
7	DoS	Additional Rural Roads		Pawel P	03/06/2021		TCCS		Consistent with previous discussion, ATLM on the edgelines are not recommended if there are no shoulders. However, as the report recommends widening of roads, therefore, RD Gossip to recommend installation of ATLM with the widening works. For road with insufficient shoulder, ATLM on the centrelines to be progressed			Comment added to Section 5.6 to state that an assessment of whether ATLM can be installed as part of pavement widening should be undertaken as part of the design.				