



## FREEDOM OF INFORMATION COVERSHEET

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

FOI reference: 23-028

Information to be published	Status
1. Access application	Published
2. Decision notice	Published
3. Schedule	Published
4. Documents	Published
5. Additional information identified	Not Applicable
6. Fees	Not Applicable
7. Processing time (in working days)	19 days
8. Decision made by Ombudsman	Not applicable
9. Additional information identified by Ombudsman	Not Applicable
10. Decision made by ACAT	Not applicable

11. Additional information identified by ACAT	Not applicable
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# Freedom of Information - Access Application to Transport Canberra and City Services - Submission confirmation

Your submission has been successful. Please keep a copy of this receipt for your records.

Date and time

Reference code

21 Mar 2023 10:12:51 AM

QNP467T

Transport Canberra and City Services (TCCS)

GPO Box 158  
Canberra ACT 2601

Phone: 02 6207 2987

Email: TCCS.FOI@act.gov.au

## Applicant details

Title

Given name

Family name

[REDACTED]

[REDACTED]

[REDACTED]

Preferred name

[REDACTED]

Preferred method of contact

Phone

Email

Post

Contact phone number

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Contact email address

[REDACTED]

### Contact postal address

Address line 1

[REDACTED]

Address line 2

[REDACTED]

Suburb

[REDACTED]

State

[REDACTED]

Postcode

[REDACTED]

Preferred method to receive information \*

Email

Post

Same as contact email address

## Information request

Who are you making the request on behalf of?

Myself

What type of information are you requesting access to? \*

Other information

What information are you requesting access to under the Act? \*

Black Spot Program 117792-22ACT-BS Limestone Avenue-Treloar Crescent Campbell and Euree Street Reid. I am seeking information about:  
1. who nominated this site for funding under the program, and their application  
2. what case was made by the ACT Government and ACT Black Spot Panel to support its inclusion in the program  
3. what data supported the application  
4. what community consultation was undertaken  
5. how was heritage considered.

Attach a description or additional details about the information you are requesting access to (optional)

Do you have a similar or identical request currently under review by another ACT Government Directorate?

Yes  No

Are you enquiring as

A member of the public

Do you wish to apply for a waiver of fees associated with processing your application?

Yes  No

Do you hold a valid concession card?

Yes  No

Provide a statement about how the release of information is in the public interest (optional)

This project will adversely impact the lives of residents in Reid. There has been no community consultation. I am seeking information that will enable me to understand the logic and the propriety of the decision before I escalate my concerns.

Would you like to provide any additional information? (optional)

Additional information is provided in the attached document.

Attach additional documents to support your application (optional)

[FOI request.docx](#)

## **Black Spot Program 117792-22ACT-BS Limestone Avenue-Treloar Crescent and Euree St Campbell**

I understand from the Black Spot Program website that \$1,616,200 has been allocated to signalling the intersection of Treloar Crescent Campbell and Euree St Reid and Limestone Avenue, Canberra.

I have recently been alerted to a project to signalise this intersection and am seeking information on:

### **1. *who nominated this site for consideration?***

From the Black Spot website, it appears that anyone can nominate a Black Spot. The relevant state and territory transport agency (in our case TCCS) assesses the application which is then considered by the Black Spot Panel.

### **2. *what case was made by the ACT Government and ACT Black Spot Panel to support its inclusion in the program?***

In its assessment, the transport agency 'may undertake an economic assessment of a treatment proposal' and 'be able to demonstrate a benefit to cost ratio of at least 2 to 1'. I would like access to that economic assessment and the arguments put forward by the ACT Government for this funding.

### **3. *any data that supported the application.***

The website states that proposals should have a 'history of at least three casualty crashes over a five-year period'. This seems unlikely for this intersection. My best efforts to understand ACT road crash data would seem to indicate that there were 73 crashes at all intersections in Reid between 2012 and 2021. (I am unable to separate out the intersection in question.) Of these, there were 3 injuries and 1 fatality. (see <https://www.data.act.gov.au/Transport/ACT-Road-Crash-Data/6jn4-m8rx>). However, the ACT Government may have more sophisticated data to support this application.

### **4. *what community consultation was undertaken.***

The website is clear that 'widespread community consultation and participation is fundamental to this program, ensuring that local concerns are addressed'.

This has not occurred and the project is of great concern to the Reid community which already suffers from an increasing amount of through traffic. The project will only increase the amount of traffic flowing through the suburb from Campbell, the Australian War Memorial and the Doma development. It is likely to lead to another Black Spot at the intersection of Euree and Currong Streets (which also brings an increasing amount of traffic through Reid to the City from new apartment developments in Campbell at C5 and surrounds). This is only going to get worse with the diversion of traffic around road closures to enable the extension of light rail.

## **5. any consideration of heritage implications.**

The website states that 'All approved Black Spot projects with significant environmental or heritage implications will need to comply with the requirements of relevant Australian Government and state/territory legislation'.

Reid is a singularly important part of the residential history of Canberra. Most of the precinct was constructed in 1926-27 and is a key surviving exemplar of garden city planning and design principles. It has been described as: "*One of Australia's finest garden suburbs of the 1920s and 30s, the area demonstrates influences of the English garden city movement.*"<sup>1</sup> It is listed on the ACT Heritage Register which indicates its important to the people of the ACT, provides legal protection, and means any works or development likely to impact on its heritage significance are subject to advice from the Heritage Council. While the Heritage Council was dissolved in December 2022, the heritage implication of this project should have been considered thoroughly.

1. R. Garnett & D. Hyndes, *Heritage of the Australian Capital Territory*, 1992, p. 89

### **History of signals at this Intersection**

I understand that, in the late 1980s or early 1990s, traffic lights were under consideration for this same intersection. The Reid Residents' Association (RRA) took this matter up with the ACT Roads and Traffic Authorities of the time who said that the reason for the traffic lights was to provide the Campbell High School students with a safe crossing across Limestone Ave.

The RRA put the view that a controlled intersection with traffic lights would facilitate the entry of commuter traffic into a relatively quiet residential street in Reid, on to Anzac Parade, the CIT, Civic, etc. Also, because Reid did not have a clear and planned hierarchy of roads (compared to Campbell) it was at the mercy of commuter traffic, being on the doorstep of Civic, including more and more heavy vehicles.

The RRA's arguments were accepted and ACT Roads & Traffic asked whether RRA would support a 'mid block' traffic light controlled pedestrian crossing on Limestone Ave. That was mutually agreed and it was what was installed by ACT Roads & Traffic and remains there today.

### **Traffic through Reid**

There is increased traffic from Blamey Crescent through Reid and it seems that the traffic light interval has been altered to accommodate this. As a result, quiet residential streets in Reid are being turned into commuter or 'through' traffic roads – which was never their intended purpose.

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Here, it is worth noting that Blamey Crescent Campbell has a truck tonnage limit but heritage-listed Reid does not. In addition, Blamey Crescent has a 40 km zone near the school and Reid does not.

As mentioned earlier, signalisation of the intersection of Euree St, Treloar Crescent and Limestone Crescent will again increase traffic through Reid because this is what it is designed to do— to facilitate commuter and non-residential traffic through Reid.

The aim of ACT Roads & Traffic should be to get commuter traffic to go around Reid and not through Reid.

In supporting proposals like this, the agency should work with other ACT agencies, for example heritage, city services who look after registered street trees, community services who are responsible for the age-friendly city plan, to ensure that there are no unintended or adverse consequences from this decision.



Dear [REDACTED]

### Freedom of Information Request - Reference 23-028

I refer to your application for access to government information received by Transport Canberra and City Services (TCCS) on 21 March 2023. It is my understanding that you are seeking access to the following government information:

*“Black Spot Program 117792-22ACT-BS Limestone Avenue-Treloar Crescent Campbell and Euree Street Reid. I am seeking information about:*

- 1. who nominated this site for funding under the program, and their application*
- 2. what case was made by the ACT Government and ACT Black Spot Panel to support its inclusion in the program*
- 3. what data supported the application*
- 4. what community consultation was undertaken*
- 5. how was heritage considered.”*

### Timeframes

A decision is due on your access application by 20 April 2023.

### Authority

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

### Decision on access

In accordance with the FOI Act, a search of TCCS records has been completed and 8 records, including attachments, have been identified as relevant to your application.

Upon reviewing the information within the records and applying the public interest test under section 17 of the FOI Act, I have decided to provide you with partial access.

The records identified as relevant to your application are listed in the schedule enclosed at Attachment A. A copy of the records with deletions applied to the information I have found to be contrary to the public interest is enclosed at Attachment B.

I have been advised by the business area responsible for delivering this project that community consultation will be undertaken in due course.



## Statement of Reasons

In reaching my access decision, I have taken the following into account:

- The FOI Act; and
- The *Human Rights Act 2016*.

In making my decision on disclosing the relevant government information, I must identify all relevant factors in schedule 1 and 2 of the FOI Act and determine, on balance, where the public interest lies.

### **Schedule 1:**

- No relevant sections identified.

### **Schedule 2:**

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

- Schedule 2.1(a)(i) - promote open discussion of public affairs and enhance the government's accountability;
- Schedule 2.1(a)(ii) - contribute to positive and informed debate on important issues or matters of public interest;
- Schedule 2.1(a)(iii) - inform the community of the government's operations, including the policies, guidelines and codes of conduct followed by the government in its dealings with members of the community;
- Schedule 2.1(a)(iv) - ensure effective oversight of expenditure of public funds;
- Schedule 2.1(a)(viii) - reveal the reason for a government decision and any background or contextual information that informed the decision.

#### **Factors favouring non-disclosure (Section 2.2)**

- Section 2.2(a)(ii) - prejudice the protection of an individual's right to privacy or any other right under the *Human Rights Act 2016*;
- Schedule 2.2(a)(viii) prejudice the economy of the Territory;
- Schedule 2.2(a)(xii) - prejudice the competitive commercial activities of an agency.

In reviewing the relevant records, personal information relating to third parties, including information which is likely to identify a third party, has been identified.

This includes the names and contact details for all external parties, including any complainants. I have considered that this information is not readily available to the public and the disclosure of this information is likely to prejudice the protection of an individual's right to privacy under the *Human Rights Act 2004* and carries significant weight. In this instance, I have found the disclosure of personal information to be, on balance, contrary to the public interest.

Further, some records have been identified to contain financial figures to inform proposed options for the consideration of government. While some of this information is publicly available, some figures relate to future procurement. I have considered that disclosure of these figures may negatively impact procurement processes, including financial negotiations, and government deliberations relating to claims. I find, on balance, that the disclosure of this information is contrary to the public interest.

I have found that the factors favouring disclosure can be satisfied with the deletion of information which is contrary to the public interest. A copy of the relevant information is enclosed at Attachment B.

### Charges

In accordance with [Freedom of Information \(Fees\) Determination 2018](#), a fee of \$0.35 per page of information disclosed, except for the first 50 pages, may be applied to an access application. However, I have not applied a fee to your application as the total number of pages marginally exceeds the 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. In accordance with section 28, your application, my decision and information disclosed to you will be published on the [TCCS Disclosure Log](#) within 3 – 10 business days.

Your personal information will be removed from these documents prior to publication.

### Ombudsman review

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

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

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

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

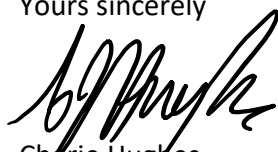
Under section 84 of the Act, if a decision is made under section 82 on an Ombudsman review, you may apply to the ACAT for review of the Ombudsman decision.

Further information may be obtained from ACAT at:

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

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

Yours sincerely



Cherie Hughes  
Information Officer  
19 April 2023

## ATTACHMENT A - ACCESS APPLICATION SCHEDULE, FREEDOM OF INFORMATION

**Reference Number: 23-028**

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.cityservices.act.gov.au/about-us/freedom\\_of\\_information/disclosure-log](https://www.cityservices.act.gov.au/about-us/freedom_of_information/disclosure-log)

### Factors favouring non-disclosure:

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

Schedule 2.2(a)(viii) prejudice the economy of the Territory;

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

Reference number	Page number	Description	Date	Status	Reason for non-release or deferral	Open Access release status
1	1 – 16	201907 - BS Briefing Notes- 2019 meeting	July 2019	Full access	Not applicable	Decision to be published on the <a href="#">TCCS Disclosure Log</a> .
2	17 - 32	201912 - BS Briefing Notes-2021 December meeting FINAL	December 2019	Full access	Not applicable	
3	33 - 35	202112 - Minutes - BS meeting December 2021 - FINAL	December 2021	Partial access	Schedule 2.2(a)(ii)	

<b>4</b>	<b>36 – 63</b>	20191122 - Euree Street_Limestone Avenue_Treloar Crescent Report - FINAL	22 November 2019	Partial access	Schedule 2.2(a)(ii) Schedule 2.2(a)(viii) Schedule 2.2(a)(xii)
<b>5</b>	<b>64 – 65</b>	20220419 - Announcement of successful 2021-23 ACT Black Spot Program [SEC=OFFICIAL]	19 April 2022	Partial access	Schedule 2.2(a)(ii)
<b>6</b>	<b>66 – 67</b>	20220419 - Announcement of successful 2021-23 ACT Black Spot Program, 31 March 2022 Signed Instrument ACT Black Spot	19 April 2022	Full access	Not applicable
<b>7</b>	<b>68 – 69</b>	20220419 - Announcement of successful 2021-23 ACT Black Spot Program, Attachment - 31 March 2022 Signed Letter ACT Black Spot	19 April 2022	Full access	Not applicable
<b>8</b>	<b>70 – 73</b>	20221111 - Limestone FOI	11 November 2022	Full access	Not applicable

**Total number of documents: 8**



**ACT**  
Government

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Transport Canberra  
and City Services

# **ACT BLACK SPOT CONSULTATIVE PANEL**

## **Meeting No 34**

### **BRIEFING NOTES**

#### **July 2019**

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## 1. INTRODUCTION

To date, 124 projects have been funded in the ACT under the Australian Government Black Spot Programme. A list of these projects is at Appendix A.

As part of the 2019-20 Federal Budget, the Australian Government announced an additional \$2.2 billion in road safety funding across Australia from 2019–20 through the Local and State Government Road Safety Package.

The Package includes:

- An additional \$100 million per year for Roads to Recovery, bringing the funding to \$500 million per year;
- An additional \$50 million per year for the Black Spot Program, bringing the funding to \$110 million per year;
- An additional \$25 million per year for the Bridges Renewal Program (BRP), bringing the funding to \$85 million per year; and
- An additional \$25 million per year for the Heavy Vehicle Safety and Productivity Program (HVSP), bringing the funding to \$65 million per year.

For the Black Spot Program, the ACT will receive \$1,529,000 per year from 2019-20 to 2023-24, an increase from \$834,000.

The program will continue to fund relatively low cost safety works such as roundabouts, intersection upgrades, crash barriers and street lighting in places where there have been serious crashes or where serious crashes are likely to occur.

Details of the general requirements for Black Spot projects are outlined in the Black Spot Program Notes on Administration.

<http://investment.infrastructure.gov.au/funding/blackspots/>

Transport Canberra and City Services (TCCS) applies these requirements in the following way:

- 1) The objective is to treat sites with demonstrated serious crash rates
- 2) The sites need to be amenable to cost effective treatment with a Benefit to Cost cut off at 2.0
- 3) Projects also need to be able to be delivered in a specific time frame.

## 2. ACT CRASH DEFINITIONS

The following standard definitions are used to define crash severity in the ACT:

<b>Fatal crash</b>	a motor vehicle crash which involves at least one fatality within 30 days of the crash taking place
<b>Injury crash</b>	a motor vehicle crash where at least one person receives injuries that require medical attention either at the scene of the crash or in hospital
<b>Property damage crash</b>	a motor vehicle crash where no fatalities or injuries result but damage to property is sustained.

Typically in the ACT about 8,000 on-road motor vehicle crashes occur annually. The associated breakdown of crash severity is:

Fatal	0.1%
Injury	10%
Property	90%



### 3. ACT BLACK SPOT IDENTIFICATION PROCESS

The following approach is adopted for selecting Black Spot sites in the ACT:

- 1) For intersections: identify locations which meet the crash history criteria. The minimum eligibility criterion is a history of at least 3 casualty crashes over a 5 year period. Locations where no positive controls exist are given preference for selection if crash rates and rankings are similar.

For mid blocks: a similar process is followed for a section of road.

- 2) Identify cost effective solutions and rank on the basis of the benefit/cost ratio.

In addition to the above, up to 30% of Black Spot funds may be used for the treatment of sites that may not meet the crash history criteria, but which have been recommended as part of an official road safety audit report.

Treatments that can be delivered in the year that funding is available are given preference when other criteria are similar.

(See the Notes on Administration for Land Transport Infrastructure Projects for further details).

#### 4. CURRENT STATUS OF 2017/18 PROJECTS

**Table 1**

Locations	Treatment Type	Funding	Expenditure	Update
Black Spot Projects 2017/18 \$966,000				
Monaro Highway (Angle Crossing Road – Old Cooma Road)	Install strategic barrier lines	105,000	56,086	Complete
Athllon Drive / Don Dunstan Drive / Scollay Street	Rumble strips, change angle of hold line for wester approach. Increased deflection on western side of Roundabout, and speed reduction and line marking changes on southern approach.	132,000	92,698	Complete
Drakeford Drive / Johnson Drive / Woodcock Drive	Rumble strips and signage improvements.	105,000	105,000	Complete
Furneaux Street / Manuka Circle	Install Stop Control, tighten approach angle and improve pedestrian facilities.	252,000	252,000	Complete
Ainslie Street/ Doonkuna Street	Install traffic calming to reinforce existing Stop Control.	84,000	83,984	Complete
Telopea Park / Currie Crescent	Improve sight distance and tighten the intersection, STOP control.	190,000	190,000	Complete
Barton Highway access road / Ellenborough Street	Speed cushions to improve compliance at STOP control.	0	0	Cancelled
TOTAL		\$868,000	\$779,768	

## 5. CURRENT STATUS OF 2018/19 PROJECTS

**Table 2**

Locations	Treatment Type	Funding	Expenditure	Update
Black Spot Projects 2018/19 \$966,000				
Hobart Avenue / National Circuit	Install Stop control at intersection and upgrade pedestrian facilities	180,000	0	Construction Tender Stage
Boboyan Road crash barrier	Install crash barrier at the Southern side of Fitzs Hill decent.	80,000	8,214	Construction Tender Stage
Masson Street / McCaughey Street	Install traffic calming devices at the intersection and the associated signage	161,500	0	Design Stage
Barton Highway (William Slim/Gundaroo – Bellenden	Reduce speed limit from 100 to 80, narrow the median lane and install guide posts	113,700	0	Design Stage
Pialligo Avenue (Scherger – Air Disaster Memorial)	Reduce speed limit from 100 to 80 and provide additional clearing in the clear zone	25,000	0	Design Stage
Southern Cross Drive (Kingsford Smith – Coulter)	Extend the nose of the side road median islands and gate “Give Way” signs. Ban U turn at intersections.	118,000	0	Re-scope
TOTAL		\$678,000	\$8,214	

## **6. UPDATE ON FEASIBILITY STUDIES FOR 2018/19 PROGRAM**

Roads ACT completed a package of feasibility studies of high crash rate mid blocks in 2018/19.

The following locations were investigated further.

MIDBLOCK OF:

- Southern Cross Drive (Kingsford Smith – Coulter)
- Mawson Drive (Athllon Drive and Ainsworth Street)

A summary of the results are shown in Table 3 below.

**Table 3**

Location	Est. BCR	Study Findings	Est. Cost (\$)	Roads ACT Position	*Funding \$
<b>Mawson Drive (Athllon - Ainsworth)</b>	Option 1 – 4.65 <b>Option 2 – 3.97</b> Option 2# – 6.02 Option 3 – 4.99	Option 2 includes: <ul style="list-style-type: none"> <li>• Chanalisation (one lane-each way) between Athllon Dr and Ainsworth St.</li> <li>• Provide channelised left turn lanes for all intersections.</li> <li>• Convert Mountevans Street to left-in/ left-out only.</li> <li>• Improve the angle for the storage area in the medians</li> <li>• Construct concrete blisters on the northern side of the road at the kerb ramp connecting to the main community route.</li> <li>• Change the speed limit to 40 km/h on Mawson Drive between Athllon Drive and Hurley Street.</li> <li>• Install traffic calming in both directions between Mawson Place and Heard Street.</li> </ul>	535,119 595,686 351,312 550,345	Treat the whole length of Mawson Drive between Athllon Dr and Ainsworth St with the recommended treatments and objectives of the study report.	<b>768,400</b>
<b>Southern Cross Drive (Kingsford Smith – Coulter)</b>	Option 1 – 3.34 Option 2 – 1.56 Option 3 – 1.05 Option 4 – 7.48 <b>Option 5 – 5.14</b>	<ul style="list-style-type: none"> <li>• Option 1 – Extend the nose of the side road median islands and gate “Give Way” signs</li> <li>• Option 2 – Provide an indented bus bay at the westbound bus stop between Kingsford Smith Drive and Ross Smith Crescent</li> <li>• Option 3 - Ban U-turn at the intersections</li> <li>• Option 4 - Close the median at Ross Smith Crescent and signalise the intersection at Chewings Street.</li> <li>• <b>Option 5 - Signalise the intersections at Ross Smith Crescent and Chewings Street</b></li> </ul>	74,744 16,595 5,200 974,000 1,286,000	Given additional funds, re-scope the 2018-19 program and implement Option 5 over two years	<b>1,797,900 (over two years of funding at 898,950/year)</b>

\*Funding includes procurement fees, feasibility studies costs and contingencies.

## 7. UPDATE ON NOMINATED SITES

**Table 4 – PUBLIC NOMINATIONS**

LOCATION	5 YEAR CRASH HISTORY (2012– 2016)				NUMBER OF CASUALTY CRASHES IN 5 YEARS	BLACK SPOT RANKING	MEETS BLACK SPOT CRITERIA	COMMENTS
	Fatal Crashes	Serious Injury Crashes	Minor Injury Crashes	PDO Crashes				
<b>Intersections</b>								
Ginninderra Drive/ Tillyard Drive	0	3	14	29	17	2	Yes	Under construction
Hindmarsh Drive/ Tyagarah Street	0	1	4	4	5	81	Yes	Investigated in 2018. For future CW bid.
Kuringa Drive/ Owen Dixon Drive	0	1	7	26	8	26	Yes	Future CW bid.
Spalding Street/ Kingsford Smith Drive	0	1	3	9	4	118	Yes	Future CW bid.
<b>Midblocks</b>								
Mawson Drive (Athllon – Ainsworth Street) - consists of 6 midblocks and 5 intersections	0	0	11	53	11	N/a	Yes	Recommended for 2019-2020 Black Spot program.
Southern Cross Drive (Kingsford Smith – Coulter) - consists of 5 midblocks and 4 intersections	1	2	5	61	8	N/a	Yes	Recommended for 2019-2020 Black Spot program.

**Table 5 – ROADS ACT NOMINATIONS**

LOCATION	5 YEAR CRASH HISTORY (2012– 2016)				NUMBER OF CASUALTY CRASHES IN 5 YEARS	BLACK SPOT RANKING	MEETS BLACK SPOT CRITERIA	COMMENTS
	Fatal Crashes	Serious Injury Crashes	Minor Injury Crashes	PDO Crashes				
<b>Intersections</b>								
Benham Street / Isabella Drive	0	2	4	13	6	50	Yes	Under investigation
Euree Street / Limestone Avenue / Treloar Crescent	0	4	2	17	6	44	Yes	Under investigation

## 8. SUGGESTED PROGRAM FOR 2019/20

The total allocation of the Black Spot Program funding for ACT in 2019/2020 is \$1,529,000.

Future program funding for the ACT Black Spot Program will be \$1,529,000 per year until 2023-24.

Roads ACT proposes to accelerate the 2019/20 program by implementing recommendations from the Southern Cross Drive study to signalise two intersections as a mid block treatment. This approach will use the economies of scale and provide savings of treating two intersections as part of one funding scenario using two funding periods.

**Table 7**

<b>Locations for 2019/20</b>	<b>Treatment Type</b>	<b>*Req. Funding</b>	<b>Update</b>
<p><b>Mawson Drive (Athllon - Ainsworth)</b></p> <p>- consists of 6 midblocks and 5 intersections</p>	<ul style="list-style-type: none"> <li>• Chanalisation both ways, and channelised left turn lanes for all intersections.</li> <li>• Convert Mountevans Street to left-in/left-out only.</li> <li>• Improve the angle for the storage area in the medians.</li> <li>• Reduce pedestrian crossing distance on Mawson Drive connecting to the main community route. Change the speed limit to 40 km/h on Mawson Drive between Athllon Drive and Hurley Street.</li> <li>• Install traffic calming in both directions between Mawson Place and Heard Street.</li> </ul>	<p><b>768,400</b></p>	<p><b>Awaiting Panel Approval</b></p>
<p><b>Southern Cross Drive (Kingsford Smith – Coulter)</b></p> <p>- consists of 5 midblocks and 4 intersections</p>	<p>Signalise the intersections of:</p> <ul style="list-style-type: none"> <li>• Southern Cross Drive / Ross Smith Crescent and</li> <li>• Southern Cross Drive / Chewings Street</li> </ul>	<p><b>1,797,900</b> (over two years of funding)</p>	<p><b>Awaiting Panel Approval</b></p>
<p><b>TOTAL</b></p>		<p><b>\$2,566,300</b></p>	

\*Funding includes procurement fees feasibility studies costs and contingencies.

## APPENDIX A

### List of ACT Black Spot Funded Improvements

BSP No	Location Of Project	Treatment	Final project cost to Black Spot Program
A00001	Pialligo Ave / Ulinga Pl	roundabout	\$350,000
A00006	Mouat St / Archibald St	turning lane	\$50,000
A00003	Southern Cross Dr / Chewings St	turning lane	\$100,000
A00002	Cotter Rd / Dudley St	reinforce priority	\$30,000
A00004	Empire Cir / Tasmania Cir	reinforce priority	\$100,000
A00009	Erindale Dr / Judkins St	turning lane	\$95,000
A00008	Northbourne Ave / Morphett St	pedestrian facilities	\$255,000
A00010	Johnson Dr / Monaro Highway	roundabout	\$380,000
A00013	Canberra Ave / Dominion Circuit	traffic islands	\$25,000
A00012	Kings Avenue / Parkes Way	line markings, signs, footpaths	\$60,000
A00014	Mugga Lane	line marking, signs, shoulder widening, removal of trees	\$173,000
A00015	Northbourne Ave / Elouera St	traffic lights	\$250,000
A00011	Limestone Ave / Anzac Parade	traffic lights	\$30,000 - <i>design only</i>
A00016	Captain Cook Cres / Stuart St	traffic lights	\$360,000
A00017	Cotter Rd / Dudley St	traffic lights	\$130,000
A00019	Ginninderra Drive/ William Webb Drive	traffic lights	\$350,000
A00021	Newman Morris Circuit/ Taverner Street	traffic lights	\$113,000
A00020	Wentworth Ave/ Mildura St	traffic islands	\$50,000
A03001	Limestone Ave / Anzac Parade	Roundabout	\$300,000
A03031	Cotter Rd / Mcculloch St	traffic lights	\$315,000
A03003	Bowen Dr / King Edward Tee	intersection improvements	\$73,000
A03004	Hindmarsh Dr / Palmer St	traffic lights	\$400,000
A03011	Hindmarsh Dr / Tuggeranong Parkway East	intersection improvements	\$26,000
A03010	Erindale Dr / Sternberg Cr	intersection improvements	\$21,500
A03009	Canberra Ave / Eyre St	intersection improvements	\$41,000
A03008	Pialligo Ave / Sutton Rd	intersection improvements	\$27,500
A03007	Melrose St / Botany St	traffic lights	\$313,000
A03013	Moore St / Rudd St	intersection improvements	\$44,000
A03012	Antill St / Challis St	intersection improvements	\$29,000
A03006	Cotter Rd / Streeton Dr	intersection improvements	\$50,000



BSP No	Location Of Project	Treatment	Final project cost to Black Spot Program
A03005	Parkes Way	Underpass design works	\$120,000
A03014	Sulwood Rd / Colquhoun Dr	Right turn lane	\$120,000 + \$90,000 var
A03015	Ashley Dr / Johnson Dr	Roundabout	\$200,000
A03016	Ashley Dr / Statton St	Sight distance improvements	\$25,000
A03017	Melrose Dr / Theodore Dr	Intersection improvements	\$27,000
A03018	Hindmarsh Dr / Eggleston Cres	Intersection improvements	\$21,000
A03019	Coulter Drive / Joynton Smith Drive	traffic lights	\$260,000
A03020	Streeton Drive / Darwinia Terrace	intersection improvements	\$108,000
A03021	Wentworth Avenue / Mildura Street And Leichhardt Street	intersection improvements	\$107,000
A03022	Sulwood Drive / Inkster Street	intersection improvements	\$87,000
A03023	Southern Cross Drive / Starke Street	intersection improvements	\$89,000
A03024	Coppins Crossing Road	Signage, barriers, lighting	\$22,000
A03025	Kuringa Drive / From Tillyard Drive To Kingsford Smith Drive	Signage and lighting	\$50,000
A03026	Emu Bank / From Eastern Valley Way To Soundy Close	Signage and lighting	\$15,500
A03027	Parkes Way/	Signage	\$19,000
A03028	Naas Road Bridge Approaches / Apollo Road To Top Of Naas Road	Signage and barriers	\$25,000
<b>Nation Building</b>			
	Captain Cook Cr / Stuart St	Signage, pavement improvements	\$43,467
	Point Hut Rd (Freshford Rd-Jim Pike Ave)	Signage & barriers	\$218,102
	Namatjira Dr / Streeton Dr	Signage & line marking	\$54,938
	Hindmarsh Dr / Tamar St	Pavement improvements	\$135,748
	Yamba Drive / Mawson Drive	traffic lights	\$524,000
	Hindmarsh Drive / Dalrymple Street	Upgrade road surface & improve signage	\$287,450
	Cooyong Street / Mort Street,	Install directional signage	\$170,450
	Northbourne Avenue / Morphett St	High angle approach for left turn from Morphett St	\$15,450
	Ginninderra Drive / Kingsford Smith Dr	Line marking & signage improvements	\$58,450
	Drakeford Drive / Erindale Drive	Upgrade traffic signals	\$325,450
	William Hovell Drive (Coppins Crossing Rd - Drake Brockman Dr)	Upgrade edge lines	\$70,450
	Luxton Street / Lathlain Street	Traffic lights	\$340,000
	Belconnen Way / Bindubi Street	Intersection improvements	\$70,450
	Athllon Drive / Drakeford Drive	Intersection improvements	\$252,250
	Oaks Estate Road / Pialligo Avenue,	Upgrade line marking	\$7,640

BSP No	Location Of Project	Treatment	Final project cost to Black Spot Program
	Ginninderra Drive / Ellenborough St	Line marking & signage improvements	\$42,450
	Brindabella Road (Cotter Road - Uriarra Road)	Upgrade signage	\$17,750
	Cotter Road (Brindabella Road - Winslade Property Entrance)	Upgrade signage	\$7,640
	Athllon Drive (Sulwood Drive - Beasley Street)	Upgrade edge lines	\$27,550
	Cowper Street / Limestone Avenue	Signal improvements	\$15,000
	Parks Way Clunies Ross St / Edinburgh Av	Signage and line marking improvements	\$128,000
	Canberra Avenue/ Eyre Street	Signage / line marking	\$29,000
	Hindmarsh Drive / Yamba Drive	Left turn improvements	\$530,000
	Yamba Drive / Melrose Drive	Channelization on roundabout	\$84,000
	Hindmarsh Drive / Melrose Drive	Design for intersection improvements	\$59,000
	Brierly Street / Hindmarsh Drive	Signage and line marking improvements	\$45,000
	Tidbinbilla Road (Corin Dam – Point Hut Rd)	Signage and barrier improvements	\$76,000
	Bolderwood Avenue / David Street	Installation of roundabout	\$128,000
	Paddy's River Rd (Laurel Camp Rd – Discovery Dr)	Signage and barrier improvements	\$159,000
	Uriarra Road (Coppins Crossing Rd – Cotter Rd)	Signage and barrier improvements	\$59,000
	Northbourne Avenue / Antill Street	Left turn improvement and road resurfacing	\$555,000
	Kingsford Smith Drive / Kuringa Drive	Signage and intersection improvements	\$18,500
	Brisbane Avenue / State Circle	Signal, lighting improvements	\$28,000
	Wentworth Avenue / Burke Street	Signage and intersection improvements	\$21,800
	Anzac Parade / Blamey Crescent	New signals	\$200,000
	Drakeford Drive / Isabella Drive	Signage and line marking improvements	\$38,515
	Ginninderra Drive / Tillyard Drive	Signage, line marking, island, poles improvements	\$192,512
	Belconnen Way / Springvale Drive	Line marking and poles improvements	\$73,991
	Mugga Lane / Long Gully Road	Left turn storage, line marking pole improvements	\$271,910
	Mass Action Treatments (Single Vehicle Crashes) At Various Locations	Warning signage, delineation, hazard removal	\$300,000
	College St / Haydon Dr	Pavement surface, traffic signal, light columns and minor intersection improvements	\$313,001
	Drakeford Dr / Summerland Cct South	Signage, line marking, hazard removal/protection	\$209,275
	Tharwa Drive/Box Hill Avenue	Improve visibility and lighting	\$62,637
	Girrahween Street /Limestone Avenue	Minor line marking improvements	\$25,600
	Coppins Crossing Road/William Hovell Drive	Reduction of speed limit	\$59,388
	Athllon Drive /Hindmarsh Drive	Signal improvements	\$193,224

BSP No	Location Of Project	Treatment	Final project cost to Black Spot Program
	Southern Cross Drive /Kingsford Smith Drive	Signal improvements	\$162,415
	William Hovell Drive/Bindubi Street	Signal improvements	\$119,860
	Monaro Hwy (Hindmarsh Dr – Lanyon Dr)	Enhance speed limit signage. New flashing warning signs before Lanyon Dr	\$183,362
	Aikman Drive (Emu Bank – Townsend Pl)	Signalise pedestrian crossing	\$250,000
	Challis Street (Cape St – Morphett St)	Painted turn bays and lane definition	\$96,000
	Sandford Street / Gungahlin Drive	Signage improvements	\$16,000
	Kingsford Smith Drive / Spalding Street	Lane reduction	\$130,000
	Athllon Drive / Fincham Crescent	Line of sight improvements	\$40,000
	Macarthur Avenue / David Street / Wattle Street	Signals and signage improvements and upgrade of existing streetlight columns to frangible type	\$187,296
	Eggleston Crescent / Melrose Drive	Partial closure of median. No right turn out of Eggleston Cr	Cancelled
	Melrose Dr / Corinna St	speed limit 70km/h to 60 km/h Hindmarsh Dr - Yarra Glen minor intersection improvements	\$238,457
	Yamba Dr / Julia Flynn Av (North)	Channelization in the median and new kerbing	\$102,782
	Carruthers East - Yarra Glenn North Ramp / Carruthers / Yarra Glenn North - Carruthers West Ramp	Traffic signal improvements and barrier improvements	\$189,388
	Belconnen Way / Coulter Dr	Install signal mast arms and correct minor deficiencies	\$412,406
	Jerrabomberra Av / Captain Cook Cr / Sturt Av	Signalise	\$521,250
	Drakeford Dr / Noorooma St	Correct minor deficiencies	\$20,586
	Drakeford Dr / Barr-Smith Av	Correct minor deficiencies	\$26,106
	Jerrabomberra Av / Captain Cook Cr / Sturt Av*	Signals	\$521,250
	John Cleland / Coulter Dr	Install STOP signs	\$22,500 (\$22,548)
	Midblock - Tuggeranong Pkwy (Lady Denman Dr-Cotter Ramp East)	Animal Fencing and correction of minor deficiencies	\$261,999
	Tharwa Dr / Duggan St	Separation of left turn deceleration lane and minor median modifications	\$286,419
	Gungahlin Dr / Well Station Dr	Install signal mast arms and correct minor deficiencies	Cancelled
	Pialligo Ave / Oaks Estete Rd	Signalisation	\$836,000 (\$835,545)
	Tuggeranong Pkwy (Hind Marsh Dr-Sulwood Dr)	Animal Fencing, road side lighting, advance warning signals sign at Sulwood Dr and correction of minor deficiencies	\$1,150,000
	Tuggeranong Pkwy (Hindmarsh Dr-Cotter Rd)	Animal Fencing, Linemarking improvements, Barrier upgrade and correction of minor deficiencies	\$748,000 (\$747.891)
	Ginninderra Dr / Coulter Dr	Hogh angle approach and cycle path improvements	\$197,000
	Kingsford Smith Drive / Southern Cross Drive	Improvements to northbound, westbound and eastbound left turn slip lane (High Angle Approach)	\$780,616

BSP No	Location Of Project	Treatment	Final project cost to Black Spot Program
	Belconnen Way / Benjamin Way	Signalise the Benjamin Way southbound left turn lane , provide additional short lane, improve on road cycling facilities	\$389,599
	Sternberg Crs / Langdon Ave	Signalisation, improvements to all median approaches and Comrie St intersection	\$701,284
	Sternberg Crs / Ashley Dr	New roundabout and improvements to all median approaches including pedestrian and on road cycling facilities	\$549,189
	Monaro Highway (Angle Crossing Road – Old Cooma Road)	Install strategic barrier lines	
	Athllon Drive / Don Dunstan Drive / Scollay Street	Change Angle of Hold Line for wester approach, Increased deflection on western side of Roundabout, and speed reduction and line marking changes on southern approach	
	Drakeford Drive / Johnson Drive / Woodcock Drive	Rumble strips and signage improvements.	
	Furneaux Street / Manuka Circle	Instal Stop Control, tighten approach angle and improve pedestrian facilitys	
	Ainslie Street/ Doonkuna Street	Install traffic calming to reinforce existing Stop Control	
	Telopea Park / Currie Crescent	Improve sight distance and tighten the intersection, STOP control	



**ACT**  
Government

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Transport Canberra  
and City Services

# **ACT BLACK SPOT CONSULTATIVE PANEL**

## **Meeting No 35**

### **BRIEFING NOTES**

#### **December 2021**

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## 1. INTRODUCTION

To date, 126 projects have been funded in the ACT under the Australian Government Black Spot Programme. A list of these projects is at Appendix A.

As part of the 2019-20 Federal Budget, the Australian Government announced an additional \$2.2 billion in road safety funding across Australia from 2019–20 through the Local and State Government Road Safety Package.

The Package includes:

- An additional \$100 million per year for Roads to Recovery, bringing the funding to \$500 million per year;
- An additional \$50 million per year for the Black Spot Program, bringing the funding to \$110 million per year;
- An additional \$25 million per year for the Bridges Renewal Program (BRP), bringing the funding to \$85 million per year; and
- An additional \$25 million per year for the Heavy Vehicle Safety and Productivity Program (HVSP), bringing the funding to \$65 million per year.

For the Black Spot Program, the ACT will receive \$1,529,000 per year from 2019-20 to 2023-24, an increase from \$834,000.

The program will continue to fund relatively low cost safety works such as traffic signals, roundabouts and intersection upgrades in places where there have been serious crashes or where serious crashes are likely to occur.

Details of the general requirements for Black Spot projects are outlined in the Black Spot Program Notes on Administration.

<http://investment.infrastructure.gov.au/funding/blackspots/>

Transport Canberra and City Services (TCCS) applies these requirements in the following way:

- 1) The objective is to treat sites with demonstrated serious crash rates
- 2) The sites need to be amenable to cost effective treatment with a Benefit to Cost cut off at 2.0
- 3) Projects also need to be able to be delivered in a specific time frame.

## 2. ACT CRASH DEFINITIONS

The following standard definitions are used to define crash severity in the ACT:

<b>Fatal crash</b>	a motor vehicle crash which involves at least one fatality within 30 days of the crash taking place
<b>Injury crash</b>	a motor vehicle crash where at least one person receives injuries that require medical attention either at the scene of the crash or in hospital
<b>Property damage crash</b>	a motor vehicle crash where no fatalities or injuries result but damage to property is sustained.

Typically in the ACT about 8,000 on-road motor vehicle crashes occur annually. The associated breakdown of crash severity is:

Fatal	0.1%
Injury	10%
Property	90%



### 3. ACT BLACK SPOT IDENTIFICATION PROCESS

The following approach is adopted for selecting Black Spot sites in the ACT:

- 1) For intersections: identify locations which meet the crash history criteria. The minimum eligibility criterion is a history of at least 3 casualty crashes over a 5 year period. Locations where no positive controls exist are given preference for selection if crash rates and rankings are similar.

For mid blocks: a similar process is followed for a section of road.

- 2) Identify cost effective solutions and rank on the basis of the benefit/cost ratio.

In addition to the above, up to 30% of Black Spot funds may be used for the treatment of sites that may not meet the crash history criteria, but which have been recommended as part of an official road safety audit report.

Treatments that can be delivered in the year that funding is available are given preference when other criteria are similar.

(See the Notes on Administration for Land Transport Infrastructure Projects for further details).

#### 4. CURRENT STATUS OF 2018/19 PROJECTS

**Table 1**

Locations	Treatment Type	Funding	Expenditure	Update
Black Spot Projects 2018/19 \$966,000				
Hobart Avenue / National Circuit	Install Stop control at intersection and upgrade pedestrian facilities	180,000	180,000	Completed
Boboyan Road crash barrier	Install crash barrier at the Southern side of Fitzs Hill decent.	80,000	80,000	Completed
Masson Street / McCaughey Street	Install traffic calming devices at the intersection and the associated signage	161,500	161,500	Completed
Barton Highway (William Slim/Gundaroo – Bellenden	Reduce speed limit from 100 to 80, narrow the median lane and install guide posts	113,700	113,700	Completed
Pialligo Avenue (Scherger – Air Disaster Memorial)	Reduce speed limit from 100 to 80 and provide additional clearing in the clear zone	91,000	91,000	Completed
Southern Cross Drive (Kingsford Smith – Coulter)	Extend the nose of the side road median islands and gate “Give Way” signs. Ban U turn at intersections.	118,000	-	Re-scoped
TOTAL		\$744,200	\$626,200	

## 5. CURRENT STATUS OF 2019/20-21 PROJECTS

**Table 2**

Locations	Treatment Type	Funding	Expenditure	Update
Black Spot Projects 2019/20-21 \$1,529,000				
<b>Mawson Drive (Athllon - Ainsworth)</b>	<p>Channelization to single lane in both directions.</p> <p>Channelized left turn lanes for all intersections.</p> <p>Convert Mountevans Street to left-in/ left-out only.</p> <p>Improve the angle for the storage area in the medians.</p> <p>Reduce pedestrian crossing distance on Mawson Drive connecting to the main community route.</p> <p>Reduce speed limit to 40 km/h between Athllon Drive and Hurley Street.</p> <p>Install traffic calming in both directions between Mawson Place and Heard Street.</p>	<b>\$768,400</b>	\$73,134	Tender
<b>Southern Cross Drive (Kingsford Smith – Coulter)</b>	<p>Signalise the intersections of:</p> <p>Southern Cross Drive / Ross Smith Crescent</p> <p>and</p> <p>Southern Cross Drive / Chewings Street.</p>	<b>\$1,797,900</b> (over two years of funding)	\$694,614	Under Construction
TOTAL		<b>\$2,566,300</b>	<b>\$767,748</b>	

## **6. UPDATE ON FEASIBILITY STUDIES FOR 2021/22 PROGRAM**

Roads ACT completed feasibility studies on the following intersections in 2020/21.

- Isabella Drive / Benham Street
- Limestone Avenue / Treloar Crescent / Euree Street
- Hindmarsh Drive / Brierly Street
- Phillip Avenue / Windeyer Street
- Tharwa Drive / Lawrence Wackett Crescent (west)

A summary of the outcomes are shown in Table 3.

**Table 3**

<b>Location</b>	<b>Study Recommendations</b>	<b>Est. Cost (\$)</b>	<b>Est. BCR</b>	<b>Roads ACT Position</b>	<b>*Funding required</b>
Hindmarsh Dr / Brierly St	Install traffic signals + speed limit reduction to 60km/h	665,923	2.16	Roads ACT recommends this project for the 2021/22 program.	<b>932,300</b>
Isabella Dr / Benham St	Remove the Right-in and provide a Right-out for emergency vehicles only	288,397	9.01	Roads ACT recommends this project for the 2021/22 program.	<b>403,800</b>
Phillip Av / Windeyer St	Provide a right turn lane with a signal controlled right turn, a through lane and a marked shoulder in the existing pavement	116,813	2.96	Roads ACT recommends this project for the 2021/22 program.	<b>163,540</b>
Limestone Av / Treloar Cr / Euree St	Install traffic signals and remove existing signalised pedestrian crossing.	1,154,448	3.05	Roads ACT recommends this project for consideration in the 2022/23 program.	<b>1,616,200</b>
Tharwa Dr / Lawrence Wackett Cr (west)	Recommended - Traffic signals Interim treatment - Intersection improvements + speed limit reduction to 60km/h	760,035 146,856	1.79 5.34	Recommended option does not meet the BCR criteria (interim treatments could be considered)	<b>205,600</b>

**\*Funding includes procurement fees, feasibility study costs and contingencies.**

## 7. UPDATE ON NOMINATED SITES

**Table 4 – PUBLIC NOMINATIONS**

LOCATION	5 YEAR CRASH HISTORY (2016– 2020)				Number of casualty crashes in 5 years	Black Spot ranking	Meets Black Spot Criteria	COMMENTS
	Fatal Crashes	Serious Injury Crashes	Minor Injury Crashes	PDO Crashes				
Drakeford Drive/Barr Smith Avenue	0	0	3	7	3	181	Yes	To be considered in future CW.
Drakeford Drive/Hurtle Avenue	0	1	0	8	1	n/a	No	To be considered in future CW.
Warwick Street/The Valley Avenue	0	0	0	8	0	n/a	No	To be considered in future CW.
Nellie Hamilton Avenue/ Gundaroo Drive	0	0	0	6	0	n/a	No	To be considered in future CW.
Monaro Crescent/ Flinders Way	0	0	1	19	1	n/a	No	Being investigated under Schools Program.

**Table 5 – ROADS ACT NOMINATIONS**

LOCATION	5 YEAR CRASH HISTORY (2016– 2020)				Number of casualty crashes in 5 years	Black Spot ranking	Meets Black Spot Criteria	COMMENTS
	Fatal Crashes	Serious Injury Crashes	Minor Injury Crashes	PDO Crashes				
Anthony Rolfe Avenue/Eva West Street/Manning Clark Crescent	0	2	9	34	11	3	Yes	To be studied for the 2022/23 program.
Efkarpidis Street/Hinder Street	0	1	6	37	7	18	Yes	To be studied for the 2022/23 program.
Ernest Cavanagh Street/Gozzard Street	0	1	5	18	6	35	Yes	To be studied for the 2022/23 program.
Ernest Cavanagh Street/Hinder Street	0	0	4	30	4	93	Yes	To be studied for the 2022/23 program.

## 8. SUGGESTED PROGRAM FOR 2021/22 and 2022/23

The total allocation of the Black Spot Program funding for ACT in 2021/2022 and 2022-23 is \$3,528,708.

Future program funding for the ACT Black Spot Program will be \$1,529,000 per year until 2023-24.

Roads ACT proposes the following projects for the 2021/22 and 2022/23 program:

**Table 6**

<b>Locations for 2021/22</b>	<b>Treatments</b>	<b>*Req. Funding</b>	<b>Update</b>
Hindmarsh Dr / Briery St	Traffic signals + speed limit reduction to 60km/h	<b>932,300</b>	<b>Awaiting Panel Approval</b>
Isabella Dr / Benham St	Remove the Right-in and provide a Right-out for emergency vehicles only	<b>403,800</b>	<b>Awaiting Panel Approval</b>
Phillip Av / Windeyer St	Provide a right turn lane with a signal controlled right turn, a through lane and a marked shoulder in the existing pavement	<b>163,540</b>	<b>Awaiting Panel Approval</b>
Limestone Av / Treloar Cr / Euree St	Install traffic signals and remove existing signalised pedestrian crossing.	<b>1,616,200</b>	<b>Awaiting Panel Approval</b>
<b>TOTAL</b>		<b>3,115,840</b>	

\*Funding includes procurement fees, feasibility study costs and contingencies.

## APPENDIX A

### List of ACT Black Spot Funded Improvements

BSP No	Location Of Project	Treatment	Final project cost to Black Spot Program
A00001	Pialligo Ave / Ulinga Pl	roundabout	\$350,000
A00006	Mouat St / Archibald St	turning lane	\$50,000
A00003	Southern Cross Dr / Chewings St	turning lane	\$100,000
A00002	Cotter Rd / Dudley St	reinforce priority	\$30,000
A00004	Empire Cir / Tasmania Cir	reinforce priority	\$100,000
A00009	Erindale Dr / Judkins St	turning lane	\$95,000
A00008	Northbourne Ave / Morphett St	pedestrian facilities	\$255,000
A00010	Johnson Dr / Monaro Highway	roundabout	\$380,000
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A00015	Northbourne Ave / Elouera St	traffic lights	\$250,000
A00011	Limestone Ave / Anzac Parade	traffic lights	\$30,000 - <i>design only</i>
A00016	Captain Cook Cres / Stuart St	traffic lights	\$360,000
A00017	Cotter Rd / Dudley St	traffic lights	\$130,000
A00019	Ginninderra Drive/ William Webb Drive	traffic lights	\$350,000
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A03001	Limestone Ave / Anzac Parade	Roundabout	\$300,000
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A03012	Antill St / Challis St	intersection improvements	\$29,000
A03006	Cotter Rd / Streeton Dr	intersection improvements	\$50,000



BSP No	Location Of Project	Treatment	Final project cost to Black Spot Program
A03005	Parkes Way	Underpass design works	\$120,000
A03014	Sulwood Rd / Colquhoun Dr	Right turn lane	\$120,000 + \$90,000 var
A03015	Ashley Dr / Johnson Dr	Roundabout	\$200,000
A03016	Ashley Dr / Statton St	Sight distance improvements	\$25,000
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A03018	Hindmarsh Dr / Eggleston Cres	Intersection improvements	\$21,000
A03019	Coulter Drive / Joynton Smith Drive	traffic lights	\$260,000
A03020	Streeton Drive / Darwinia Terrace	intersection improvements	\$108,000
A03021	Wentworth Avenue / Mildura Street And Leichhardt Street	intersection improvements	\$107,000
A03022	Sulwood Drive / Inkster Street	intersection improvements	\$87,000
A03023	Southern Cross Drive / Starke Street	intersection improvements	\$89,000
A03024	Coppins Crossing Road	Signage, barriers, lighting	\$22,000
A03025	Kuringa Drive / From Tillyard Drive To Kingsford Smith Drive	Signage and lighting	\$50,000
A03026	Emu Bank / From Eastern Valley Way To Soundy Close	Signage and lighting	\$15,500
A03027	Parkes Way/	Signage	\$19,000
A03028	Naas Road Bridge Approaches / Apollo Road To Top Of Naas Road	Signage and barriers	\$25,000
<b>Nation Building</b>			
	Captain Cook Cr / Stuart St	Signage, pavement improvements	\$43,467
	Point Hut Rd (Freshford Rd-Jim Pike Ave)	Signage & barriers	\$218,102
	Namatjira Dr / Streeton Dr	Signage & line marking	\$54,938
	Hindmarsh Dr / Tamar St	Pavement improvements	\$135,748
	Yamba Drive / Mawson Drive	traffic lights	\$524,000
	Hindmarsh Drive / Dalrymple Street	Upgrade road surface & improve signage	\$287,450
	Cooyong Street / Mort Street,	Install directional signage	\$170,450
	Northbourne Avenue / Morphett St	High angle approach for left turn from Morphett St	\$15,450
	Ginninderra Drive / Kingsford Smith Dr	Line marking & signage improvements	\$58,450
	Drakeford Drive / Erindale Drive	Upgrade traffic signals	\$325,450
	William Hovell Drive (Coppins Crossing Rd - Drake Brockman Dr)	Upgrade edge lines	\$70,450
	Luxton Street / Lathlain Street	Traffic lights	\$340,000
	Belconnen Way / Bindubi Street	Intersection improvements	\$70,450
	Athllon Drive / Drakeford Drive	Intersection improvements	\$252,250
	Oaks Estate Road / Pialligo Avenue,	Upgrade line marking	\$7,640

BSP No	Location Of Project	Treatment	Final project cost to Black Spot Program
	Ginninderra Drive / Ellenborough St	Line marking & signage improvements	\$42,450
	Brindabella Road (Cotter Road - Uriarra Road)	Upgrade signage	\$17,750
	Cotter Road (Brindabella Road - Winslade Property Entrance)	Upgrade signage	\$7,640
	Athllon Drive (Sulwood Drive - Beasley Street)	Upgrade edge lines	\$27,550
	Cowper Street / Limestone Avenue	Signal improvements	\$15,000
	Parks Way Clunies Ross St / Edinburgh Av	Signage and line marking improvements	\$128,000
	Canberra Avenue/ Eyre Street	Signage / line marking	\$29,000
	Hindmarsh Drive / Yamba Drive	Left turn improvements	\$530,000
	Yamba Drive / Melrose Drive	Channelization on roundabout	\$84,000
	Hindmarsh Drive / Melrose Drive	Design for intersection improvements	\$59,000
	Brierly Street / Hindmarsh Drive	Signage and line marking improvements	\$45,000
	Tidbinbilla Road (Corin Dam – Point Hut Rd)	Signage and barrier improvements	\$76,000
	Bolderwood Avenue / David Street	Installation of roundabout	\$128,000
	Paddy's River Rd (Laurel Camp Rd – Discovery Dr)	Signage and barrier improvements	\$159,000
	Uriarra Road (Coppins Crossing Rd – Cotter Rd)	Signage and barrier improvements	\$59,000
	Northbourne Avenue / Antill Street	Left turn improvement and road resurfacing	\$555,000
	Kingsford Smith Drive / Kuringa Drive	Signage and intersection improvements	\$18,500
	Brisbane Avenue / State Circle	Signal, lighting improvements	\$28,000
	Wentworth Avenue / Burke Street	Signage and intersection improvements	\$21,800
	Anzac Parade / Blamey Crescent	New signals	\$200,000
	Drakeford Drive / Isabella Drive	Signage and line marking improvements	\$38,515
	Ginninderra Drive / Tillyard Drive	Signage, line marking, island, poles improvements	\$192,512
	Belconnen Way / Springvale Drive	Line marking and poles improvements	\$73,991
	Mugga Lane / Long Gully Road	Left turn storage, line marking pole improvements	\$271,910
	Mass Action Treatments (Single Vehicle Crashes) At Various Locations	Warning signage, delineation, hazard removal	\$300,000
	College St / Haydon Dr	Pavement surface, traffic signal, light columns and minor intersection improvements	\$313,001
	Drakeford Dr / Summerland Cct South	Signage, line marking, hazard removal/protection	\$209,275
	Tharwa Drive/Box Hill Avenue	Improve visibility and lighting	\$62,637
	Girrahween Street /Limestone Avenue	Minor line marking improvements	\$25,600
	Coppins Crossing Road/William Hovell Drive	Reduction of speed limit	\$59,388
	Athllon Drive /Hindmarsh Drive	Signal improvements	\$193,224

BSP No	Location Of Project	Treatment	Final project cost to Black Spot Program
	Southern Cross Drive /Kingsford Smith Drive	Signal improvements	\$162,415
	William Hovell Drive/Bindubi Street	Signal improvements	\$119,860
	Monaro Hwy (Hindmarsh Dr – Lanyon Dr)	Enhance speed limit signage. New flashing warning signs before Lanyon Dr	\$183,362
	Aikman Drive (Emu Bank – Townsend Pl)	Signalise pedestrian crossing	\$250,000
	Challis Street (Cape St – Morphett St)	Painted turn bays and lane definition	\$96,000
	Sandford Street / Gungahlin Drive	Signage improvements	\$16,000
	Kingsford Smith Drive / Spalding Street	Lane reduction	\$130,000
	Athllon Drive / Fincham Crescent	Line of sight improvements	\$40,000
	Macarthur Avenue / David Street / Wattle Street	Signals and signage improvements and upgrade of existing streetlight columns to frangible type	\$187,296
	Eggleston Crescent / Melrose Drive	Partial closure of median. No right turn out of Eggleston Cr	Cancelled
	Melrose Dr / Corinna St	speed limit 70km/h to 60 km/h Hindmarsh Dr - Yarra Glen minor intersection improvements	\$238,457
	Yamba Dr / Julia Flynn Av (North)	Channelization in the median and new kerbing	\$102,782
	Carruthers East - Yarra Glenn North Ramp / Carruthers / Yarra Glenn North - Carruthers West Ramp	Traffic signal improvements and barrier improvements	\$189,388
	Belconnen Way / Coulter Dr	Install signal mast arms and correct minor deficiencies	\$412,406
	Jerrabomberra Av / Captain Cook Cr / Sturt Av	Signalise	\$521,250
	Drakeford Dr / Noorooma St	Correct minor deficiencies	\$20,586
	Drakeford Dr / Barr-Smith Av	Correct minor deficiencies	\$26,106
	Jerrabomberra Av / Captain Cook Cr / Sturt Av*	Signals	\$521,250
	John Cleland / Coulter Dr	Install STOP signs	\$22,500 (\$22,548)
	Midblock - Tuggeranong Pkwy (Lady Denman Dr-Cotter Ramp East)	Animal Fencing and correction of minor deficiencies	\$261,999
	Tharwa Dr / Duggan St	Separation of left turn deceleration lane and minor median modifications	\$286,419
	Gungahlin Dr / Well Station Dr	Install signal mast arms and correct minor deficiencies	Cancelled
	Pialligo Ave / Oaks Estete Rd	Signalisation	\$836,000 (\$835,545)
	Tuggeranong Pkwy (Hind Marsh Dr-Sulwood Dr)	Animal Fencing, road side lighting, advance warning signals sign at Sulwood Dr and correction of minor deficiencies	\$1,150,000
	Tuggeranong Pkwy (Hindmarsh Dr-Cotter Rd)	Animal Fencing, Linemarking improvements, Barrier upgrade and correction of minor deficiencies	\$748,000 (\$747.891)
	Ginninderra Dr / Coulter Dr	Hogh angle approach and cycle path improvements	\$197,000
	Kingsford Smith Drive / Southern Cross Drive	Improvements to northbound, westbound and eastbound left turn slip lane (High Angle Approach)	\$780,616

BSP No	Location Of Project	Treatment	Final project cost to Black Spot Program
	Belconnen Way / Benjamin Way	Signalise the Benjamin Way southbound left turn lane , provide additional short lane, improve on road cycling facilities	\$389,599
	Sternberg Crs / Langdon Ave	Signalisation, improvements to all median approaches and Comrie St intersection	\$701,284
	Sternberg Crs / Ashley Dr	New roundabout and improvements to all median approaches including pedestrian and on road cycling facilities	\$549,189
	Monaro Highway (Angle Crossing Road – Old Cooma Road)	Install strategic barrier lines	\$105,000
	Athllon Drive / Don Dunstan Drive / Scollay Street	Change Angle of Hold Line for wester approach, Increased deflection on western side of Roundabout, and speed reduction and line marking changes on southern approach	\$132,000
	Drakeford Drive / Johnson Drive / Woodcock Drive	Rumble strips and signage improvements.	\$105,000
	Furneaux Street / Manuka Circle	Instal Stop Control, tighten approach angle and improve pedestrian facilitys	\$252,000
	Ainslie Street/ Doonkuna Street	Install traffic calming to reinforce existing Stop Control	\$84,000
	Telopea Park / Currie Crescent	Improve sight distance and tighten the intersection, STOP control	\$190,000
	Hobart Avenue / National Circuit	Install Stop control at intersection and upgrade pedestrian facilities	\$180,000
	Boboyan Road crash barrier	Install crash barrier at the Southern side of Fitzs Hill decent.	\$80,000
	Masson Street / McCaughey Street	Install traffic calming devices at the intersection and the associated signage	\$161,500
	Barton Highway (William Slim/Gundaroo – Bellenden	Reduce speed limit from 100 to 80, narrow the median lane and install guide posts	\$113,700
	Pialligo Avenue (Scherger – Air Disaster Memorial)	Reduce speed limit from 100 to 80 and provide additional clearing in the clear zone	\$25,000

# BLACK SPOT PROGRAMME ACT CONSULTATIVE PANEL

## Meeting No 35

01 December 2021  
3:30 pm – 4:30 pm  
Virtual Teams Meeting

### Attendees

Zed Seselja, Senator for ACT – Chair  
[REDACTED] (Department of Infrastructure and Regional Development)  
[REDACTED] (Department of Infrastructure and Regional Development)  
Ian Ross (Pedal Power, PP)  
[REDACTED] (Australasian College of Road Safety, ACRS)  
[REDACTED] (NRMA Motoring & Services)  
[REDACTED] (Motorcycle Riders Association ACT, MRA)  
Wim DeBecker (Transport Canberra and Business Services)  
Pawel Potapowicz (Transport Canberra and City Services – Roads ACT)  
Madeleine Wickens (Transport Canberra and City Services – Roads ACT)

### Absent with apologies

[REDACTED] (Australasian College of Road Safety, ACRS)  
Belinda Owen (Transport Canberra and Business Services)  
[REDACTED] (NCA)

### 1. Introduction and confirmation of draft Agenda

Mr Seselja welcomed members to the meeting and Mr Potapowicz confirmed the agenda items. Ms Vincent summarised the Black Spot funding arrangement for the ACT.

### 2. Matters arising from previous minutes

There were no outstanding matters from these Minutes.

### 3. Evaluation of Roads ACT Black Spots Program Completed in 2013 and 2014

Roads ACT presented the outcome of the evaluation of the effectiveness of the engineering treatments based on the site's crash performance before and after completion of the treatments. Percentage change in total crashes after the treatment as well as the Estimated and achieved B/C ratio were provided in the summary.

### 4. Progress update on 2018/19 & 2019/20-21 projects.

Roads ACT advised that 2018/19 projects have been completed with Southern Cross Drive (Kingsford Smith – Coulter) rescope. The 2019/20-21 program experienced some delays and now progressing with works on the Southern Cross Drive close to being completed and Mawson Drive out at Tender stage

### 5. Update on feasibility studies

Roads ACT presented the results of the Feasibility Studies on the following intersections in 2020/21 (refer to page 9 of the Briefing Notes for Meeting 35).

The panel discussed the recommended treatments for the projects.

## 6. Panel's consideration of projects for the 2021/22 and forward 2022/23 program

Roads ACT advised that the total allocation of Black Spot funding for ACT in 2021/2022 and 2022-23 is \$3,528,708 and that the future program allocation for the ACT will be \$1,529,000 per year until 2023-24.

Roads ACT tabled the list of project nominations received from the public and by Roads ACT (refer to page 11 of the Briefing Notes for Meeting 35), which included one project for the 2022/23 program.

Locations for 2021/22-23	Treatments	*Req. Funding	Update
Hindmarsh Dr / Brierly St	Traffic signals + speed limit reduction to 60km/h between Brierly St - Carbeen St and 70km/h between Carbeen St - Darwinia Trc	932,300	Awaiting Panel Approval
Isabella Dr / Benham St	Remove the Right-in and provide a Right-out for emergency vehicles only	403,800	Awaiting Panel Approval
Phillip Av / Windeyer St	Provide a right turn lane with a signal controlled right turn, a through lane and a marked shoulder in the existing pavement	163,540	Awaiting Panel Approval
Limestone Av / Treloar Cr / Euree St	Install traffic signals and remove existing signalised pedestrian crossing.	1,616,200	Awaiting Panel Approval
<b>TOTAL</b>		<b>3,115,840</b>	

\*Req. Funding includes procurement fees, feasibility studies costs and contingencies.

The Panel discussed and noted the need to

- Keep the Weston Creek Community Council informed about the proposed works at the Hindmarsh Dr / Brierly St location.
- And in relation to Isabella Dr/Benham St making sure the local traders are included in the design process.

**Action – Proposed program to be recommended to the Federal Minister for approval.**

## 7. Other business

There was no other business discussed.

## 8. Next meeting

Mr Seselja requested the next meeting be scheduled in 2022 to provide an update on the feasibility studies and projects that may be added to the 2022/23 program.

***Action – Roads ACT to set a date for the next meeting following liaison with Mr Seselja's office.***

Mr Seselja and Mr Potapowicz thanked the Panel members for attending and closed the meeting.



**ACT**  
Government

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Transport Canberra and City Services

**EUREE STREET/ LIMESTONE AVENUE/  
TRELOAR CRESCENT, REID**

**BLACK SPOT FEASIBILITY STUDY**

**ROADS ACT**

**FINAL**

**RG 19038-3/ 1**

**22 NOVEMBER 2019**



**Consulting Engineers**



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## EUREE STREET/ LIMESTONE AVENUE/ TRELOAR CRESCENT, REID BLACK SPOT FEASIBILITY STUDY

Prepared for Roads ACT

### Document Register

Revision	Date	Details	Author	Verifier	Approver
Draft	12/11/19	Draft report			
1	22/11/19	Final			

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## 1. INTRODUCTION

### 1.1 Objective

R D Gossip (RDG) was commissioned by Roads ACT to undertake a Black Spot Feasibility study of the intersection of Euree Street, Limestone Avenue and Treloar Crescent, Reid, to assist in the assessment process for improvements under the Federal Black Spot Program.

### 1.2 The Brief

Specifically, the scope of the brief is to undertake the following:

- Produce a collision diagram of the crash data for the last five (5) years, with consideration of individual traffic lanes.
- Assess the traffic conditions and the extent that road conditions may be contributing to crashes. Day and night road safety audit checks of the surrounding environment are required.
- Document any deficiencies with current layouts for the volume of traffic passing through the site. Undertake an assessment in the short and medium term of traffic growth at each location, or other planning issues which may have a traffic impact.
- Develop practical options to address the deficiencies identified. While no detailed survey is required, service requirements or pavement defects should be identified and assessed. Options are to consider safe systems philosophy and specific needs of all road users including public transport, commercial vehicles, emergency vehicles, pedestrians, on-road cyclists and motorcyclists. If changes to the traffic signal phasing are one of the proposed options for improvement, SIDRA analysis will be required.
- Prepare a cost estimate for each option including preliminaries and contingencies (at least 30%). Treatments that have no chance of being implemented under the Black Spot budget (due to likely financial limitations) should be still be considered and recommended for implementation under future Capital Works programs.
- Prepare the economic analysis (Benefit to Cost Ratio) for the agreed option using the base case as the "do nothing" situation. The analysis should consider the benefits and dis-benefits over the life of the improvement works, which can be assumed to be 10 years and Nett Present Value (NPV) @ 7% as per Roads ACT ratio matrix. The average costs of crashes by accident type are to be used in estimating the benefits which result from crash reductions.
- Works are to be undertaken in accordance with the latest versions of the following:
  - ACT Design Standards and specifications.
  - Relevant Austroads Guidelines.
  - Relevant current Australian Standards.

### 1.3 The Project Team

The client is Roads ACT. The Project Officer is Marguerite Aziz.

The RDG project team is:

Robert Dunn	Project Manager and Senior Traffic Engineer, Lead Level 3 Road Safety Auditor
Martin Gordon	Senior Designer and Level 2 Road Safety Auditor
Barry van Aalst	Senior Draftsperson

## 1.4 Locality Plan

Note that ACTMAPi has been used for all aerial photography used in this report.



Figure 1-1 Locality Plan



## 2. EXISTING SITE CONDITIONS

### 2.1 Road Hierarchy

Limestone Avenue is classified as an Arterial road providing a link within North Canberra between Fairbairn Avenue and Wakefield Avenue. There are property accesses on the road in the vicinity of the intersection, however, parking is not permitted within the intersection. The road speed is signed at 60 km/h.



Photo 2-1 Limestone Avenue (northbound view south of the intersection)



Photo 2-2 Limestone Avenue (southbound view north of the intersection)



Treloar Crescent is classified as a Minor Collector road in the ACT road network. It provides access to the Australian War Memorial, Campbell High School and a small section of the Campbell residential area. There are no accesses in the vicinity of the intersection with parking restricted during school hours. Treloar Crescent has a default speed limit of 50 km/h with a 40 km/h school zone east of the intersection.



**Photo 2-3 Treloar Crescent (westbound view east of the intersection)**

Euree Street is classified as a local access street in the ACT road network. It provides access to Reid Oval and residential properties. There are multiple accesses in the vicinity of the intersection with parking restricted during the weekdays. Euree Street has a default speed limit of 50 km/h.



**Photo 2-4 Euree Street (westbound view east of the intersection)**



Limestone Avenue is classified as a Main On-road Cycle route by the ACTive Travel Infrastructure Practitioner Tool. The northern side Euree Street and Treloar Crescent are classified as local community routes. A local community route is intended for the western side of Limestone Avenue. There are signalised pedestrian crossings circa 80 m north of the intersection adjacent to Campbell High School and circa 300 m south of the intersection adjacent to the Australian War Memorial.

## 2.2 Geometric Layout

### 2.2.1 Road Layout

Limestone Avenue is a divided four-lane two-way road. The median is vegetated and circa 12 m wide (as shown in Photos 2-1 and 2-2).

Treloar Crescent and Euree Street are undivided two-lane two-way roads. Concrete splitter islands are provided at the intersection (as shown in Photos 2-3 and 2-4).

### 2.2.2 Intersection Layout

The intersection of Limestone Avenue, Treloar Crescent and Euree Street is a priority controlled four-way intersection with storage in the median (i.e.provides a staged crossing). The intersection is controlled by “STOP” (R1-1) signs, including the vehicles stopped within the median.

Vehicles turning into, or crossing, Limestone Avenue are required to store in the median. There are single lanes entering the intersection from Treloar Crescent and Euree Street (shared through and left turn lanes) with two lanes (through and right turn) provided in both directions in the median.

The intersection layout is shown in Figure 2-1.



Figure 2-1 Intersection layout



## 2.3 Traffic Volumes

Traffic data was collected at the intersection on Wednesday 19 June 2019 from 7 am to 10 am and 4 pm to 7 pm. The data identified the following characteristics:

- The weekday peak periods were between 8:00 am and 9:00 am during the morning and 4:45 pm and 5:45 pm during the afternoon/ evening;
- Traffic volumes on Treloar Crescent and Euree Street are relatively consistent throughout the peak periods with Treloar Crescent and Euree Street consisting of circa 3% and 1% respectively of the peak period traffic volumes;
- The Limestone Avenue volumes indicate that the traffic volumes are tidal, with a higher southbound peak period traffic flow on Limestone Avenue in the AM peak, switching to a higher northbound peak period traffic flow on Limestone Avenue in the PM peak, and
- Pedestrian volumes were also collected as part of the survey. The data indicated that there were minimal pedestrian movements crossing the road at the intersection, with the pedestrian peak period offset from the vehicular peak period.

The intersection traffic turning volumes are shown in Figure 2-2.

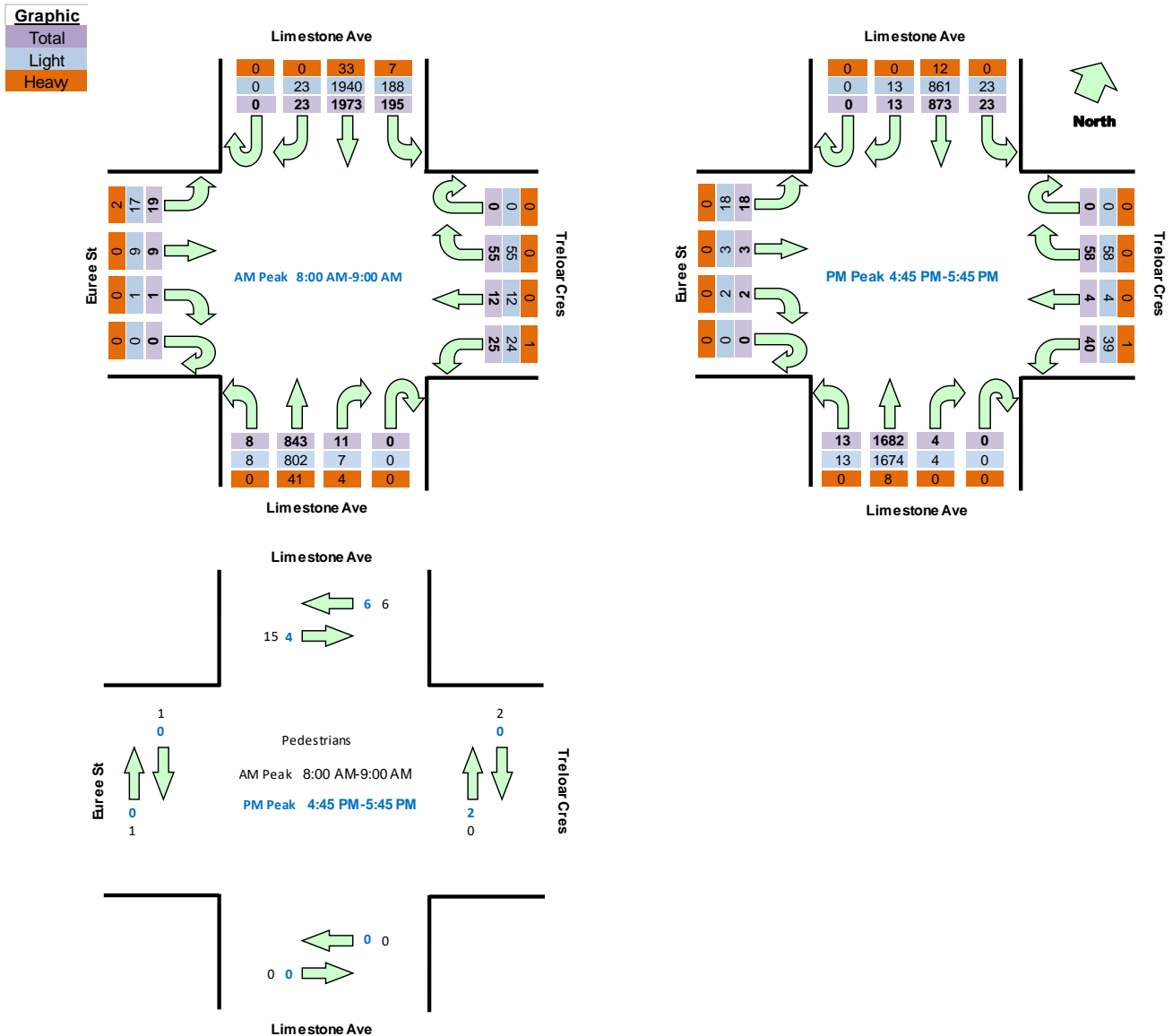


Figure 2-2 Intersection traffic turning volumes

### 2.4 Collision Statistics

A total of 25 collisions occurred in the five year period from 1 January 2013 to 31 December 2017 inclusive. These included seven injury collisions (two admitted to hospital and five received medical treatment).

A rough guide to the performance of this intersection compared to the average for the ACT in 2016 can be obtained from the following approximate percentages for the ACT as a whole:

- approximately 14.45% of collisions occur in wet weather;
- approximately 23.97% occur in the peak hours, taken as 8.00-9.00 and 17.00-18.00.
- approximately 22.98% occur in the hours of darkness.

The collision history identified that:

- 3 collision (12%) occurred in wet weather, marginally below the average.
- 6 collisions (24%) occurred in the peak periods, circa average.

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- 3 collision (12%) occurred in hours of darkness, well below the average.

Observations made during the inspection during peak periods indicate that turning and through movements experienced long delays (delays observed up to 120 seconds).

The highest collision statistic at the intersection over the five year period was 15 cross traffic through collisions at the intersection (RUM Code 101) that included 5 collisions that resulted in injuries. There were an additional 5 collisions involving vehicles turning at the intersection (RUM Code 102, 107 and 202) that included 1 collision that resulted in injuries.

There were no other collision types that resulted in an injury.

There were no collisions involving pedestrians or cyclists.

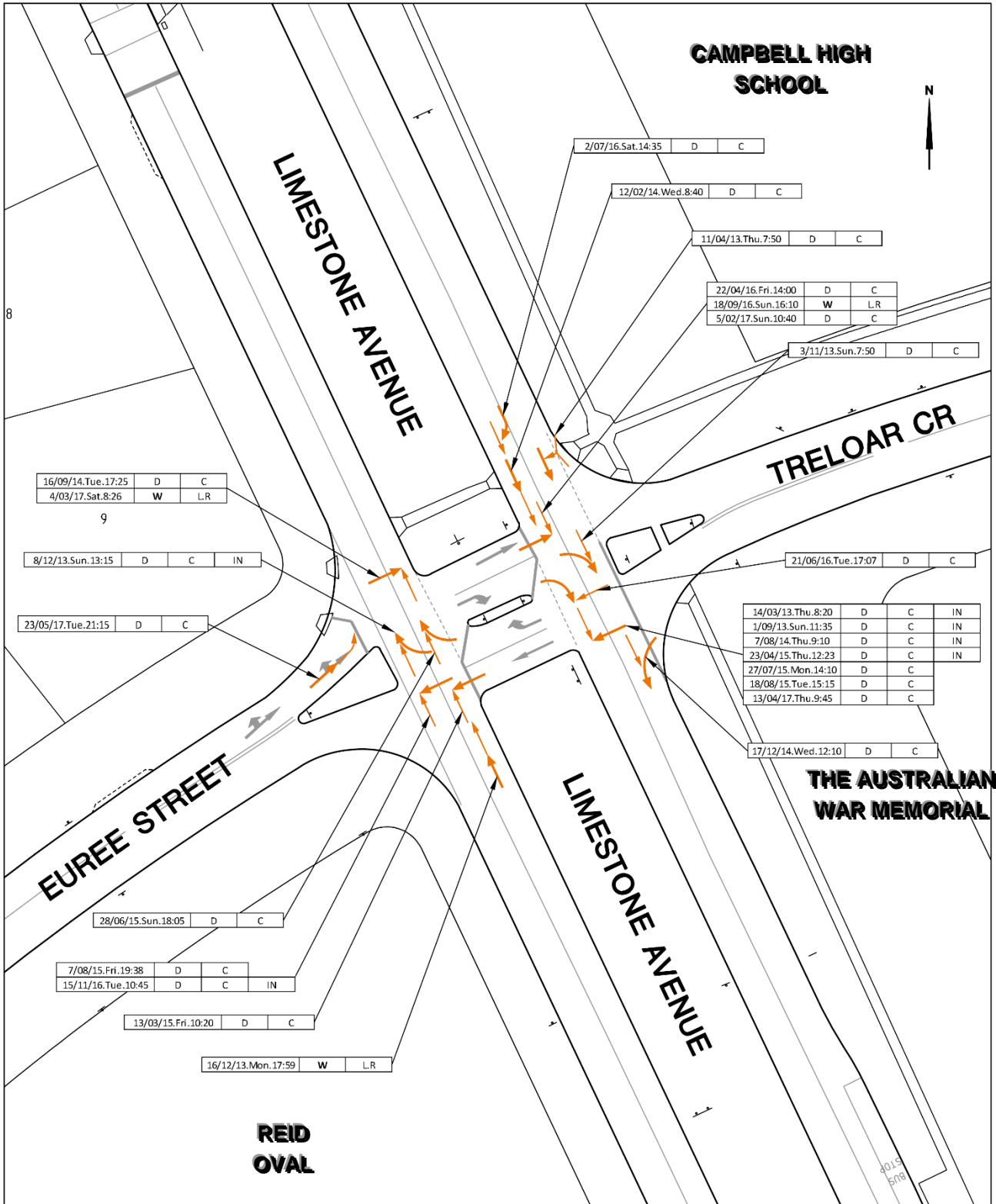
Table 2-1 provides a collision factor matrix used to highlight particular recurring features of the collision history with a collision diagram provided in Figure 2-3.

**Table 2-1 Crash Factor Matrix**

DCA CODE Accident-type (Dominant ones first)	KEY DIRECTION (To)	NUMBER OF ACCIDENTS EACH YEAR					TOTAL for this combination of DCA Code & Key Direction	DIRECTION OF OTHER VEHICLE				SURFACE		Day			PERIOD			SEVERITY					
		2013	2014	2015	2016	2017		To North	To East	To South	To West	Dry	Wet	Weekday	Saturday	Sunday	Nigh time	AM Peak	Daytime	PM Peak	Fatality	Major Injury (admitted to hospital)	Minor Injury (received medical treatment)	Property Damage	
101	EB		1		2	2	5	2		3		3	2	2	1	2			4	1					5
	WB	2	1	5	1	1	10	3	1	7		10		9		1	1	2	7			3	2		5
102	EB	1					1			1		1			1			1							1
	WB	1		1			2	2			2				2	1		1				1			1
107	WB		1				1		1		1		1					1							1
202	EB				1		1			1	1		1												1
301	NB	1					1	1				1	1												1
	SB		1				1		1		1		1				1								1
302	EB					1	1		1		1		1		1										1
306	SB				1		1		1		1		1		1			1							1
408	SB	1					1			1	1		1					1							1
<b>TOTALS</b>		6	4	6	5	4	25	8	2	15	1	22	3	17	2	6	3	3	16	3	0	4	2		19

EUREE STREET/ LIMESTONE AVENUE/ TRELOAR CRESCENT, REID – BLACK SPOT  
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ACCIDENT DATA PERIOD - 01/01/13 TO 31/12/17  
ABBREVIATION AND SYMBOL SCHEDULE

DAY	ROAD SURFACE	WEATHER	SEVERITY
MO : Monday	D : Dry	C : Clear	IN : Injury
TU : Tuesday	W : Wet	O.C : Cloudy or Overcast	F : Fatal
WE : Wednesday	LS : LOOSE	H.R : Heavy Rain	
TH : Thursday		L.R : Light Rain	
FR : Friday		FOG : FOG	
SA : Saturday			
SU : Sunday			

Figure 2-3 Collision diagram

## 2.5 Pedestrians

Paths are provided on the northern and eastern side of the road at the intersection. There is a path on the western side of the road north of the intersection, however, the formal path is not continued on the southern side of the intersection.

The Australian War Memorial, Campbell High School and Reid Park create pedestrian attractions/generators, however, limited parking provisions result in minor movements at the intersection. Additionally, there are a signalised pedestrian crossings circa 80 m north and 300 south of the intersection.

There were no collisions involving pedestrians.

## 2.6 Cyclists

There are no on-road cycle lanes provided at the intersection. The circa 4.3 m wide traffic lanes on Limestone Avenue support shared on road cycling.

There were no collisions involving cyclists.

## 2.7 Motorcyclists

There were no collisions involving motorcycles at this intersection.

## 2.8 Public Transport

Transport Canberra has one weekday peak service bus route (Route 54) that travels through the intersection on Limestone Avenue. Bus stops are provided on both sides of the road circa 100 m south of the intersection.

School buses were observed turning right from Limestone Avenue into Treloar Crescent, with one bus stopped in the northbound right lane of Limestone Avenue while a bus was stopped within the median opening.

It was advised by Transport Canberra that no difficulties have been reported using the intersection.

## 2.9 Lateral Clearance Issues

The clear zone for a 60 km/h speed limit or less with traffic over 6,000 vehicles per day is 5 m for a flat verge and 3.5 m for a flat verge in a 60 km/h (or less) speed zone with 750 to 1,500 vehicle per day.

There are trees, power poles and light columns located within the clear zone.

An onsite assessment of available sight distance (123 m Safe Intersection Sight Distance (SISD) for 60 km/h speed limit on Limestone Avenue) identified that the SISD is achieved in both directions depending on the drivers' position at the intersection. Vegetation in the median and the verge on both sides of the intersection restrict the visibility of drivers on Treloar Crescent and Euree Street.

## 2.10 Pavement

Generally, the pavement condition through the intersection is of an acceptable standard. Sections of pavement on Limestone Avenue is heavily cracked in both directions. However, this does not impact on the friction for stopping/ slowing vehicles.

Treloar Crescent has been recently resealed.

## 2.11 Traffic Control Devices

Linemarking appears to be in a reasonable condition. “KEEP LEFT” (R2-3) signs are missing from the Treloar Crescent splitter island and the concrete median. A guide sign for the “City Centre” for vehicles exiting Treloar Crescent has the potential to direct vehicles turning right into the southbound carriage.

## 2.12 Future Traffic Volumes

It is difficult to predict changes to traffic volumes in Limestone Avenue as it is an arterial road connecting North Canberra and is used as an alternative route to Northbourne Avenue. Some local developments (i.e. Founders Lane on Cooyong Street, development of the CSIRO site adjacent to Campbell High School) are expected to increase traffic volumes in the short term. An increase of peak traffic volume on Limestone Avenue would increase the queue length and delay associated with turning movements at this intersections and possibly lead to future collisions.

The expansion of the Australian War Memorial has the potential to increase traffic movements at the Limestone Avenue/ Treloar Crescent/ Euree Street intersection. This would most likely occur during construction and when large exhibitions are held. Traffic generated due to the expansion would be expected to be minimal during peak periods and have no adverse traffic impacts to the existing operation of the Limestone Avenue/ Treloar Crescent/ Euree Street intersection.

### 3. DISCUSSION AND POSSIBLE IMPROVEMENTS

#### 3.1 General Overview

The collisions being experienced at this location meet the criteria set by the Commonwealth Department of Infrastructure for consideration within the Black Spot Program of a minimum of three injury collisions within a 5 year period.

The collision frequency at this intersection is around 0.46 Collisions per Million Entering Vehicles (C/MEV). This rate is considered low to medium for a four-way intersection.

#### 3.2 Predominant Conflicts and Collisions

The collision data identifies that the most common class of collision involved vehicles colliding within the intersection (RUM Code ground 10 and 20) at 80% (20 of 25), with 15 through - through collisions (RUM code 101).

There are a number of issues that could have contributed to a number of these cross traffic collisions. These could be as follows;

- Sight distance restrictions due to obstructions within the intersection (i.e. trees) and vehicles stopped in one of the two traffic lanes.
- Delays experienced by road users (including the queuing of vehicles) contributing to some road users accepting insufficient gaps in the traffic.
- The low volume of traffic using the intersection and the likely unexpected movements of vehicles.
- Right turning vehicles are crossing two lanes of unopposed traffic travelling in one direction.
- Road users not stopping in the median when travelling through or turning right at the intersection.
- Vehicles storing in the median protruding into the traffic lane.
- Large number of interstate and international visitors visiting the Australian War Memorial.

It was observed during various site inspections of the intersection that some road users would turn at the intersection without hesitation relating to the traffic approaching the intersection. Some drivers observed during peak periods were also observed taking risks due to delay (whether associated with opposing traffic movements or driver hesitation) and would turn at the intersection when there was insufficient gap in traffic, resulting in the approaching vehicles to slow.

#### 3.3 Opportunities for Reduction of Historical Collisions

The focus of the proposed improvements are aimed at reducing the common collisions that occur at this intersection. The two identified options that would assist in the reduction of these collisions are listed below.

**Option 1 – Signalise the intersection.** This option would remove the majority of the collisions associated with movements through the intersection.

Signalising this intersection has the potential to increase the number of rear end collisions that occur at the intersection and could also increase the delay to road users outside of peak periods. There is a signalised pedestrian crossing to the north of the intersection that could be removed with pedestrian crossing phases incorporated into the intersection upgrade, however, this would need to be confirmed with Campbell High School. Alternatively, the pedestrian crossings can be synchronised the signalised intersection.

Preliminary SIDRA analysis has been undertaken of this option to determine whether the signal operation would be feasible and whether the turn lanes would be required for the right turn movements. Based on the analysis, storage for right turning vehicles is required. Due to the current volume on Limestone Avenue, the intersection would be at capacity during the AM peak period and near capacity during the PM peak period. However, this is currently experienced.

**Option 2 – Convert the intersection to Left-in/ Left out.** This option would remove the majority of the collisions at this intersection. However, the closure would result in transferring the traffic to other intersections with the potential to cause additional collisions elsewhere on the road network.

The following are alternative routes for road users turning right at the intersection:

- Right turn from Treloar Crescent into Limestone Avenue – turn left and use the roundabout with Anzac Parade and Fairbairn Avenue to perform a U-turn;
- Right turn from Limestone Avenue into Treloar Crescent – road users would be travelling northbound and would currently be using the roundabout with Anzac Parade and Fairbairn Avenue. Rather than turning onto Limestone Avenue, turn right onto Fairbarin Avenue and use the roundabout at Fairbarin Avenue and Treloar Crescent;
- Right turn from Euree Street into Limestone Avenue – depending on the origin, use Currong Street South to access Anzac Parade or Gooreen Street to access Limestone Avenue via Ainslie Avenue, and
- Right turn from Limestone Avenue into Euree Street – turn right into Ainslie Avenue and then left into Gooreen Street.

The restricted turns will require extensive community and stakeholder consultation due to the vast impact that it would have on residents, events and emergency vehicles. However, due to the low traffic volumes associated with these side streets, in particular the right turn movements, it is anticipated that the impact would be minimal.

**Option 3 – Reduce median storage to one lane.** This option was not considered viable as large vehicles require the existing full median width to manoeuvre. Additionally, other road users are likely to store side by side even if one lane is provided due to the width required for large vehicles.



## 4. PROPOSED IMPROVEMENTS

### 4.1 Option 1 – Signalise the intersection

This option has the potential to reduce the number of collisions from adjacent approaches and opposing turns that are occurring. However, the cost of the option would be significant. Traffic signals can be expected to reduce adjacent approach collisions by 70% and collisions from opposing turns by 45% (based on Austroads Guide to Road Safety Part 8 Treatment of Crash Locations, Appendix F).

A preliminary assessment of the economic worth of installing traffic signals has been undertaken using assumptions detailed in the following section.

A preliminary estimate of the cost of traffic signals [REDACTED] [REDACTED] This assumes the removal of the existing signalised pedestrians crossing 80 m north of the intersection.

A sketch of the option is provided in Figure 4-1 and the cost estimate is provided in Appendix 1.

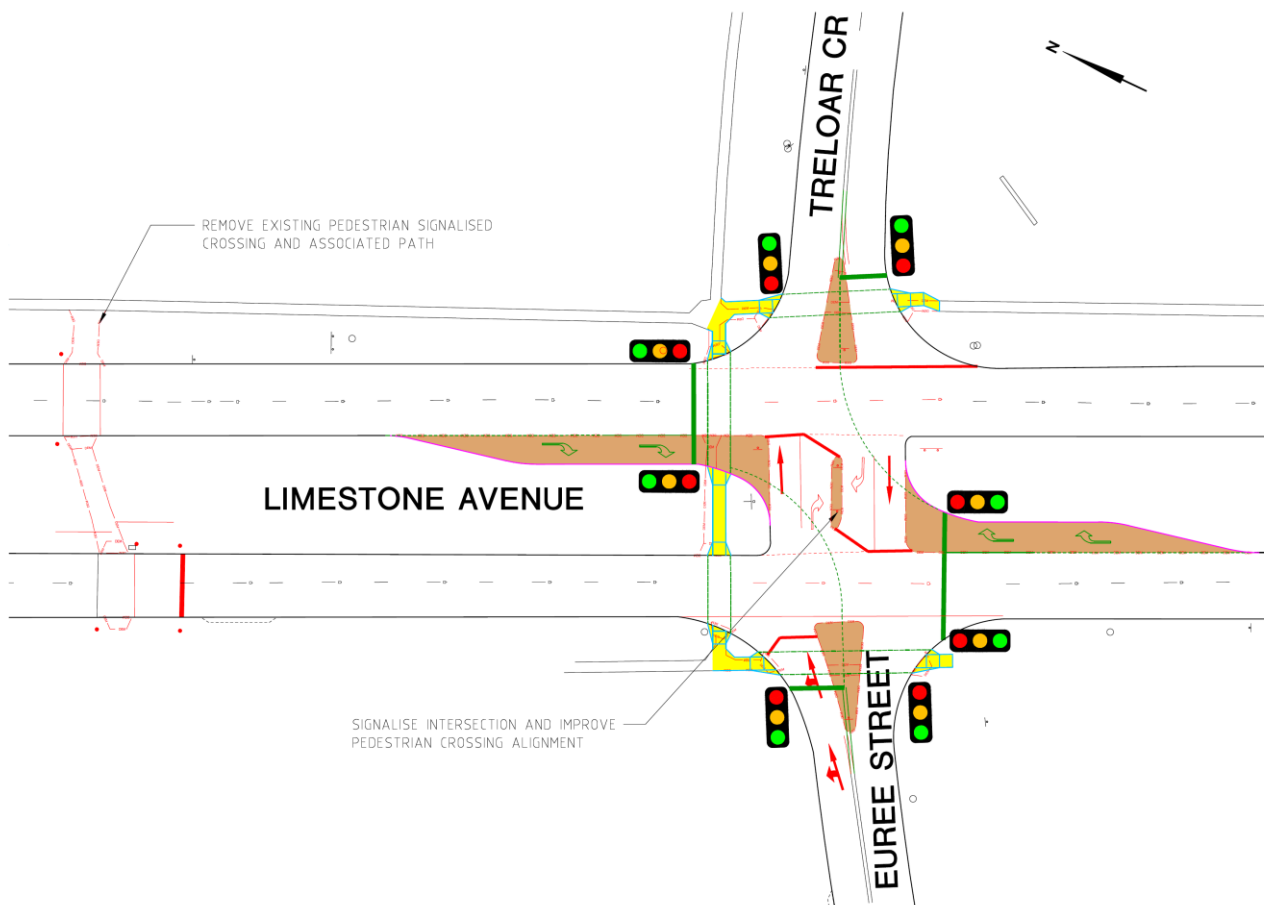


Figure 4-1 Option 1 – Signalise the intersection

## 4.2 Option 2 – Convert the intersection to Left-in/ Left out

This option would remove the majority of the collisions at this intersection. This option has the potential to remove collisions from adjacent approaches (except the through - left turn collision) and opposing turns (based on Austroads Guide to Road Safety Part 8 Treatment of Crash Locations, Appendix F). However, this option could result in additional collisions elsewhere on the road network in the vicinity of the intersection.

A preliminary assessment of the economic worth of closing the median and converting the intersection to left-in/ left out has been undertaken using assumptions detailed in the following section.

A preliminary estimate of the cost closing the median [REDACTED].

A sketch of the option is provided in Figure 4-2 and the cost estimate is provided in Appendix 1.

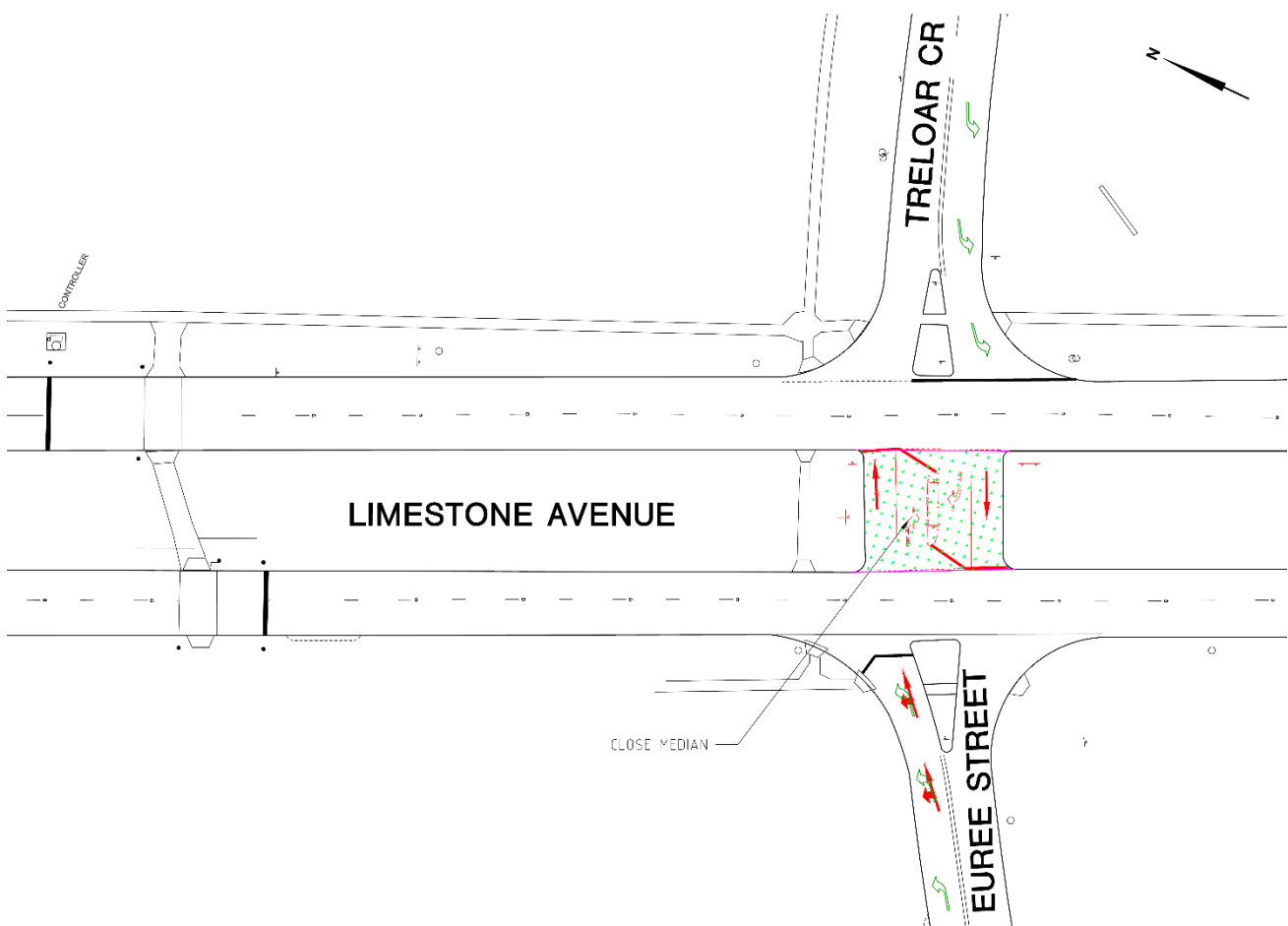


Figure 4-2 Option 2 – Convert the intersection to Left-in/ Left out

## 4.3 BCR Assessment

The following details the financial assessment of the costs and benefits of undertaking these modifications based on the projected extent of the reduction in accidents due to the modifications. Assumptions used in our assessments and in particular for the potential benefits for the Euree Street/ Limestone Avenue/ Treloar Crescent intersection are detailed below.

Roads ACT has provided the following summary data in relation to the cost of various types of collisions in the ACT.

**Table 4-1 2015 Crash Cost Estimates for Different Crash Type Codes**

Crash Type Code	ACT Equivalent Crash Types	Description	Costs (\$)	
			HC <sup>1</sup>	WTP <sup>2</sup>
001-009	10,16	Vehicle Hits Pedestrian		
101-109	2	Adjacent Approaches		
201	4,5	Head On		
202	1	Opposing Turns		
203-207	9	Hit Parked / Parking Vehicle		
301-304	6	Rear End		
305-309	3,9	Lane Change		
401-403	9	Hit Parked / Parking Vehicle		
404	8,9,17	Loss of Control - L or R turns		
405	9,19	Loss of Control - L or R turns		
406-408	9,12,13,19	Hit Parked / Parking Vehicle		
501-506	9,13,15,17,19,20,21	Overtaking		
601,602,604	7	Hit Parked / Parking Vehicle		
603	9	Hit Parked / Parking Vehicle		
605-607	12,15	On path, hit object		
609	11	Struck Animal		
610	9,15	Loss of Control - L or R turns		
701-708	9,13,14,15,16,17,19,20,21	Loss of Control - L or R turns		
801-805,808	9,13,14,15,17,19,20,21	Loss of Control - L or R turns		
901	14,15	Fell from moving vehicle		
902-907	7,9,10,16,17,19	Loss of Control - L or R turns		
Misc	4,5,8,19	Miscellaneous		

**Table 4-2 2015 Average crash costs by crash severity**

Costs by crash type	Costs (\$)	
	HC <sup>1</sup>	WTP <sup>2</sup>
Fatal crashes		
Serious injury crashes		
Minor injury crashes		

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Costs by crash type	Costs (\$)	
	HC <sup>1</sup>	WTP <sup>2</sup>
Property Damage Only crashes		

Note: 1 – Human Capital (HC), 2 – Willingness-to-pay (WTP)

The above costs are calculated using accident records for the Period of 2011-2015. In the calculation of BCR the Willingness-to-pay costs are used, with the Human Capital cost provided for comparison.

Assumptions of the effectiveness of countermeasures in reducing recorded accidents were taken from the Austroads publication Guide to Road Safety Part 8 Treatment of Crash Locations, Appendix F. In situations where particular circumstances are not detailed in the Austroads Guidelines, engineering judgement has been applied.

The assessment of the value of collision reductions due to improvement treatments at the intersection is summarised in the table below:

Accident Type	Number Recorded in 5 years	Annual Accident Cost		Proportion Reduction	Annual Benefit	
		HC	WTP		HC	WTP
<b>Option 1 – Signalise the intersection</b>						
101 Adjacent approaches	12			0.7		
102 Adjacent approaches	2			0.7		
107 Adjacent approaches	1			0.7		
202 Opposing turns	1			0.45		
<b>Injury Crashes</b>						
101 Adjacent approaches	3			0.7		
102 Adjacent approaches	1			0.7		
				<b>TOTAL</b>		
<b>Option 2 – Convert the intersection to Left-in/ Left out</b>						
101 Adjacent approaches	12			1		
102 Adjacent approaches	2			1		
202 Opposing turns	1			1		
<b>Injury Crashes</b>						
101 Adjacent approaches	3			1		
102 Adjacent approaches	1			1		
				<b>TOTAL</b>		

The analysis indicated the following BCR and net present value (at 7% over 10 years) for the treatments with both Human Capital costs and Willingness-to-Pay.

Treatment	Approach	Estimated Costs	NPV	NPV/Capital Cost	BCR
Option 1 – Signalise the intersection	HC				
	WTP				
Option 2 – Convert the intersection to Left-in/ Left out	HC				
	WTP				

The analysis indicates that there would be benefit gained from each of the proposed options. Note that BCR values have been provided for both HC and WTP approaches for comparison. However, as the WTP approach is adopted for the Black Spot Program these values are further commented on below.

The BCR calculations are provided in Appendix 2.

#### 4.4 Audit related modifications

A guide sign for the “City Centre” for vehicles exiting Treloar Crescent has the potential to direct vehicles to turn right into the southbound carriage. Should the intersection remain open this sign should be relocated to the opposite side of the intersection.

## **5. RECOMMENDATIONS**

### **5.1 Modifications Addressing Historical collisions.**

The analysis indicates that both Option 1 and Option 2 would result in adequate benefit gained, with the closure of the intersection (Option 2) obtaining the highest BCR.

It is recommended that the community and stakeholder consultation is undertaken to determine the social impact of removing the right turns at the intersection by closing the median. However, due to the low traffic volumes associated with these side streets, in particular the right turn movements, it is anticipated that the impact would be minimal.

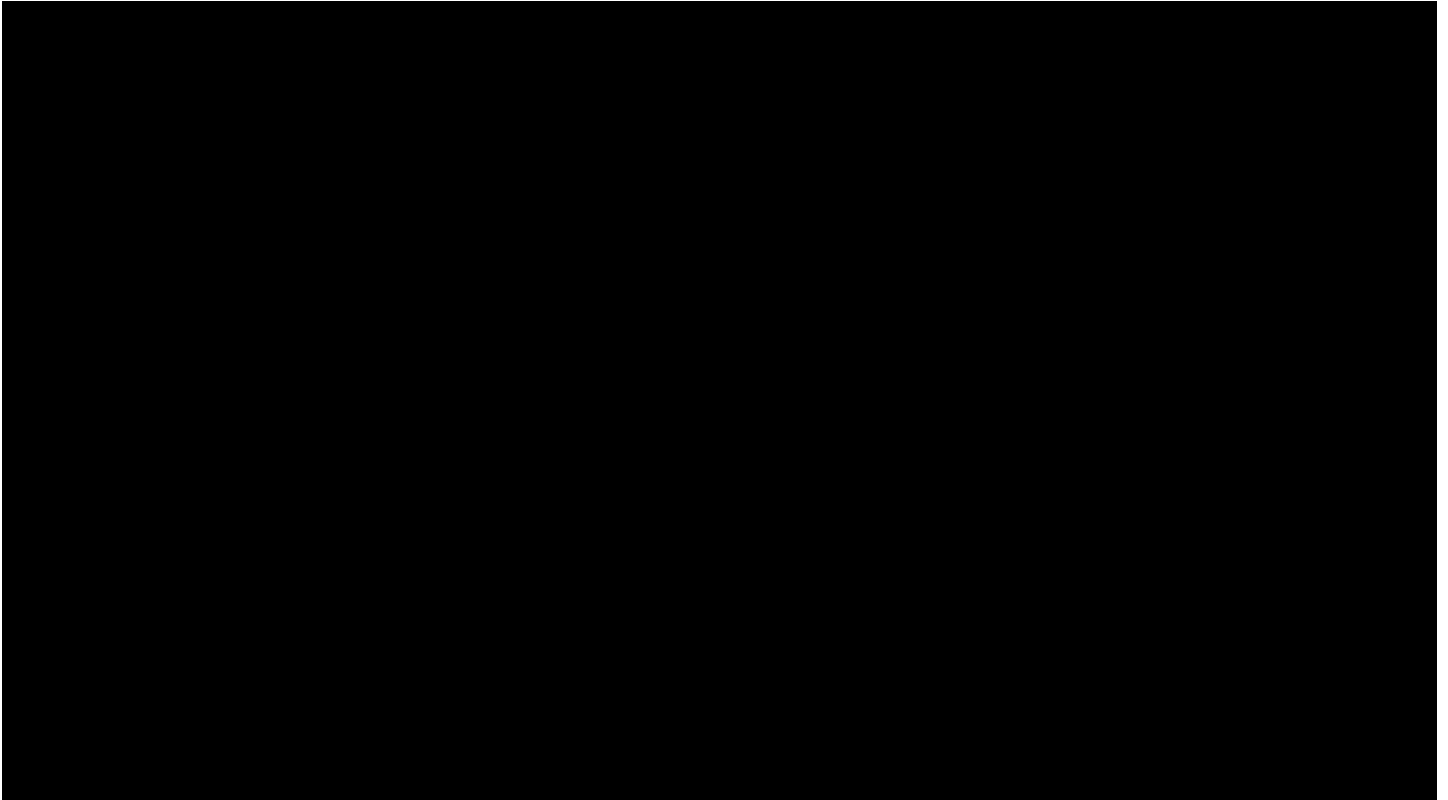
Based on the price difference and the benefit gained from Option 2, the closure of the median and converting the intersection to left in/ left out is the preferred option.

### **5.2 Modifications Addressing Potential Collisions**

The options provided in this feasibility study has addressed the identified audit finding at the intersection.

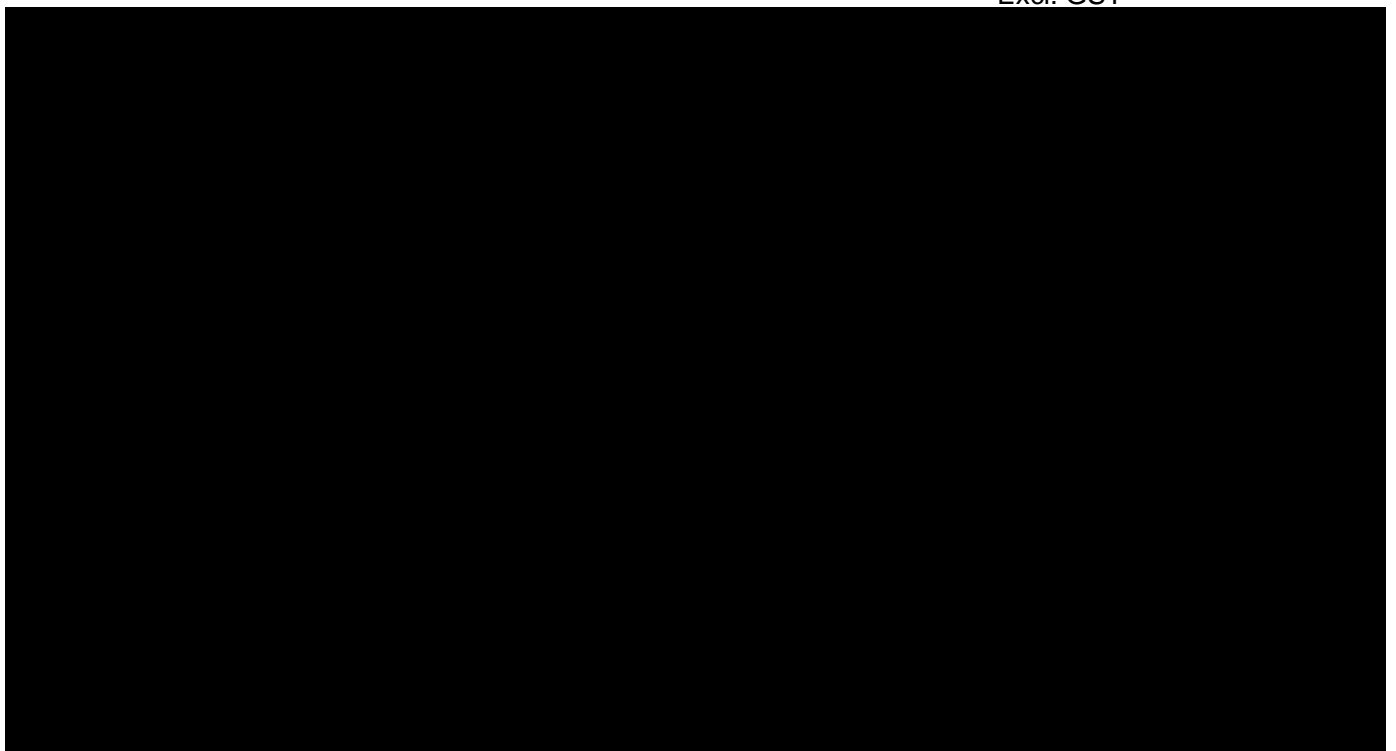
## APPENDIX 1 ESTIMATED COSTS

### Option 1 – Signalise the intersection



### Option 2 – Convert the intersection to Left-in/ Left out

Excl. GST



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Note: Costings are based on the sketch design. Service providers have not been contacted in relation to the type and location of services in the area. Potholing has not been undertaken to identify specific location and depth of services. Design and construction costs may vary depending on the Service provider requirements to relocate or protect the service where required.



## APPENDIX 2 FINANCIAL ANALYSES

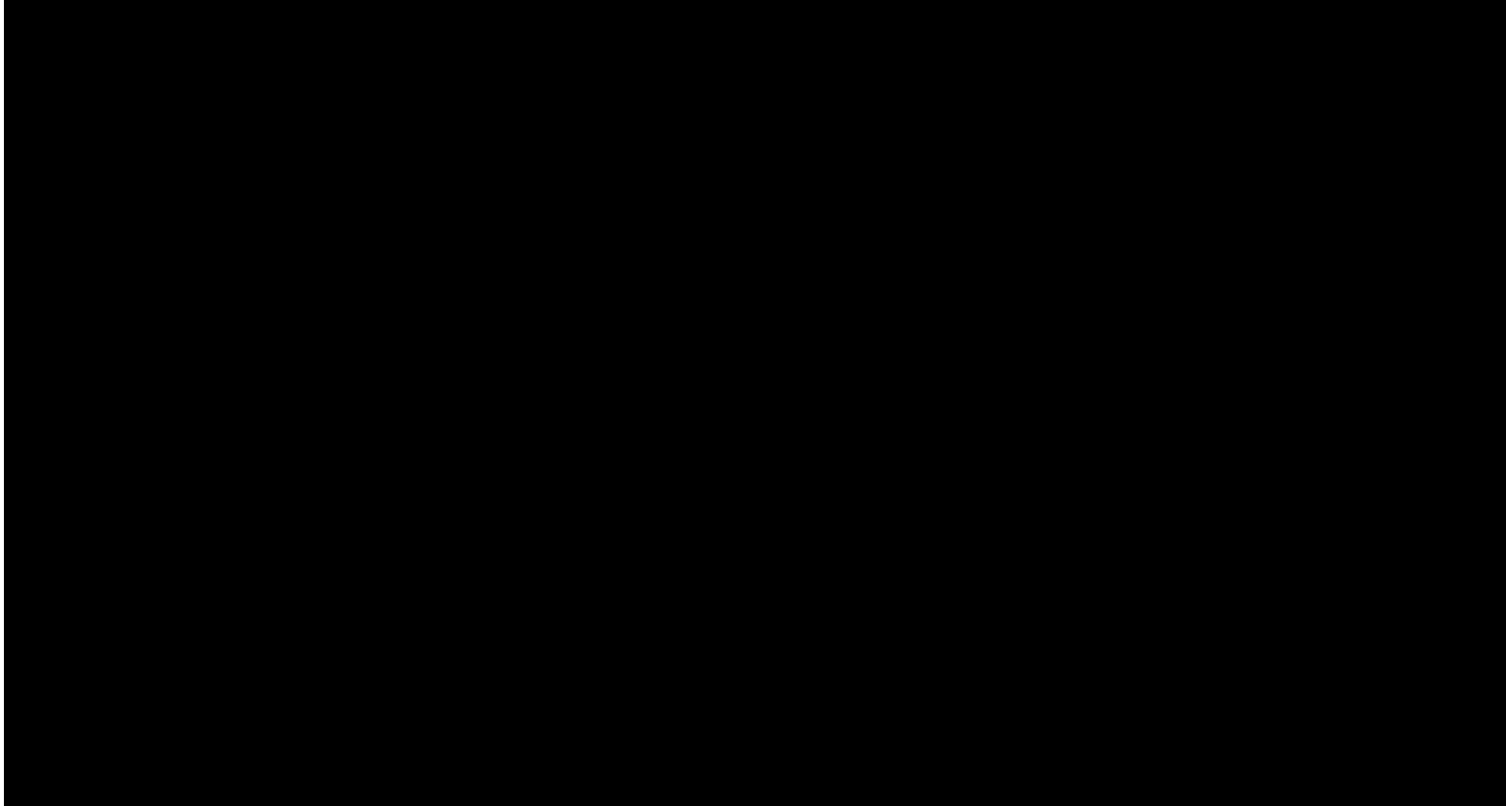
Note: Benefit Cost Analysis has only been provided for the WTP approach.

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FEASIBILITY STUDY

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**BENEFIT COST ANALYSIS USING DISCOUNTED CASH FLOWS**

LOCATION                      Option 1 – Signalise the intersection

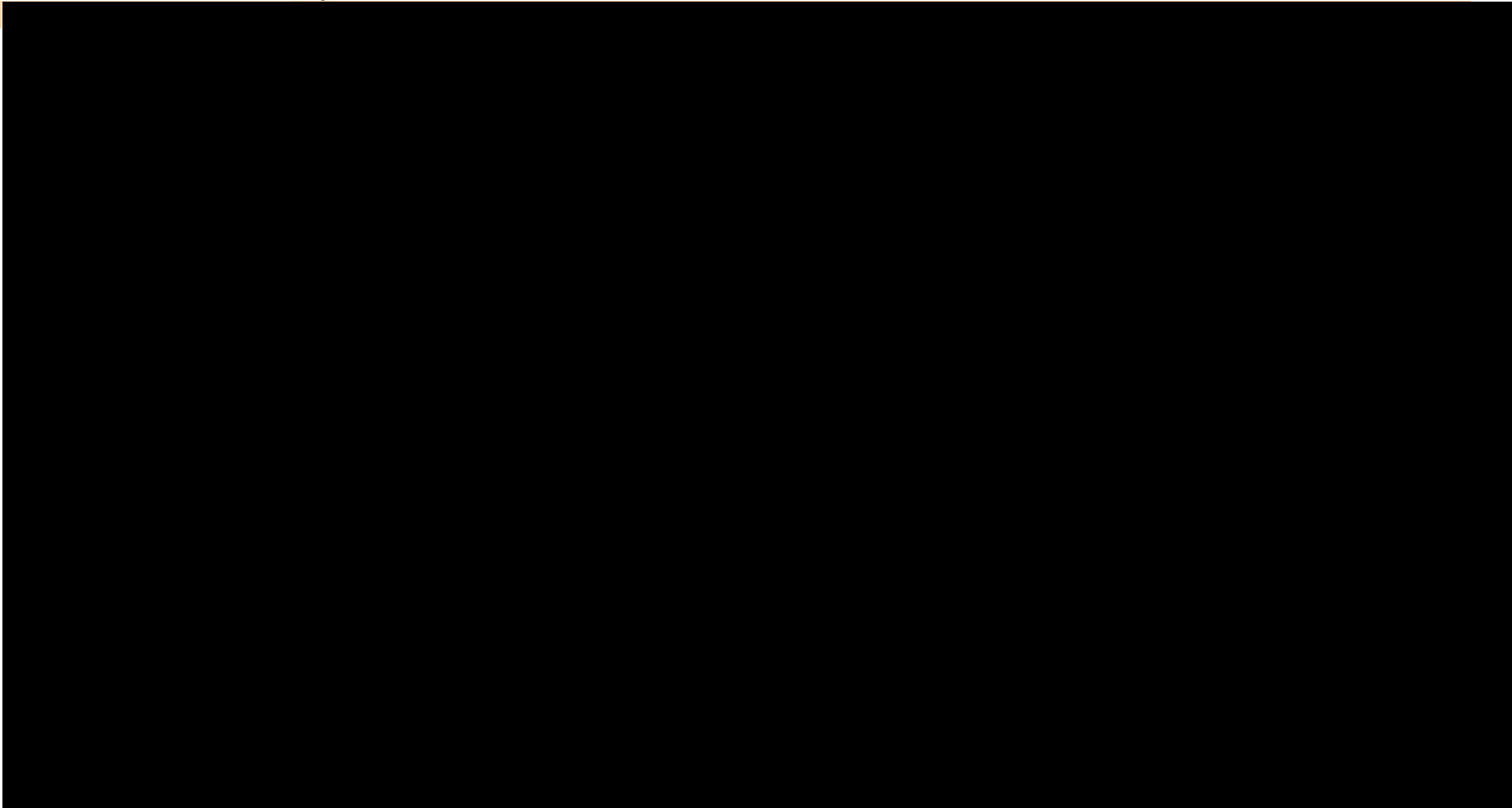


EUREE STREET/ LIMESTONE AVENUE/ TRELOAR CRESCENT, REID – BLACK SPOT  
FEASIBILITY STUDY

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**BENEFIT COST ANALYSIS USING DISCOUNTED CASH FLOWS**

LOCATION                      Option 2 – Convert the intersection to Left-in/ Left out



**From:** [Black Spot](#)  
**To:** [Vikneson, Jayanthi](#)  
**Cc:** [Potapowicz, Pawel](#); [REDACTED]  
**Subject:** Announcement of successful 2021-23 ACT Black Spot Program [SEC=OFFICIAL]  
**Date:** Tuesday, 19 April 2022 2:35:50 PM  
**Attachments:** [image001.png](#)  
[31 March 2022 Signed Letter ACT Black Spot.pdf](#)  
[31 March 2022 Signed Instrument ACT Black Spot.pdf](#)

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

## OFFICIAL

Hi Jayanthi

The announcement has now been made and you can go ahead and notify successful councils.

Link to announcement:

[Fixes for four of Canberra's worst road black spots | The Canberra Times | Canberra, ACT](#)

Kind regards

Michaela

[REDACTED]  
National Targeted Road Infrastructure Programs  
NSW, ACT and Targeted Roads  
Infrastructure Investment Division  
[REDACTED] [@infrastructure.gov.au](mailto:[REDACTED]@infrastructure.gov.au)  
[REDACTED]  
GPO Box 594 Canberra, ACT 2601

**Department of Infrastructure, Transport, Regional Development and Communications**  
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[infrastructure.gov.au](https://infrastructure.gov.au)



*I would like to acknowledge the traditional custodians of this land on which we meet, work and live.  
I recognise and respect their continuing connection to the land, waters and communities.  
I pay my respects to Elders past and present and to all Aboriginal and Torres Strait Islanders.*

## OFFICIAL

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**Australian Government**

**Department of Infrastructure, Transport,  
Regional Development and Communications**

## **National Land Transport Act 2014**

### **Black Spot Projects**

#### **Approval No. APT7038**

---

I, BARNABY JOYCE, Minister for Infrastructure, Transport and Regional Development:

- (a) being satisfied that the Projects identified and described in Columns 1 and 2 of the Schedule are eligible for approval in accordance with section 71 of the National Land Transport Act 2014 (the NLT Act) and considering that it is appropriate to approve the Projects in accordance with section 72 of the NLT Act, approve the Projects as Black Spot Projects under subsection 70(1) of the NLT Act; and
- (b) approve, under subsection 78(1) of the NLT Act, the provision of Commonwealth funding for the Projects to the corresponding eligible funding recipient identified in Column 4 of the Schedule.

.....  
BARNABY JOYCE

3/ 3, 22  
.....

## Schedule

**State:** ACT

**Instrument:** APT7038

Project Number and Name	Project Description	Maximum Funding Amount that the Commonwealth may Contribute	Eligible Funding Recipient
117789-22ACT-BS Hindmarsh Drive Brierly Street WESTON	Install traffic signals and reduce speed limit to 60km/h	\$932,300	Transport Canberra and City Services Directorate
117790-22ACT-BS Isabella Drive Benham Street CHISHOLM	Ban right turn for incoming vehicles and provide a right-out turn for emergency vehicles only	\$403,800	Transport Canberra and City Services Directorate
117791-22ACT-BS Phillip Avenue Windeyer Street DOWNER	Provide a right turn lane with a signal controlled right turn, a through lane and a marked shoulder in the existing pavement	\$163,540	Transport Canberra and City Services Directorate
117792-22ACT-BS Limestone Avenue Treloar Crescent and Euree Street CAMPBELL	Install traffic signals and remove existing signalised pedestrian crossing	\$1,616,200	Transport Canberra and City Services Directorate



**The Hon Barnaby Joyce MP**

---

**Deputy Prime Minister  
Minister for Infrastructure, Transport and Regional Development  
Leader of The Nationals  
Federal Member for New England**

Ref: MS22-000475

Mr Chris Steel MLA  
Minister for Transport  
Minister for Roads and Active Travel  
GPO Box 1020  
CANBERRA ACT 2601

31 MAR 2022

Dear Minister *Chris,*

I am pleased to advise of Australian Government funding of \$3,115,840 under the Black Spot Program for four projects within the Australian Capital Territory for the 2021-23 funding round.

Under section 70 of the *National Land Transport Act 2014* (the NLT Act), I have approved the projects listed in the schedule to the attached approval instrument as Black Spot Projects for the purposes of the NLT Act and approved the provision of funding for these projects under section 78 of the NLT Act. Details of the approved projects are set out in the attached instrument and schedule.

The Black Spot Program is administered by the States and Territories with Australian Government funding under part 7 of the NLT Act and in accordance with the Notes on Administration. I seek your agreement that the projects will be administered accordingly.

I look forward to working with you on these important safety works.

Yours sincerely

Barnaby Joyce MP

Enc



## Schedule

**State:** ACT

**Instrument:** APT7038

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117792-22ACT-BS Limestone Avenue Treloar Crescent and Euree Street CAMPBELL	Install traffic signals and remove existing signalised pedestrian crossing	\$1,616,200	Transport Canberra and City Services Directorate

## Robert Dunn

---

**From:** Russell, Meaghan <Meaghan.Russell@act.gov.au>  
**Sent:** Friday, 11 November 2022 2:56 PM  
**To:** Ren, Linda  
**Subject:** Further ACT Heritage Council advice - Signalisation of Limestone Ave and Euree St intersection

### OFFICIAL

Hello Linda,

Thank you for seeking further ACT Heritage Council (the Council) advice on the proposed signalisation of Limestone Avenue and Euree Street, Reid. I apologise for the delayed response.

As you are aware, the subject works are located within the Reid Housing Precinct (the Precinct), a registered place on the ACT Heritage Register; and works are therefore subject to *Heritage Act 2004* requirements, including the 'Specific Requirements for the Conservation of the Precinct' (the Guidelines).

I understand that detailed information on the proposal will be available in coming months, and as a Council delegate, I provide the following advice to inform planning:

- The proposal may require removal of two trees from the Limestone Avenue median. A significant feature of the Precinct is the mature public and private streetscape, which includes street trees planted in a historical pattern consistent with early Garden City principles. While the boundary of the Precinct includes part of the Limestone Avenue road reserve, trees within the median do not form part of the historical street tree pattern. Further, I understand that National Capital Authority (NCA) requirements for Limestone Avenue include its maintenance as a high quality landscaped corridor; and that tree replacements are likely to be a requirement of the project's Works Approval. In this context, I advise that the proposed tree removals are unlikely to diminish the treescape and heritage significance of the Precinct.
- The proposal may result in impacts to kerbs, however, it is intended to restore kerbs to their prior condition following works. The project may also include installation of pram ramps for DDA compliance, and subject to detailed information being submitted to and endorsed by the Council, these works are unlikely to diminish the heritage significance of the Precinct.
- The proposal may require modification of an existing traffic island. These works should be designed with reference to Requirement 1.1e of the Guidelines, which states: "*Original traffic islands should be retained and maintained in their current locations. Preferred surface treatments are gravel, pebble or grass and the practice of planting low shrubs and flowering plants in traffic islands should be continued.*" Subject to detailed design compliance with this requirement, these works are unlikely to diminish the heritage significance of the Precinct.
- The proposal will require installation of new traffic signals at the intersection, in the Euree Street road verge; in a manner similar to those already installed at the Limestone Avenue and Ainslie Avenue intersection. On available information, these works are unlikely to diminish the heritage significance of the Precinct, as they will not affect the original street pattern in accordance with Requirement 1.1c of the Guidelines.

In summary, works are likely to be consistent with *Heritage Act 2004* requirements, subject to traffic island works complying with Requirement 1.1e of the Guidelines.

Further Council advice will be provided following receipt of detailed plans relating to the proposed works, which I understand will be available in early 2023.

Regards,  
Meaghan

**Meaghan Russell | A/g Director, as delegate for the ACT Heritage Council**

ACT Heritage | Environment, Planning and Sustainable Development Directorate | ACT Government

Phone: 13 22 81 | Email: [meaghan.russell@act.gov.au](mailto:meaghan.russell@act.gov.au)

480 Northbourne Avenue, Dickson | GPO Box 158 Canberra ACT 2601

[www.environment.act.gov.au](http://www.environment.act.gov.au)



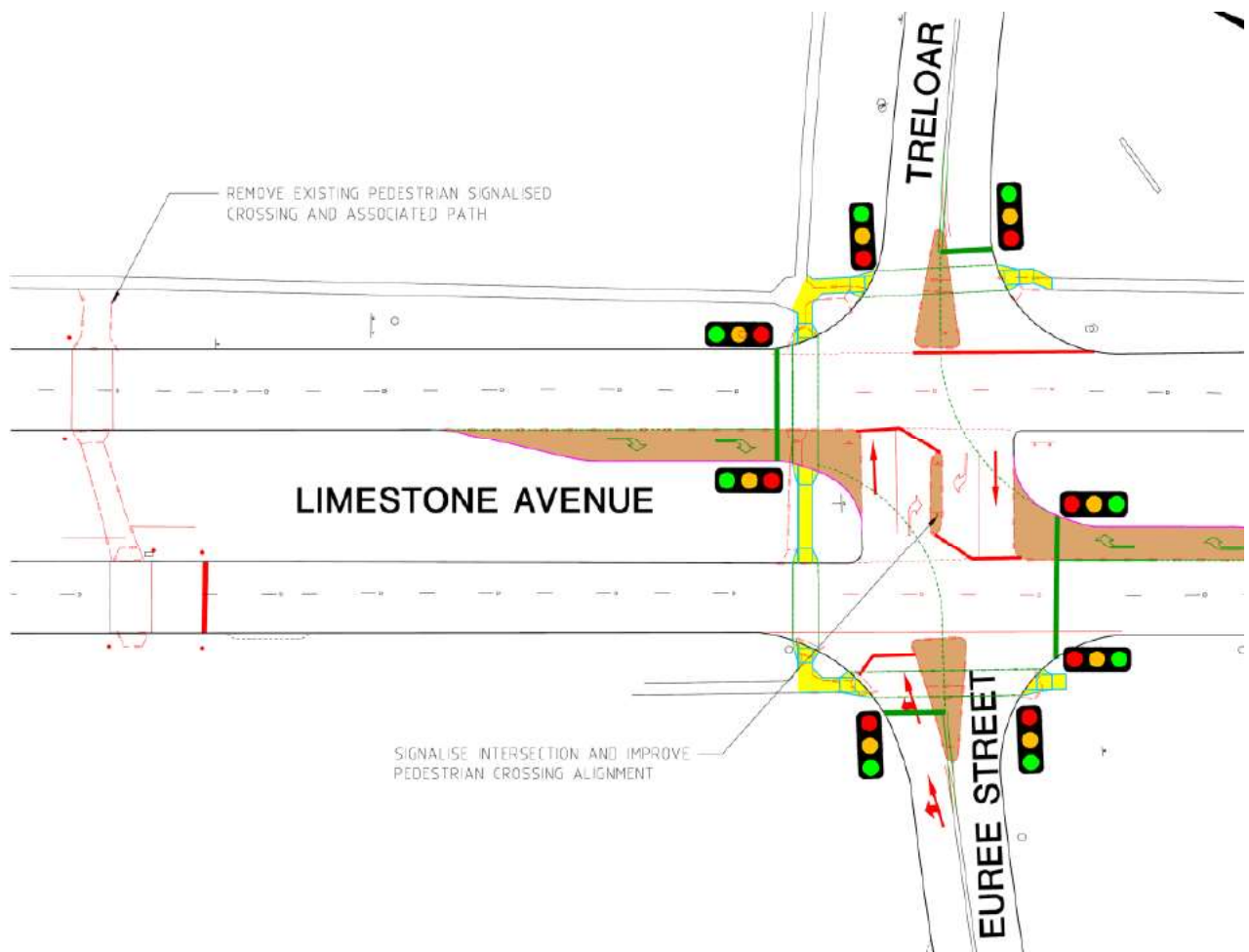
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**From:** Ren, Linda <[Linda.Ren@act.gov.au](mailto:Linda.Ren@act.gov.au)>  
**Sent:** Tuesday, 6 September 2022 3:39 PM  
**To:** Russell, Meaghan <[Meaghan.Russell@act.gov.au](mailto:Meaghan.Russell@act.gov.au)>  
**Subject:** signalise Limestone Ave and Euree St intersection

OFFICIAL

Hello Meaghan

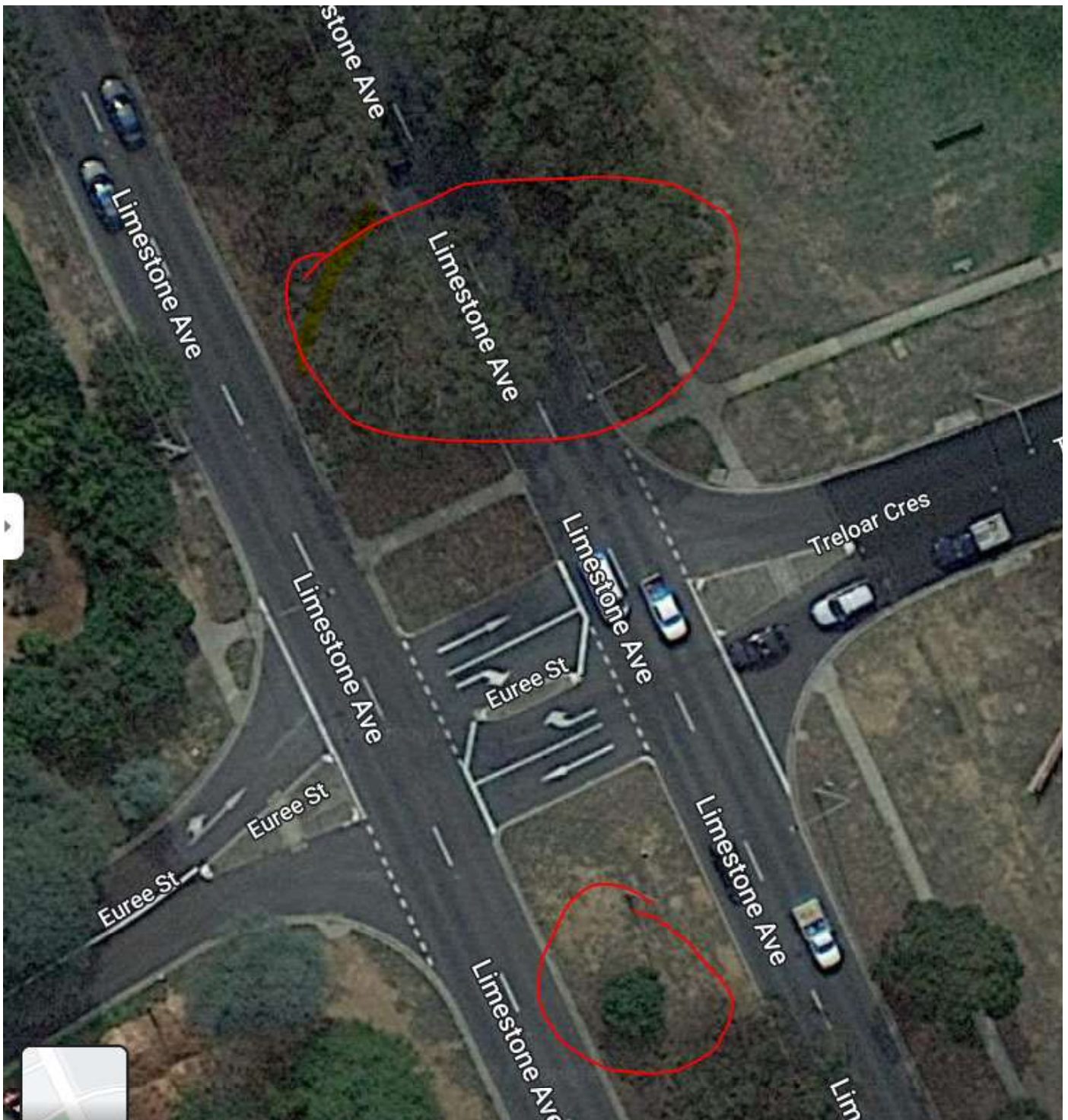
As discussed this morning I got a project to signalise the Intersection of Limestone Ave and Euree St near the War memorial. The work was identified as part of Commonwealth Black Spot program and the main objective is to improve road safety by signalising the intersection and remove the existing signalised pedestrian crossing. Below is a very high level plan.



Although the Reid Housing Precinct boundary is to the middle of Limestone Ave, I don't believe the project is unlikely to impact on features that intrinsic to Heritage value for the following reasons:

1. We will possibly need to remove 2 trees on each direction but they are not street trees
2. Likely the kerbs will be impacted during construction but will restore to prior condition, noting though we have to design pram ramps for DDA compliance (I forgot to ask you this so grateful if you can confirm – other officers having the same questions and some projects might already been undertaken assuming Heritage Council has no issues with this)
3. We might need to modify the existing traffic island but is not a feature that intrinsic to heritage value.
4. Some traffic signals will need to be installed at the Euree St side along road verge which will look same as the one at Ainslie Ave intersection.

I will share the detail design with all entities for comments which is likely to be Jan 2023 but would be highly appreciated if some early advice from you.



Regards  
Linda Ren

Land Release Infrastructure  
Transport Canberra and City Services Directorate  
T 02 6207 3904 | E [linda.ren@act.gov.au](mailto:linda.ren@act.gov.au) .