



FREEDOM OF INFORMATION COVERSHEET

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

FOI reference: 23-097

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)	25 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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From: [REDACTED]
To: [TCCS FreedomOfInformation](#)
Subject: FOI Request: Reason and costs for works at Benham St and Isabella Dr, Chisholm
Date: Friday, 18 August 2023 7:18:07 AM

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. [Learn why this is important](#)

Hello,

I am seeking information related to the reason (including proponent and associated information), consultation, costs, benefits and final decision for the road works undertaken around August 2023 at the intersection of Benham St and Isabella Dr Chisholm.

Warm Regards,

[REDACTED]
[REDACTED]



Dear [REDACTED]

Freedom of Information Request - Reference 23-097

I refer to your application for access to government information received by Transport Canberra and City Services (TCCS) on 18 August 2023. It is my understanding that you are seeking access to the following government information:

“...information related to the reason (including proponent and associated information), consultation, costs, benefits and final decision for the road works undertaken around August 2023 at the intersection of Benham St and Isabella Dr Chisholm.”

Timeframes

A decision is due on your access application by 29 September 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 eleven records have been identified as relevant to your application.

Three of the records identified as relevant to your application were assessed under the FOI Act in April 2023 in response to a previous access application, reference 23-028. Of these three records, two records were disclosed in full. In accordance with section 43(1)(d) of the FOI Act, I am refusing to deal with your application as it applies to these records because the information is publicly available.

The third record was disclosed in part with deletions applied to information that is contrary to the public interest. I have reviewed this record and find that the public interest factors considered in refusing access to some of the information are materially the same. In accordance with section 43(1)(f) of the FOI Act, I am refusing to deal with your application as it applies to this record.

Links to these records are included in the schedule enclosed at [Attachment A](#).

Upon reviewing the information within the remaining four 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](#).

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)(xvi) prejudice a deliberative process of government.

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 external parties. 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.

Some records have been identified to contain financial information to inform proposed options for the consideration of government. I have considered that calculation method used to inform these options includes factors that closely interlink with other government deliberations including claims for compensation. I find, on balance, that the disclosure of this information is contrary to the public interest as disclosure is likely to prejudice future government deliberative processes and the economy of the Territory.

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. I have not applied a fee to your application, as the total number of pages marginally exceeds this fee-free threshold.

Online publishing – disclosure log

Under section 28 of the Act, TCCS maintains an online record of access applications called a disclosure log. 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

ACT Civil and Administrative Tribunal (ACAT) review

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

Further information may be obtained from ACAT at:

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

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

Yours sincerely



Cherie Hughes
Information Officer

22 September 2023

ATTACHMENT A - ACCESS APPLICATION SCHEDULE, FREEDOM OF INFORMATION

Reference Number: 23-097

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

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	BS Briefing Notes- 2021 meeting 35	November 2021	Full access	Not applicable	Decision to be published on the TCCS Disclosure Log .
2	17	Chisholm intersection upgrade LETTER copy	August 2023	Full access	Not applicable	
3	18	Pre Tender Cost Estimate - CP	9 March 2023	Partial access	Schedule 2.2(a)(viii) Schedule 2.2(a)(xii)	

4	19 – 47	Benham Street_Isabella Drive, Chisholm Report - FINAL	22 November 2019	Partial access	Schedule 2.2(a)(ii) Schedule 2.2(a)(viii) Schedule 2.2(a)(xii)	
5	48 - 50	RE_ Black Spot Project- Benham Street and Isabella Drive Intersection- ESA Contact	12 January 2023	Partial access	Schedule 2.2(a)(ii)	
6	52 - 53	RE_ Black Spot Project- Isabella Drive and Benham Street Intersection- Seeking additional fund for ESA Warning Lights Installation	26 April 2023	Partial access	Schedule 2.2(a)(ii)	
7	54 - 56	Black Spot Project- Isabella Drive and Benham Street Intersection- Seeking additional fund for ESA Warning Lights	31 May 2023	Partial access	Schedule 2.2(a)(ii)	
8	57	Black Spot Project- Isabella Drive and Benham Street Intersection- Seeking additional fund for ESA Warning Lights Installation	19 August 2023	Full access	Not applicable	
9	-	BS Briefing Notes-2021 December meeting FINAL	1 December 2021	-	-	Publicly available here , page 45
10	-	Announcement of successful 2021-23 ACT Black Spot Program, 31 March 2022 Signed Instrument ACT Black Spot	19 April 2022	-	-	Publicly available here , page 78
11	-	20220419 - Announcement of successful 2021-23 ACT Black Spot Program, Attachment - 31	3 March 2022	-	-	Publicly available here , page 80

		March 2022 Signed Letter ACT Black Spot				
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Total number of documents disclosed: 8



ACT
Government

Transport Canberra
and City Services

ACT BLACK SPOT CONSULTATIVE PANEL

Meeting No 35

BRIEFING NOTES

November 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:

Fatal crash	a motor vehicle crash which involves at least one fatality within 30 days of the crash taking place
Injury crash	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
Property damage crash	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				
Mawson Drive (Athllon - Ainsworth)	<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>	\$768,400	\$73,134	Tender
Southern Cross Drive (Kingsford Smith – Coulter)	<p>Signalise the intersections of:</p> <p>Southern Cross Drive / Ross Smith Crescent</p> <p>and</p> <p>Southern Cross Drive / Chewings Street.</p>	\$1,797,900 (over two years of funding)	\$694,614	Under Construction
TOTAL		\$2,566,300	\$767,748	

6. UPDATE ON FEASIBILITY STUDIES FOR 2021/22 PROGRAM

Roads ACT completed feasibility studies on the following intersections in 2019/20 and 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

Location	Study Recommendations	Est. Cost (\$)	Est. BCR	Roads ACT Position	*Funding required
Hindmarsh Dr / Brierly St	Install traffic signals + speed limit reduction to 60km/h		2.16	Roads ACT recommends this project for the 2021/22 program.	
Isabella Dr / Benham St	Remove the Right-in and provide a Right-out for emergency vehicles only		9.01	Roads ACT recommends this project for the 2021/22 program.	
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		2.96	Roads ACT recommends this project for the 2021/22 program.	
Limestone Av / Treloar Cr / Euree St	Install traffic signals and remove existing signalised pedestrian crossing.		3.05	Roads ACT recommends this project for consideration in the 2022/23 program.	
Tharwa Dr / Lawrence Wackett Cr (west)	Recommended - Traffic signals Interim treatment - Intersection improvements + speed limit reduction to 60km/h		1.79 5.34	Recommended option does not meet the BCR criteria (interim treatments could be considered)	

***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

The total allocation of the Black Spot Program funding for ACT in 2021/2022 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 the following projects for the 2021/22 program:

Table 6

Locations for 2021/22	Treatments	*Req. Funding	Update
Hindmarsh Dr / Brierly St	Traffic signals + speed limit reduction to 60km/h		Awaiting Panel Approval
Isabella Dr / Benham St	Remove the Right-in and provide a Right-out for emergency vehicles only		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		Awaiting Panel Approval
TOTAL			

*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
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 Tce	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
Nation Building			
	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
	Girraheeen 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

Construction notification

The ACT Government is investing in infrastructure to benefit the lives of all Canberrans. Upgrades are being carried out at the intersection of Isabella Drive and Benham Street in Chisholm to improve road safety.

Work will start on this project with site establishment from **Monday 7 August 2023** ahead of construction getting underway before the end of the month.

This project will convert the intersection into a left-in/left-out only for the community with removal of the right turn from Isabella Drive into Benham Street. The right-turn from Benham Street onto Isabella Drive will remain accessible for emergency vehicles only.

This project is funded under the Australian Government's Black Spot Program. Road crashes are a major cost to Australians every year. Black Spot projects target those road locations where crashes are occurring. By funding measures such as modifications to intersections at dangerous locations, the program reduces the risk of crashes.

Upcoming work

Site establishment will commence from Monday 7 August 2023 with the site compound to be erected on the northern side of the intersection near the eastbound lane of Isabella Drive. This will be followed by installation of temporary traffic management including roadwork signage and associated bollards.

Construction is expected to start before the end of August 2023 and take two months to complete (weather permitting).

Works will be carried out as dayworks only between the hours of 9 am and 4 pm Monday to Friday. If required, limited work may be undertaken on weekends between 6 am and 6 pm.

Traffic and pedestrian access

Right turns at the intersection will not be possible from **Monday 7 August 2023**, with exception to emergency vehicles.

There may be single lane closures in both directions on Isabella Drive through the intersection during construction, as required, between 9am and 4 pm. These closures are for the safety of both our workers and the community.

A temporary closure of Benham Street between Halley Street and Isabella Drive will be required to facilitate activities including removal of the existing concrete median. These closures will be temporary with detour signage in place to encourage road users to exit the shopping precinct via Hambidge Crescent.

There will be no impacts to pedestrian movements on the existing path network during these works.

More information

If you would like more information on the project, you can scan the QR code, visit www.cityservices.act.gov.au or contact the ACT Government project team via the below details.

Name: Kencho Choden | Project Manager

Infrastructure Delivery, Transport Canberra and City Services

Email: communityengagement@act.gov.au

Phone: Access Canberra 13 22 81



Pre Tender Quantity and Cost Estimate						
Item	Description	Quantity	Rate	Unit	Cost	Comments
1	Site Preparation					
	Clearing and grubbing					
2	Pavements					
	Granular Pavment (Pavement Including Subgrade, Subbase, Base and 2.1 Surfacing)					Pavement Including Subgrade, Subbase, Base and Surfacing
2.2	Concrete Pavement					
3	Kerb Works					
3.1	Modified Layback Kerb					
4	Warning Lights					
4.1	Conduit in Ground					
4.2	Conduit Boreing under road (Inc machine hire)					
4.3	Warning Lights					
5	Other					
5.1	New Landscape Area					
5.2	Reinstate Disturbed Areas					
5.3	New Linemarking					
5.4	Green cycle lane Linemarking					
5.5	New signs					
	SUBTOTAL					
6	Preliminaries					
6.1	Site Establishment (\$10%)					
6.2	Builders Margins + P&OH (12.5%)					
7	Contingency					
	Premiminary Contingency (20%) (No Contingency on Site Establishment or Builders 7.1 Margins)					No Contingency on Site Establishment or Builders Margins
	Total					



ACT
Government

Transport Canberra and City Services

BENHAM STREET/ ISABELLA DRIVE, CHISHOLM

BLACK SPOT FEASIBILITY STUDY

ROADS ACT

FINAL

RG 19038-2/ 1

22 NOVEMBER 2019



Consulting Engineers

BENHAM STREET/ ISABELLA DRIVE, CHISHOLM BLACK SPOT FEASIBILITY STUDY

Prepared for Roads ACT

Document Register

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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 Benham Street and Isabella Drive, Chisholm, 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:

██████████	Project Manager and Senior Traffic Engineer, Lead Level 3 Road Safety Auditor
██████████	Senior Designer and Level 2 Road Safety Auditor
██████████	Senior Draftsperson

1.4 Locality Plan

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

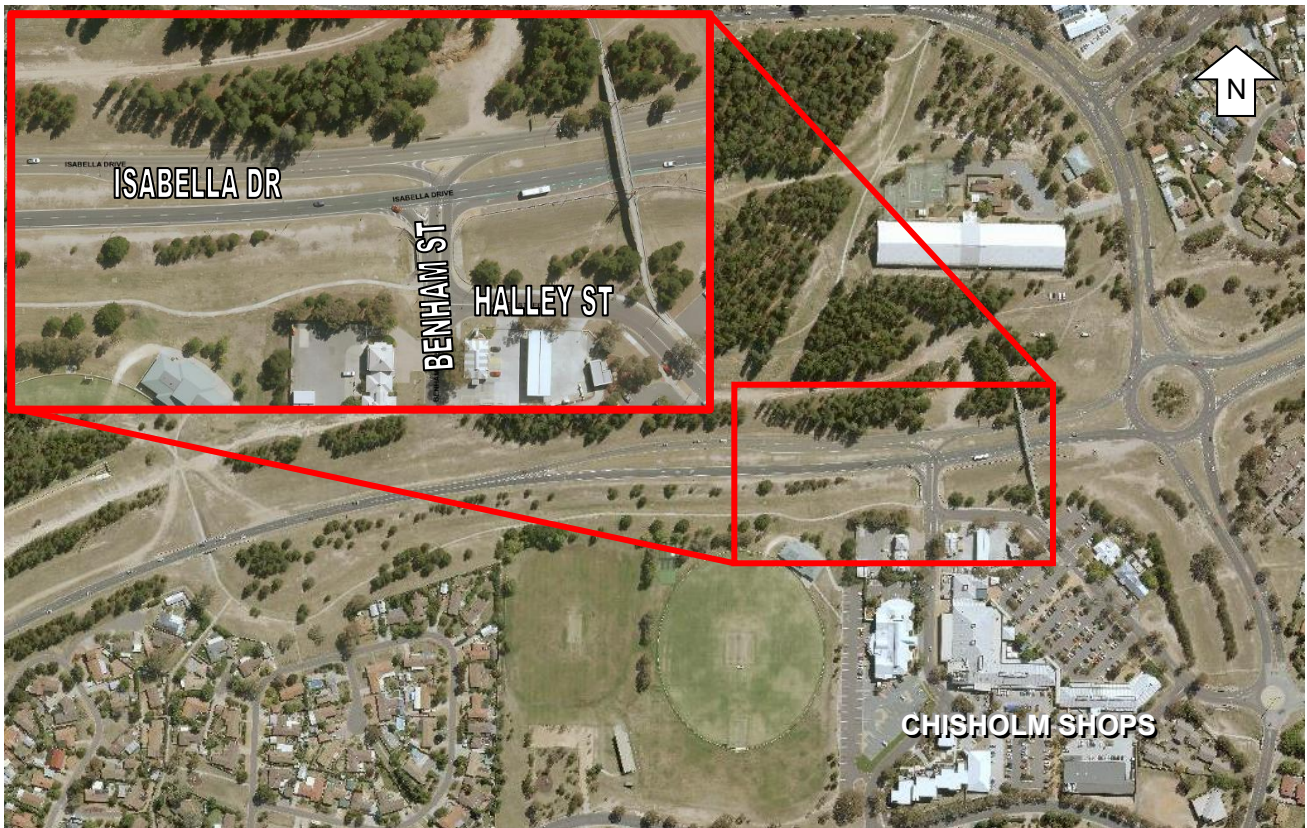


Figure 1-1 Locality Plan

2. EXISTING SITE CONDITIONS

2.1 Road Hierarchy

Isabella Drive is classified as an Arterial road linking Tuggeranong to the Monaro Highway. There are no property accesses on the road and parking is not permitted. The road speed is signed at 80 km/h.



Photo 2-1 Isabella Drive (eastbound view west of the intersection with Benham Street)



Photo 2-2 Isabella Drive (westbound view east of the intersection with Benham Street)

Benham Street is classified as a local access street in the ACT road network. It provides access to the Chisholm shops. There are several driveways on Benham Street, including access to the Chisholm Fire Station. The road speed is signs at 40 km/h and it is a high pedestrian activity area.



Photo 2-3 Benham Street (northbound view south of the intersection with Isabella Drive)

Isabella Drive is classified as a Main On-road Cycle route by the ACTive Travel Infrastructure Practitioner Tool. A Local Community Route parallel to Isabella Drive is provided along the southern side of Isabella Drive, crossing Benham Street near the intersection with Halley Street (circa 40 m south of the intersection with Isabella Drive). A Main Community Route parallel to Isabella Drive is provided on the northern side of Isabella Drive, crossing Isabella Drive via an overpass between the Benham Street intersection and the roundabout with Hambidge Crescent/ Coyne Street.

2.2 Geometric Layout

2.2.1 Road Layout

Isabella Drive at the intersection with Benham Street is a divided four-lane two-way road. The median is vegetated and circa 10 m wide (as shown in Photos 2-1 and 2-2).

Benham Street at the intersection is a divided two-lane two-way road. The median is concrete and circa 1 m wide (as shown in Photo 2-3).

2.2.2 Intersection Layout

The intersection of Isabella Drive with Benham Street is a priority controlled T-intersection in a seagull configuration. Below are the following properties of the intersection:

- Isabella Drive right turn – Channelised Right turn lane (CHR) circa 165 m;
- Isabella Drive left turn – Channelised Left turn lane (CHL) circa 70 m with a painted traffic island;
- Benham Street left turn – Channelised Left turn lane (CHL) circa 20 m with a concrete traffic island. The linemarking provides an approach angle of circa 70 degrees;
- Storage in the median for vehicles turning right from Benham Street into Isabella Drive for circa 2 vehicles (circa 14 m), and
- There is a 'GIVE WAY' (R1-2) sign at the intersection on Benham Street.

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 and Saturday 22 June 2019 from 11 am to 1 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;
- The weekend peak period was between 11:45 am and 12:45 pm;
- Circa 15% of eastbound traffic during the morning peak turned right from Isabella Drive into Benham Street;
- Circa 25% of eastbound traffic during the afternoon/ evening peak and weekend peak turned right from Isabella Drive into Benham Street;
- Circa 3% of westbound traffic during the morning peak turned left from Isabella Drive into Benham Street;
- Circa 11% of westbound traffic during the afternoon/ evening peak turned left from Isabella Drive into Benham Street;
- Circa 8% of westbound traffic during the weekend peak turned left from Isabella Drive into Benham Street;
- Circa 27% of northbound traffic during the morning peak turned right from Benham Street into Isabella Drive;
- Circa 17% of northbound traffic during the afternoon/ evening peak and weekend peak turned right from Benham Street into Isabella Drive;

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

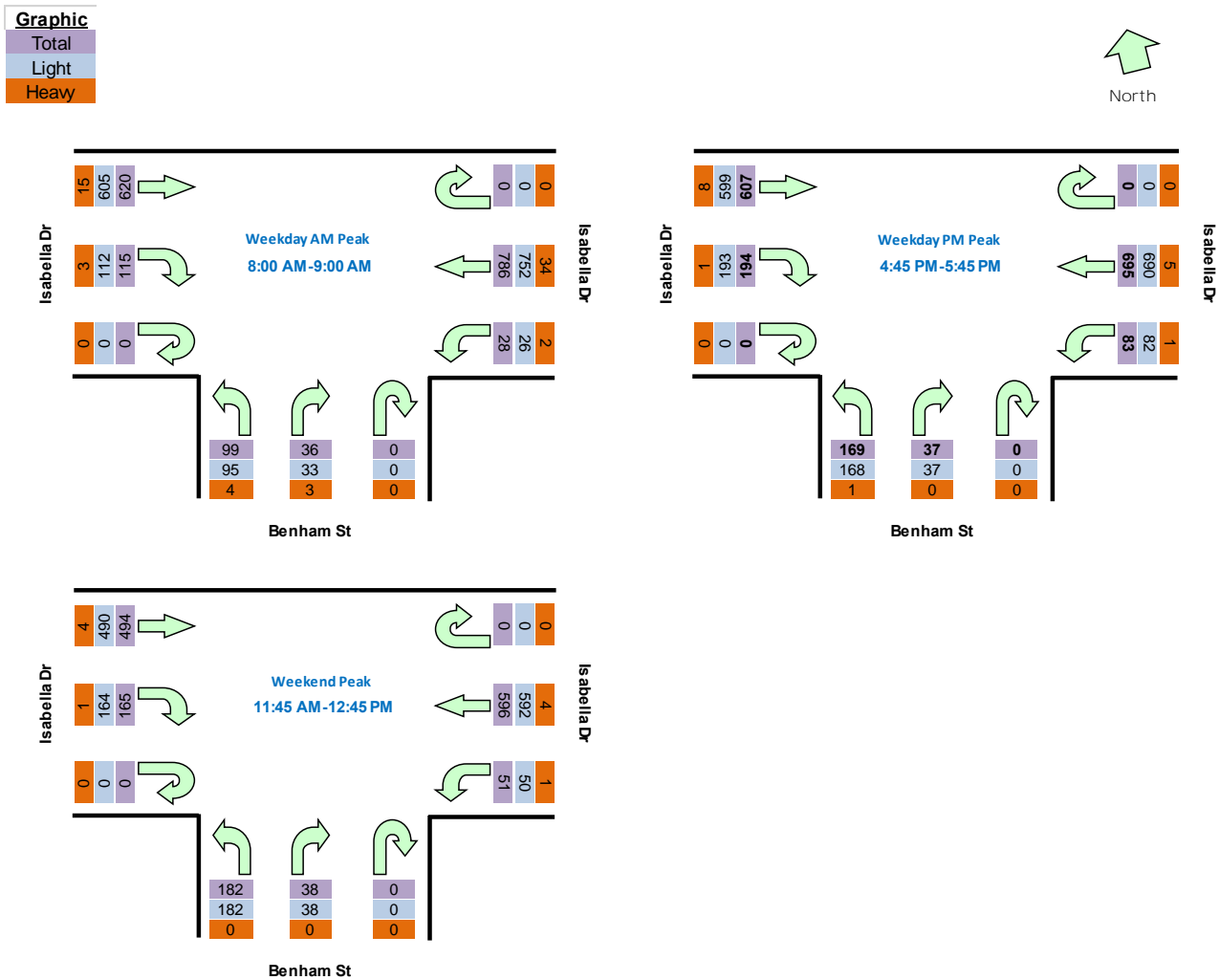


Figure 2-2 Intersection traffic turning volumes

2.4 Collision Statistics

A total of 21 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).

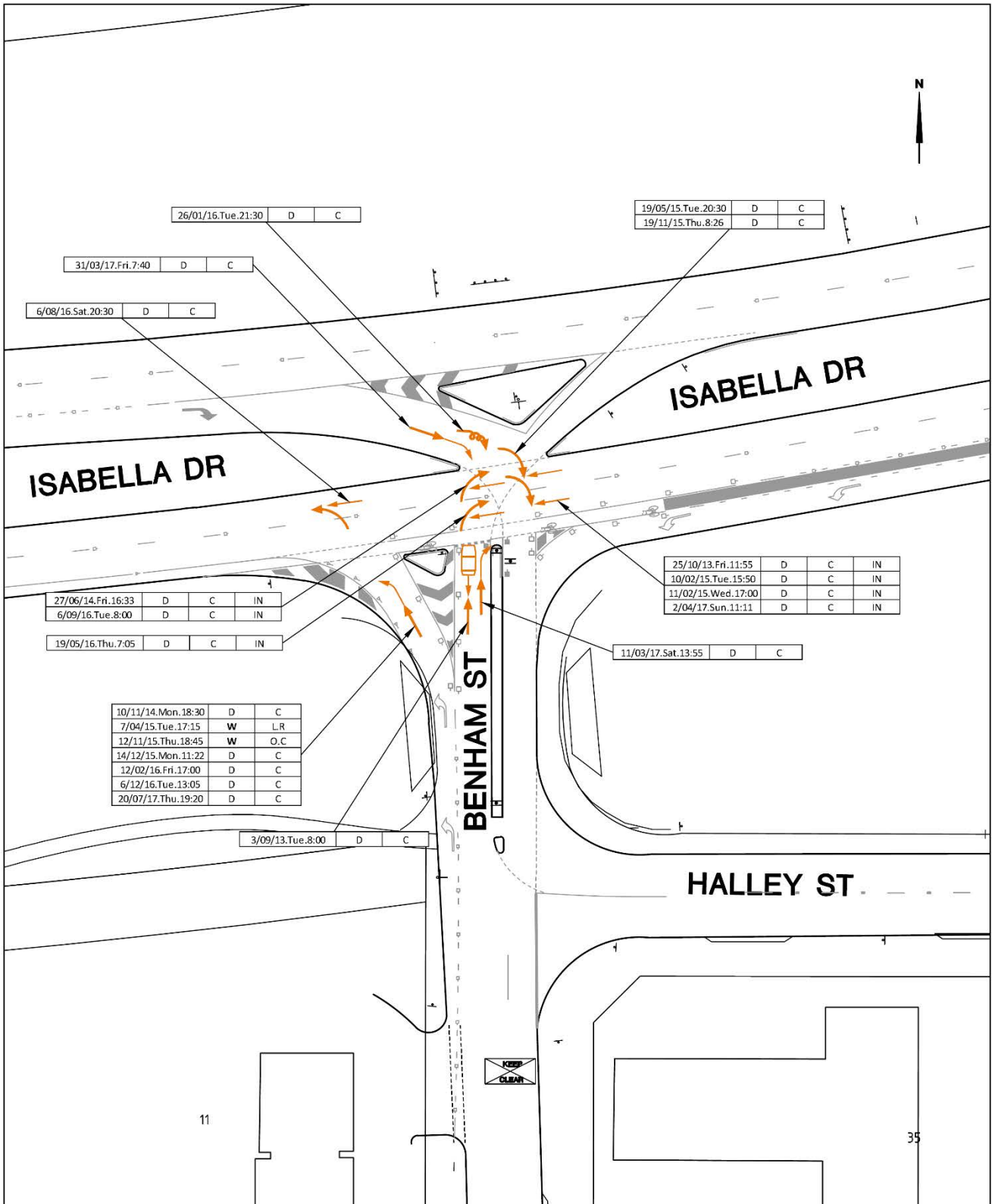
A rough guide to the performance of this intersection compared to the average for the ACT in 2016 can be obtained from the following approximate percentages for the ACT as a whole:

- 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:

- 1 collision (5%) occurred in wet weather, well below the average.
- 6 collisions (29%) occurred in the peak periods, marginally greater than the average.
- 3 collision (14%) occurred in hours of darkness, well below the average.

Observations made during the inspection during peak periods indicate that right turning movements experience long delays (delays observed up to 60 seconds for right turning vehicles).



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

There are no paths on either side of the road at the intersection and no pedestrian crossing facilities are provided at the intersection, with no attractions or generators for pedestrians to cross the intersection at this location.

A local community route crosses Benham Street circa 40 m south of the intersection.

There were no collisions involving pedestrians.

2.6 Cyclists

There are on-road cycle lanes provided in both directions on Isabella Drive to complement it being classified as a Main On-road Cycle route.

There are no on-road cycle lanes on Benham Street.

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 182) that travels along Isabella Drive and turns at the intersection. This bus service provides three inbound (to City) services in the morning (stopping at Chisholm stops at 6:39 am, 7:08 am and 7:38 am) and three outbound (to Lanyon) services in the afternoon (stopping at Chisholm stops at 5:16 pm, 5:51 pm and 6:21 pm). The morning service turns right at the intersection from Isabella Drive into Benham Street and the afternoon service turns left from Benham Street into Isabella Drive

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

2.9 Lateral Clearance Issues

The clear zone for an 80 km/h speed limit or less with traffic over 6,000 vehicles per day is 6.5 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 guard rails on the southern side of Isabella Drive on both sides of the intersection with Benham Street. The guard rails extend on both sides of Benham Street circa 35 m

There are several light columns within the clear zone, including a frangible light column located centrally in the median island.

An onsite assessment of available sight distance (181 m Safe Intersection Sight Distance (SISD) for 80 km/h speed limit on Isabella Drive) identified that the SISD is achieved in both directions.

2.10 Pavement

Generally, the pavement condition through the intersection in the eastbound direction is of an acceptable standard. The pavement in the westbound direction is polished, reducing the friction for stopping/ slowing vehicles.

2.11 Traffic Control Devices

Linemarking is worn on Benham Street and the westbound left turn lane. Maintenance is required.

2.12 Future Traffic Volumes

It is difficult to predict changes to traffic volumes in Isabella Drive as it is an arterial road connecting Tuggeranong to north Canberra and NSW. An increase of peak traffic volume on Isabella Drive would increase the queue length and delay associated with turning movements at this intersections and possibly lead to future collisions. No known substantial increase is expected

A development application for McDonalds has been lodged for Block 44 Section: 539 Chisholm (former Chisholm Tavern). The traffic report prepared for the DA (Colston Budd Rogers & Kafes Pty Ltd, dated March 2019) calculated an increase in traffic at the Isabella Drive/ Benham Street intersection by 140 vehicles during the peak periods. Although the intersection analysis indicated that the intersection would remain operating satisfactorily, the increase in traffic movements would increase the delay to turning movements during the peak periods. The report did not review the collision data at the 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 0.66 Collisions per Million Entering Vehicles (C/MEV). This rate is considered high for a T-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 48% (10 of 21), with 6 right turning - through collisions (RUM code 202) between eastbound and westbound vehicles.

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

- Delays experienced by road users (including the queuing of vehicles) contributing to some road users accepting insufficient gaps in the traffic.
- The speed of vehicles on Isabella Drive, with westbound road users increasing in speed after travelling through the roundabout with Coyne Street/ Hambidge Crescent.
- 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.

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.

Any work at the intersection has the potential to impact on the services provided by the ACT Emergency Services Agency (Chisholm Fire Station) and Transport Canberra bus services. ACT Emergency Services Agency and Transport Canberra have been contacted and the options discussed.

The three identified options that would assist in the reduction of these collisions are listed below.

Option 1 – Convert the intersection to Left-in/ Left out. This option would remove all collisions that resulted in injuries and reduce the majority of the other collisions at this intersection.

Alternative routes for right turning vehicles are available. For road users that typically turn right into Benham Street, they would be required to use the roundabout at Coyne Street/ Hambidge Crescent. Vehicles turning right from Benham Street would also need to use the roundabout via Halley Street. It was advised by Transport Canberra that the rerouting of the bus service is considered acceptable.

However, it is noted that this option would impede on the operation of the Chisholm Fire Station and their response time to emergencies east of the intersection as their vehicles would need to travel through the slower road environments of Halley or Benham Street.

Option 2 – Remove the Right-in and provide a Right-out for emergency vehicles only. This option would remove more than half the collisions that resulted in injuries and reduce the majority of the other collisions at this intersection. This option would enable emergency vehicles to respond to emergencies to the east of the intersection without having to travel through Chisholm on Halley or Benham Street.

Alternative routes for right turning vehicles are available. For road users that typically turn right into Benham Street, they would be required to use the roundabout of Coyne Street/ Hambidge Crescent. Vehicles turning right from Benham Street would also need to use the roundabout. It was advised by Transport Canberra that the rerouting of the bus service that turns right at this intersection is considered acceptable.

There is a risk of private vehicles turning right from the intersection. This would require monitoring and enforcement. The provision of a low profile mountable kerb across the entry to the right turn lane, pavement markings and signage to direct non-emergency vehicles to only turn left at the intersection would assist with reducing the number of private vehicles turning right at the intersection.

Option 3 – Reduce intersection crossing distance and TCD improvements. This option would not fully remove the collisions associated with the right turn movements, however, the removal of a westbound lane would reduce the crossing distance for right turning vehicles and the number of conflict points associated with the movements at the intersection. Isabella Drive is a two-way two-lane road west of the intersection and reducing the capacity to one lane is considered acceptable.

There is potential that this could result in conflict near the roundabout with Coyne Street/ Hambidge Crescent. There is also potential it could impact any future plans to continue the duplication of Isabella Drive to the west. If Isabella Drive is duplicated the function of this intersection will need to be assessed at part of the design.

Option 4 – Convert to a signalised intersection or roundabout. The conversion to a signalised intersection or roundabout was considered. However, due to the nature of the road traffic signal would be uncharacteristic and would likely disrupt the progressive flow on Isabella Drive, particularly the westbound direction and influence flows at the Coyne Street/ Hambidge Crescent roundabout. A roundabout at this intersection would be too close to the adjacent Coyne Street/ Hambidge Crescent roundabout and unlikely meet the BCR requirements.

4. PROPOSED IMPROVEMENTS

4.1 Option 1 – 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 (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 by increasing the number of vehicular movements and delay to other intersections.

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] [REDACTED] excluding GST.

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

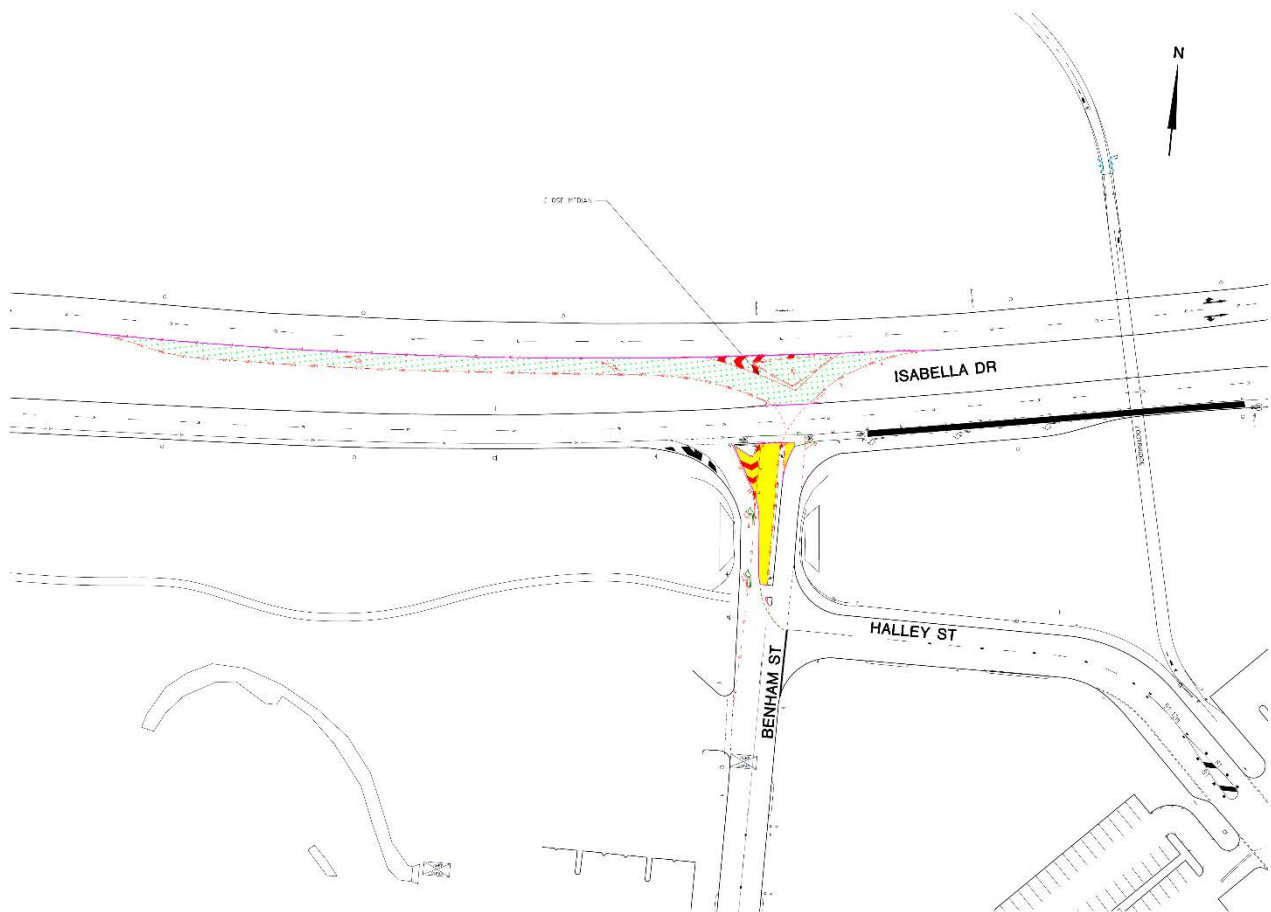


Figure 4-1 Option 1 – Convert the intersection to Left-in/ Left out

4.2 Option 2 – Remove the Right-in and provide a Right-out for emergency vehicles only

This option would remove the collisions associated with the right turn from Isabella Drive to Benham Street (RUM Code 202). However, this option could result in additional collisions elsewhere on the road network in the vicinity of the intersection by increasing the number of vehicular movements and delay to other intersections. It is estimated that converting the right turn out to emergency vehicles only should reduce adjacent approach collisions (RUM Code 104) by 95% (based on engineering judgement).

A preliminary assessment of the economic worth of this option has been undertaken using assumptions detailed in the following section.

A preliminary estimate of the cost of reducing the crossing distance and TCD improvements [REDACTED] [REDACTED] excluding GST.

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

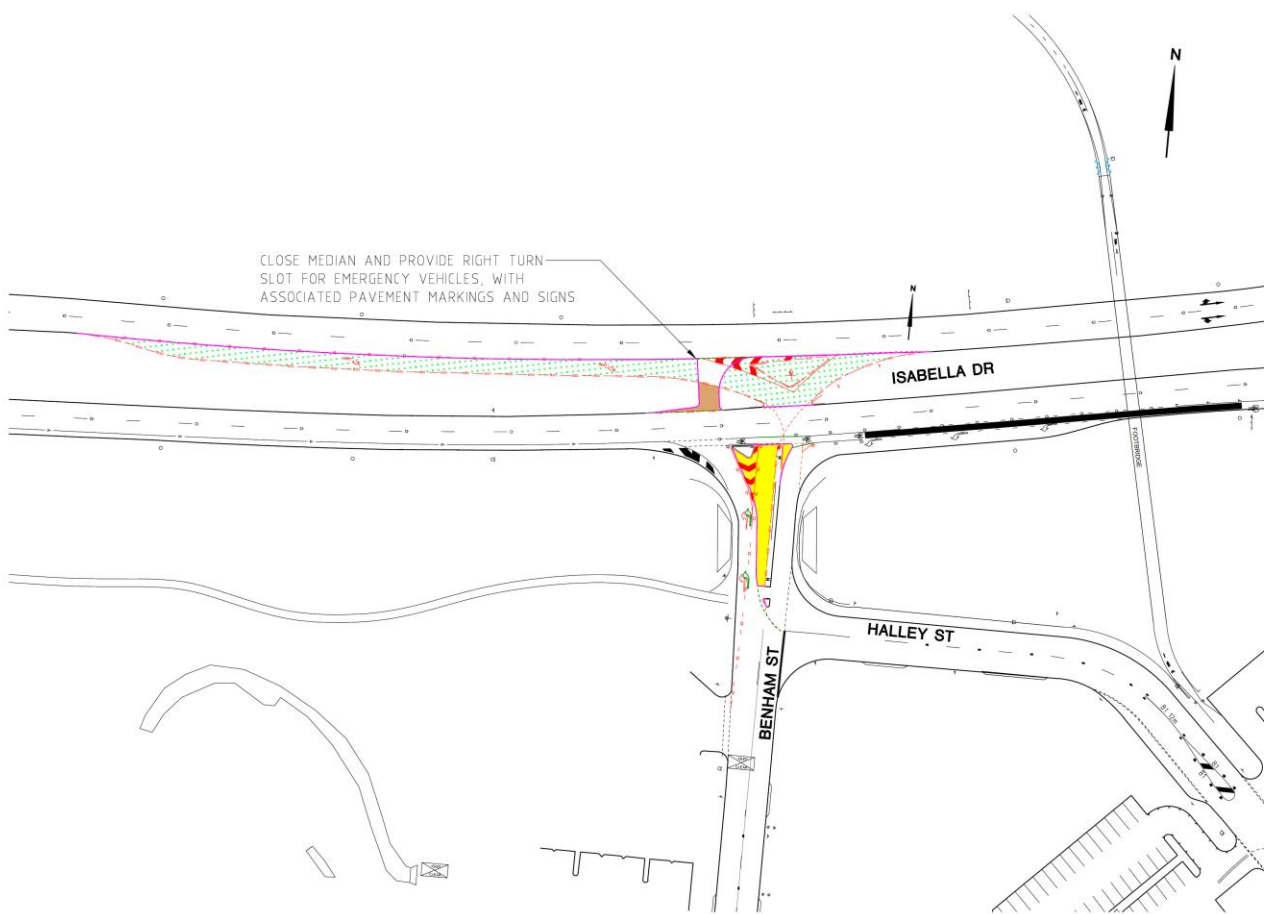


Figure 4-2 Option 2 – Remove the Right-in and provide a Right-out for emergency vehicles only

4.3 Option 3 – Reduce intersection crossing distance and TCD improvements

This option has the potential to reduce the number of collisions involving vehicles turning right at the intersection. The reduction in crossing distance for right turn movements should reduce adjacent approach collisions (RUM Code 104 and 107) and opposing turn collisions (RUM Code 202) by 50% (based on engineering judgement).

A preliminary assessment of the economic worth of this option has been undertaken using assumptions detailed in the following section.

A preliminary estimate of the cost of reducing the crossing distance and TCD improvements [REDACTED] [REDACTED] excluding GST.

A sketch of the option is provided in Figure 4-3 and the cost estimate is provided in Appendix 1.

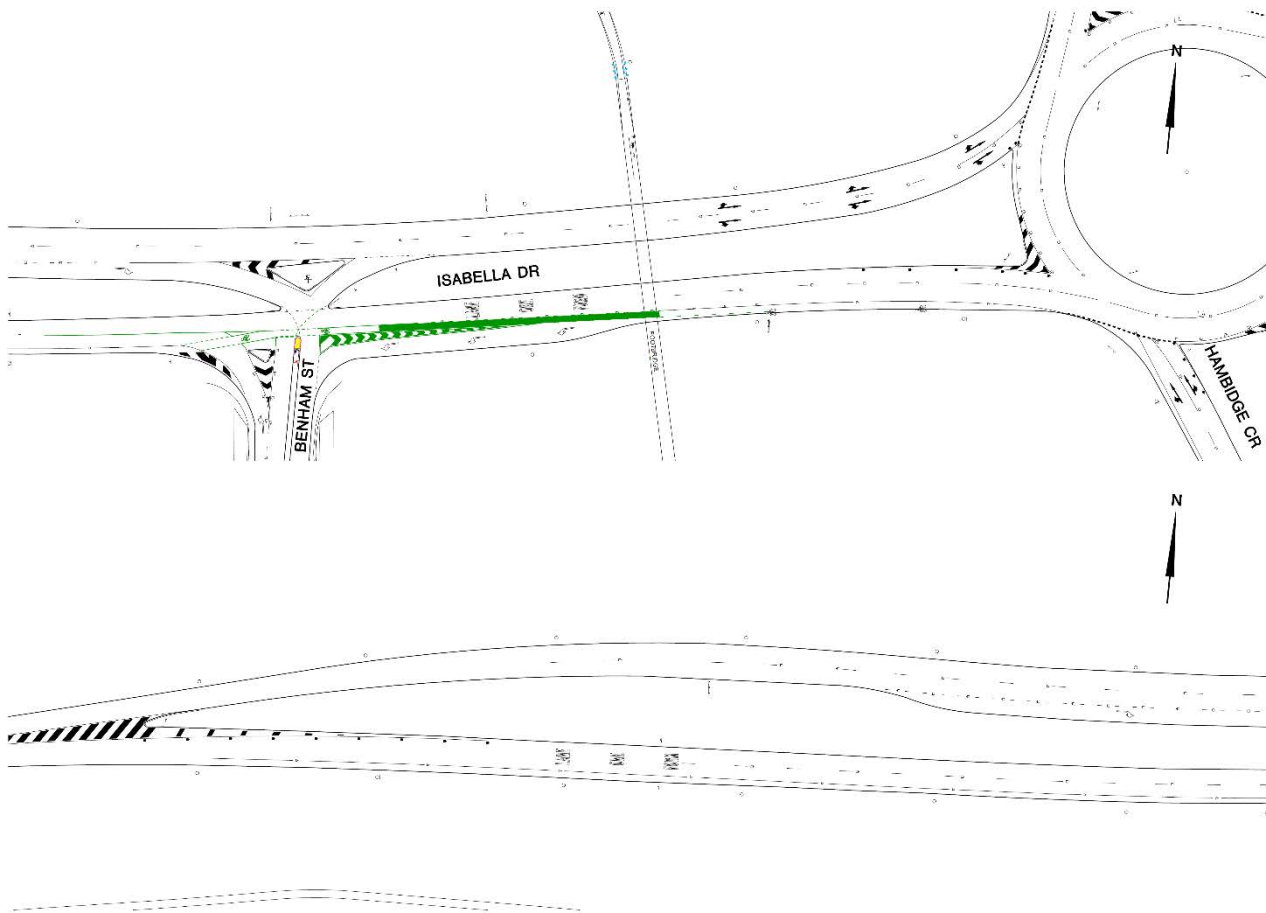


Figure 4-3 Option 3 – Reduce intersection crossing distance and TCD improvements

4.4 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 Isabella Drive/ Benham Street 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 ¹	WTP ²
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 ¹	WTP ²
Fatal crashes		
Serious injury crashes		
Minor injury crashes		
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
Option 1 – Convert the intersection to Left-in/ Left out						
104 Adjacent approaches	2			1		
202 Opposing turns	5			1		
707 Loss control right turn	1			1		
Injury Crashes						
104 Adjacent approaches	1			1		
202 Opposing turns	1			1		
TOTAL						
Option 2 – Remove the Right-in and provide a Right-out for emergency vehicles only						
104 Adjacent approaches	2			0.95		
202 Opposing turns	5			1		
Injury Crashes						
104 Adjacent approaches	1			0.95		
202 Opposing turns	1			1		
TOTAL						

Accident Type	Number Recorded in 5 years	Annual Accident Cost		Proportion Reduction	Annual Benefit	
		HC	WTP		HC	WTP
Option 3 – Reduce intersection crossing distance and TCD improvements						
104 Adjacent approaches	2			0.5		
107 Adjacent approaches	1			0.5		
202 Opposing turns	5			0.5		
Injury Crashes						
104 Adjacent approaches	1			0.5		
202 Opposing turns	1			0.5		
				TOTAL		

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 – Convert the intersection to Left-in/ Left out	HC				
	WTP				
Option 2 – Remove the Right-in and provide a Right-out for emergency vehicles only	HC				
	WTP				
Option 3 – Reduce intersection crossing distance and TCD improvements	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.

4.5 Audit related modifications

Except for the existing westbound pavement conditions, no audit related modifications were identified.

5. RECOMMENDATIONS

5.1 Modifications Addressing Historical collisions.

The analysis indicates that each of the proposed options would result in adequate benefit gained, with the results indicating that reducing the crossing distance and TCD improvements (Option 3) has the highest BCR.

As multiple collisions involving right turning vehicles occurred at this intersection the removal of the right turns is considered the most suitable solutions. As emergency vehicles require access to Isabella Drive, it is considered that Option 2 would be the most suitable treatment for this intersection.

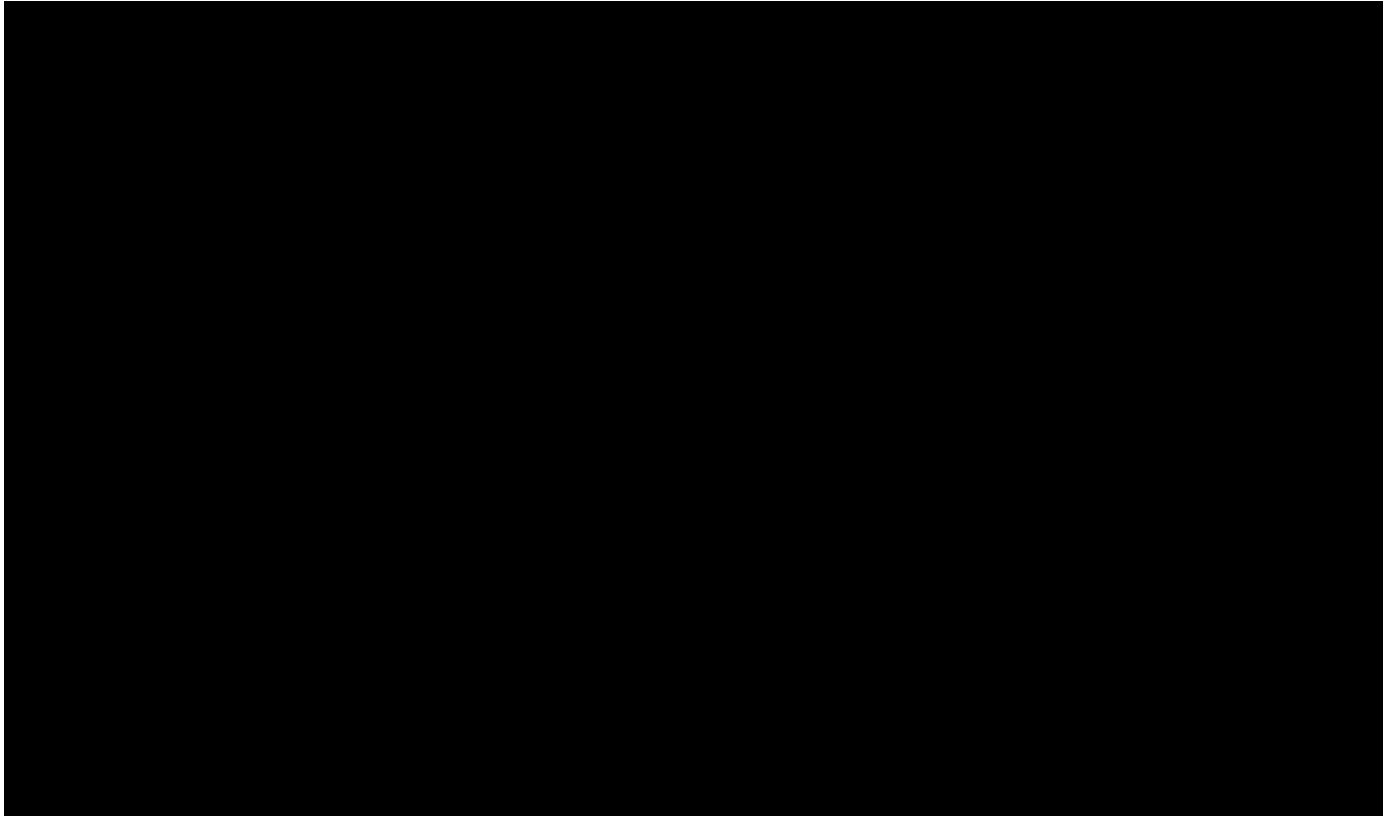
Based on the benefit gained from Option 2, and considering that movement of emergency vehicles, the removal of the right turn in from Isabella Drive and converting the right turn out of Benham Street for emergency vehicles only is the preferred option.

5.2 Modifications Addressing Potential Collisions

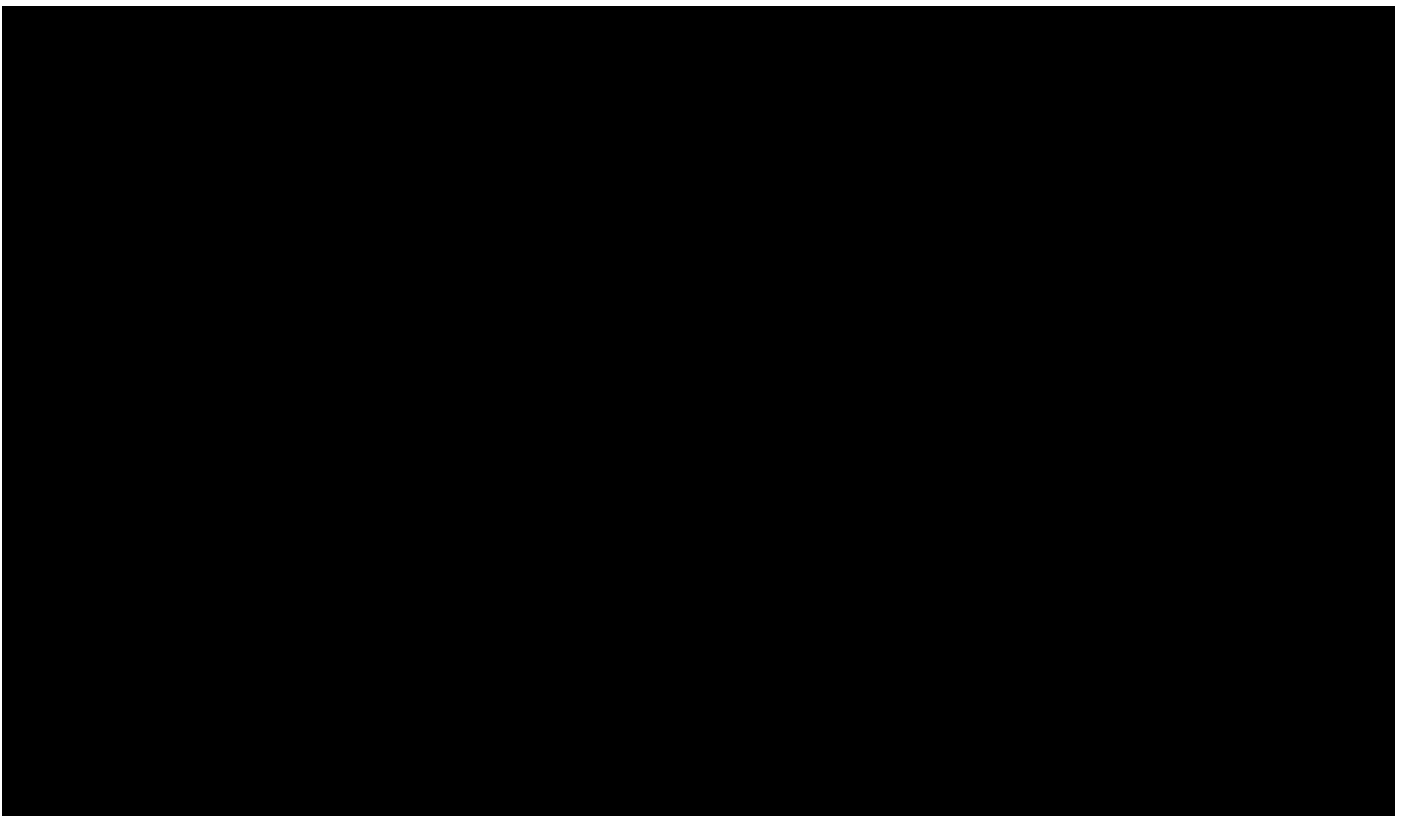
The options provided in this feasibility study have addressed the identified audit findings at the intersection.

APPENDIX 1 ESTIMATED COSTS

Option 1 – Convert the intersection to Left-in/ Left out

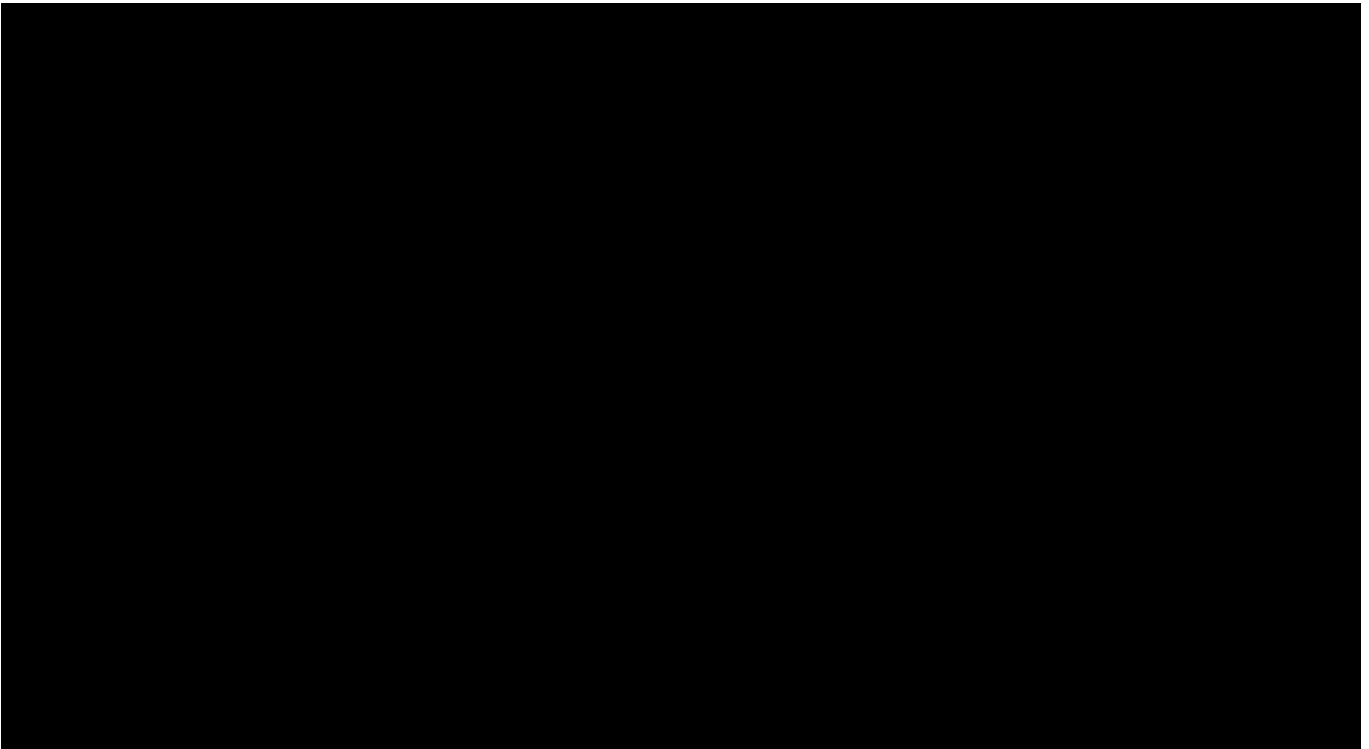


Option 2 – Remove the Right-in and convert the Right-out for emergency vehicles only



Option 3 – Reduce intersection crossing distance and TCD improvements

Excl. GST



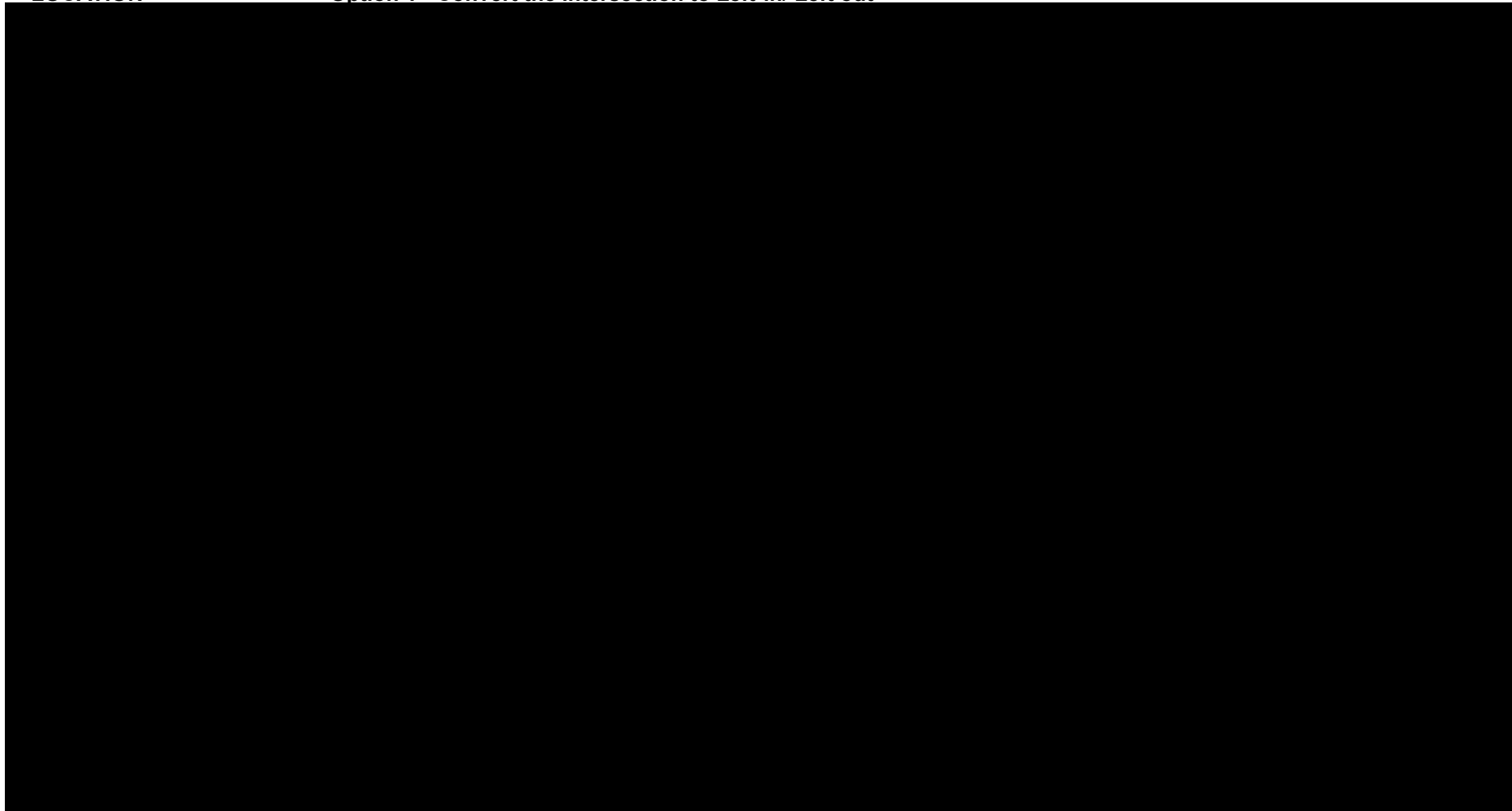
Note: Costings are based on the sketch design. Service providers have not been contacted in relation to the type and location of services in the area. Potholing has not been undertaken to identify specific location and depth of services. Design and construction costs may vary depending on the Service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

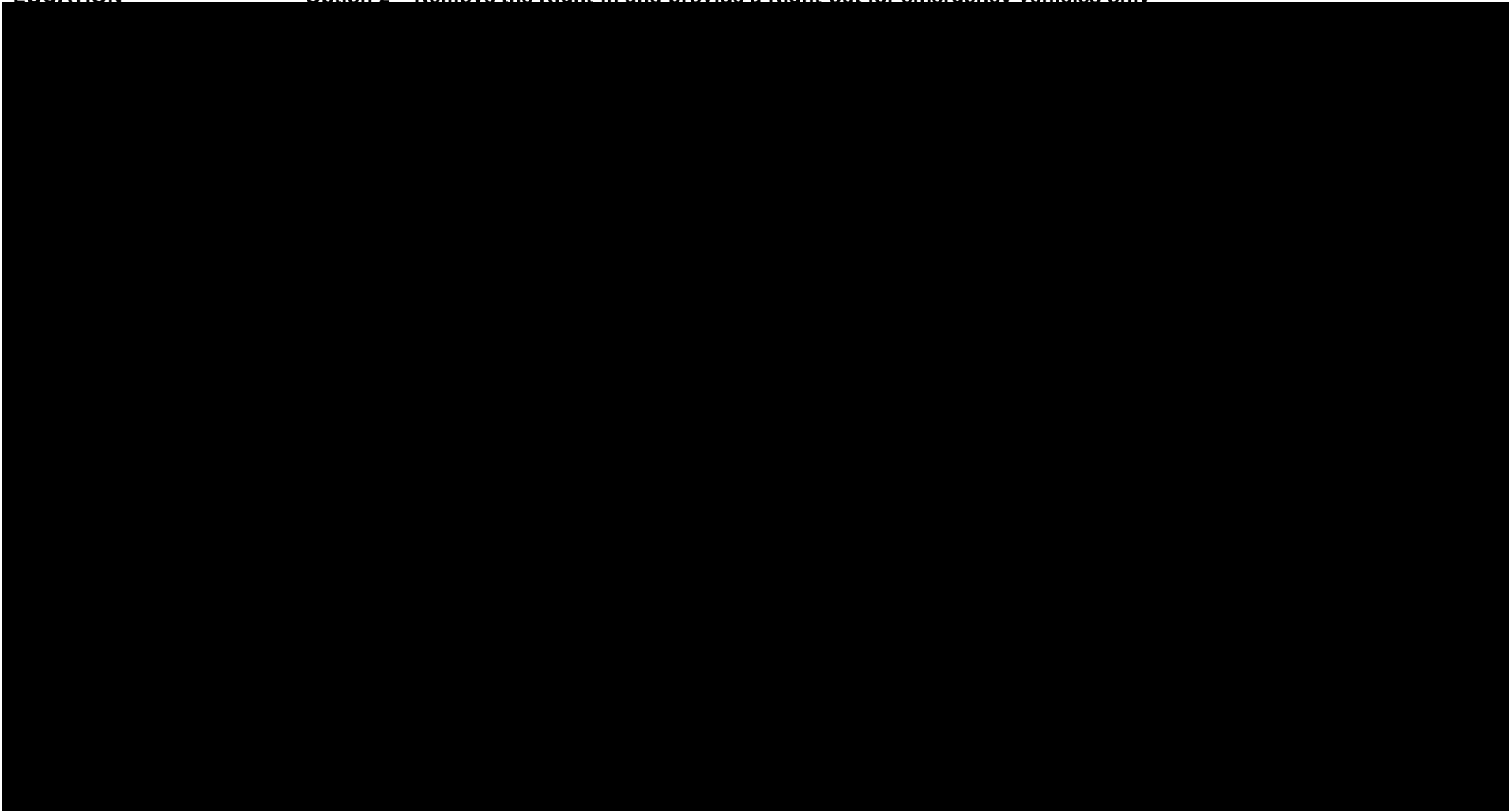
BENEFIT COST ANALYSIS USING DISCOUNTED CASH FLOWS

LOCATION **Option 1 - Convert the intersection to Left-in/ Left out**



BENEFIT COST ANALYSIS USING DISCOUNTED CASH FLOWS

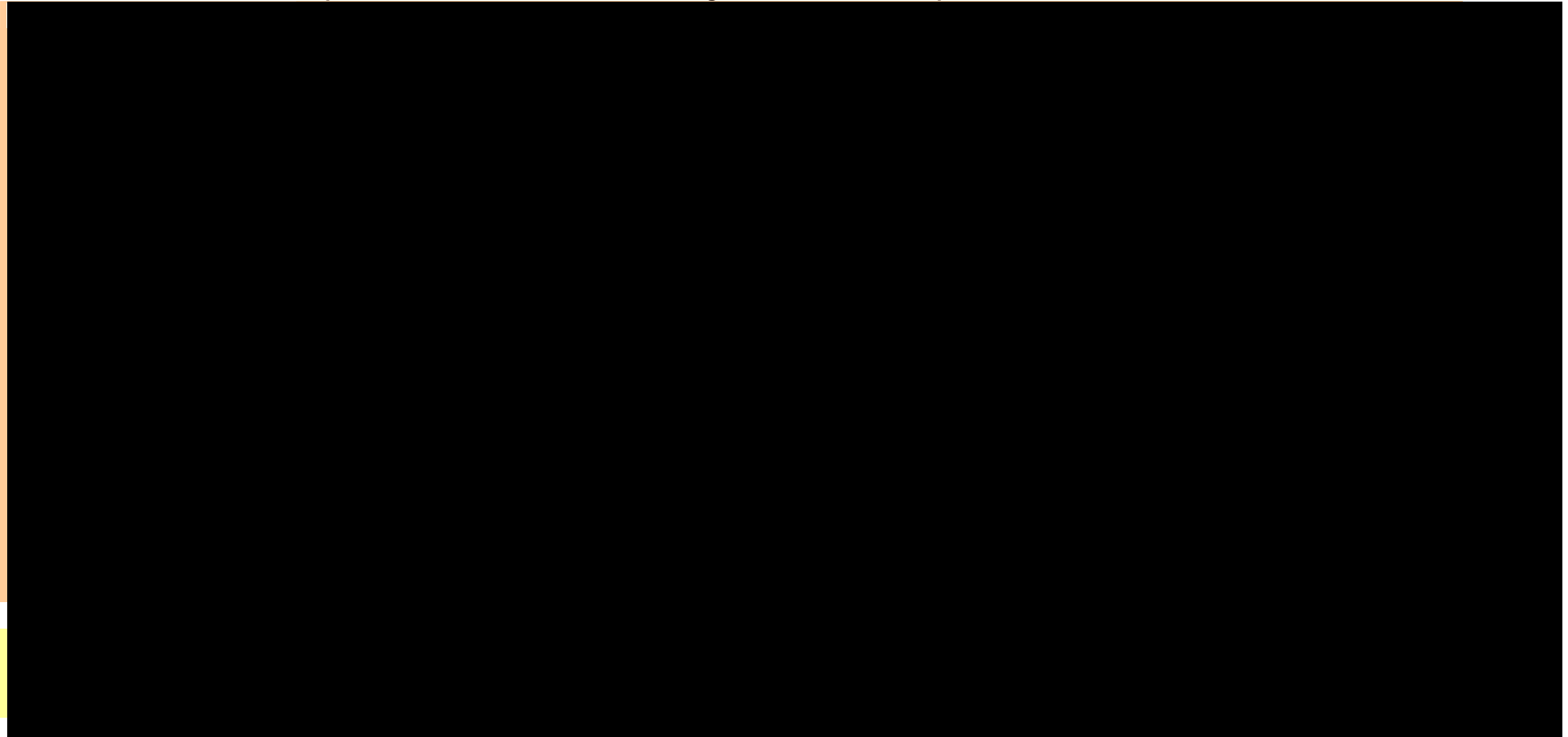
LOCATION Option 2 – Remove the Right-in and provide a Right-out for emergency vehicles only



BENEFIT COST ANALYSIS USING DISCOUNTED CASH FLOWS

LOCATION

Option 3 – Reduce intersection crossing distance and TCD improvements



From: [Hare, Steven](#)
To: [ACTF&R Commander Risk & Planning](#)
Cc: [ACTF&R Risk & Planning](#); [Muthurajah, Thasan](#); [Mason, Gregory \(ESA\)](#)
Subject: RE: Black Spot Project- Benham Street and Isabella Drive Intersection- ESA Contact
Date: Thursday, 12 January 2023 2:29:09 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)

OFFICIAL

Hi Chris,

Thanks for coming back with comments following your review, much appreciated.

We will canvas with our designers inclusion of the advance emergency vehicle warning lights with a view to include them in scope if possible. I will come back to advise on this once discussed with the designer.

The next stage of design (detailed design) is where the likely temporary traffic arrangements will be developed. We will be looking to try and develop arrangements that ensure that ACTFR vehicles can turn right out at all times, likely through construction of the new turn out pavement prior to closing off the existing pavements but we will confirm that with you in the next stage of design (likely in the next 4-6 weeks). We can also update on items such as approximate construction duration, approximate commencement time for the works etc.

Kind regards,

Steve Hare

From: ACTF&R Commander Risk & Planning <CMDRRiskplanning@act.gov.au>
Sent: Monday, 9 January 2023 2:51 PM
To: Hare, Steven <Steven.Hare@act.gov.au>; ACTF&R Commander Risk & Planning <CMDRRiskplanning@act.gov.au>
Cc: ACTF&R Risk & Planning <ACTF-RRisk-Planning@act.gov.au>; Muthurajah, Thasan <Thasan.Muthurajah@act.gov.au>; Mason, Gregory (ESA) <Gregory.Mason@act.gov.au>
Subject: RE: Black Spot Project- Benham Street and Isabella Drive Intersection- ESA Contact

OFFICIAL

Hi Steve,

I have reviewed the attached plans for the Isabella drive and Benham street upgrade you have provided.

From ACTF&Rs perspective the proposed design will be suitable. The key points being that emergency access is maintained to access Isabella drive for travel in both directions. The dedicated emergency lane for the right hand turn into Isabella drive appears to achieve this.

I would recommend the installation of the emergency vehicle warning lights which can be activated prior to emergency turnout from the station. In our experience these are effective at alerting drivers of the presence of an emergency vehicle and greatly improve safety during turnout.

Is there any indication yet on the temporary traffic arrangements while the work is conducted. Specifically, the timeframe and impact on ACTF&R vehicles during the construction works.

Thanks,



CHRIS WHITE
BSc(Hon), MEmergMgt, CDipFireSafeEng
Commander Risk & Planning
M: [REDACTED]
E: CmdrRiskPlanning@act.gov.au
Address: 9 Amberley Ave Fairbairn ACT
www.esa.act.gov.au



From: Hare, Steven <Steven.Hare@act.gov.au>
Sent: Tuesday, 20 December 2022 4:00 PM
To: ACTF&R Commander Risk & Planning <CMDRRiskplanning@act.gov.au>
Cc: ACTF&R Risk & Planning <ACTF-RRisk-Planning@act.gov.au>; Muthurajah, Thasan <Thasan.Muthurajah@act.gov.au>
Subject: RE: Black Spot Project- Benham Street and Isabella Drive Intersection- ESA Contact

OFFICIAL

Hi Chris,

Apologies I am not sure if Kencho came back to you on the below, and she has since moved into another role temporarily. The

current project delivery staff were not involved in the earlier option study and as a result we are not sure who from ACT Fire and Rescue was involved/consulted at that time.

Our designer has been progressing works over the last few weeks, and attached to this email are the draft preliminary designs along with a preliminary design report. Noting the changes to access to Isabella Drive eastbound for ACT F&R we are keen to take any feedback on the draft design from you. If you have any comments please send them through to me (by 10/1/23 if possible) and please let me know if you would like to discuss any aspects of the design.

Kind regards,

Steve Hare | Senior Director Facilities

Phone: 02 6205 9631 | Email: steven.hare@act.gov.au

Infrastructure Delivery | Transport Canberra and City Services Directorate | ACT Government

GPO Box 158 Canberra ACT 2601 | www.cityservices.act.gov.au

Vision: Making Canberra attractive, safe and easy to move around

Mission: Providing connected services for the people of Canberra



I acknowledge the Traditional Custodians of the ACT, the Ngunnawal people. We acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region.

Artwork "Relationships" by Lynnecy Letty Church

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

Sent: Wednesday, 7 December 2022 4:25 PM

To: Hare, Steven <Steven.Hare@act.gov.au>

Subject: FW: Black Spot Project- Benham Street and Isabella Drive Intersection- ESA Contact

OFFICIAL

Hi Steve,

Below is ESA contact.

Thanks,

Kencho

From: ACTF&R Commander Risk & Planning <CMDRRiskplanning@act.gov.au>

Sent: Monday, 21 November 2022 11:15 AM

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

Subject: RE: Black Spot Project- Benham Street and Isabella Drive Intersection- ESA Contact

OFFICIAL

Hi Kencho,

Do you know who you were dealing with from ESA in the past from the options study?



CHRIS WHITE

BSc(Hon), MEmergMgt, GDipFireSafeEng

Commander Risk & Planning

M. [REDACTED]

E. CmdrRiskPlanning@act.gov.au

Address: 9 Amberley Ave Fairbairn ACT

www.esa.act.gov.au

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

Sent: Friday, 18 November 2022 10:32 AM

To: ACTF&R Commander Risk & Planning <CMDRRiskplanning@act.gov.au>; ACTF&R Risk & Planning <ACTF-RRisk-Planning@act.gov.au>

Subject: RE: Black Spot Project- Benham Street and Isabella Drive Intersection- ESA Contact

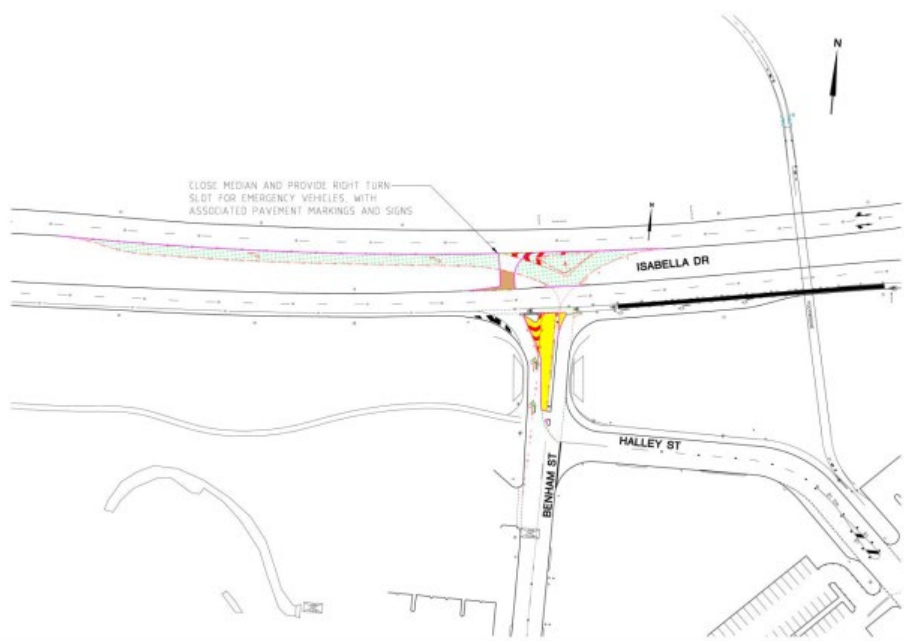
OFFICIAL

Hi Chris,

Thank you.

Please see the concept drawings of the works proposed at the intersection. The project has selected the design options of closing out right turn from Isabella Drive into the Benham Street and provide right turn exit from Benham street into Isabella Drive for emergency vehicles only (see the figure below). The project is currently undergoing detailed design works through our consultant TTW and the works on site will have to be completed by June 2023. This project will deliver both detailed designs and construction works.

I believe that this design option presented below was supported by ESA during design options study, however we would like to engage again with ESA for any concerns and needs that needs to be considered at Design and Construction stage. If required I am happy to arrange a joint meeting with our consultant. Please let me know if any questions.



Thanking you,

Kind Regards,



Kencho Choden

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

From: ACTF&R Commander Risk & Planning

[<CMDRRiskplanning@act.gov.au>](mailto:CMDRRiskplanning@act.gov.au)

Sent: Wednesday, 16 November 2022
8:06 AM

To: Choden, Kencho

[<Kencho.Choden@act.gov.au>](mailto:Kencho.Choden@act.gov.au); ACTF&R Risk & Planning [<ACTF-RRisk-Planning@act.gov.au>](mailto:ACTF-RRisk-Planning@act.gov.au)

Subject: Re: Black Spot Project- Benham Street and Isabella Drive Intersection- ESA Contact

OFFICIAL

Hi Kencho,

Yes .

Thanks,

Chris

Get [Outlook for iOS](#)

From: Choden, Kencho [<Kencho.Choden@act.gov.au>](mailto:Kencho.Choden@act.gov.au)

Sent: Tuesday, November 15, 2022 4:51:27 PM

To: ACTF&R Commander Risk & Planning [<CMDRRiskplanning@act.gov.au>](mailto:CMDRRiskplanning@act.gov.au); ACTF&R Risk & Planning [<ACTF-RRisk-Planning@act.gov.au>](mailto:ACTF-RRisk-Planning@act.gov.au)

Subject: RE: Black Spot Project- Benham Street and Isabella Drive Intersection- ESA Contact

OFFICIAL

Hi Chris,

Thank you for the info. Can you be considered as a contact? If not, I am hoping to be directed towards a contact through this email.

Thanks,

Kencho

From: ACTF&R Commander Risk & Planning [<CMDRRiskplanning@act.gov.au>](mailto:CMDRRiskplanning@act.gov.au)

Sent: Tuesday, 15 November 2022 4:22 PM

To: Choden, Kencho [<Kencho.Choden@act.gov.au>](mailto:Kencho.Choden@act.gov.au)

Cc: Sweetapple, Ben [<Ben.Sweetapple@act.gov.au>](mailto:Ben.Sweetapple@act.gov.au)

Subject: RE: Black Spot Project- Benham Street and Isabella Drive Intersection- ESA Contact

OFFICIAL

Good afternoon Kencho,

The best ACTF&R contact is:

ACTF&R Commander Risk & Planning CMDRRiskplanning@act.gov.au

ACTF&R Risk & Planning ACTF-RRisk-Planning@act.gov.au

Regards,

CHRIS WHITE

BSc(Hon), MEmergMgt, GDipFireSafeEng



Commander Risk & Planning

M. [REDACTED]

E. CmdrRiskPlanning@act.gov.au

Address: 9 Amberley Ave Fairbairn ACT

www.esa.act.gov.au

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

Sent: Tuesday, 15 November 2022 4:01 PM

To: Sweetapple, Ben <Ben.Sweetapple@act.gov.au>

Subject: Black Spot Project- Benham Street and Isabella Drive Intersection- ESA Contact

OFFICIAL

Hi Ben,

I am Kencho, working as Project Officer/manager in Infrastructure Delivery team in TCCS. We have a design and construction project on Behan street and Isabella Drive intersection, Chisolm. Currently design works (just started) are underway with construction completion targeted by June 2023 under Australian Government's Black Spot Program. I understand that ESA (Chisolm Fire Station) might be aware of this project through previous design stage (Options study) consultation process. However, we would like to further engage with ESA as a part of our consultation process for all works on this intersection.

I would appreciate it Ben, if you could direct us to the right contacts/personnel to start our discussions about our works on this intersection on time. Let me know if any questions.

Thanks,

Kind Regards,



Kencho Choden

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

From: [Mason, Gregory \(ESA\)](#)
To: [White, Chris](#)
Subject: RE: Black Spot Project- Isabella Drive and Benham Street Intersection- Seeking additional fund for ESA Warning Lights Installation
Date: Wednesday, 26 April 2023 9:34:57 AM
Attachments: [image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

OFFICIAL

Hi mate,

For background, can I have a copy of our original response? I don't think that we will be providing any funds for this project, I'm sure we don't have a spare \$80k lying around anywhere.

If the reasons for our suggestion of warning lights is sound, and I have no cause to believe otherwise, then it is up to TCCS whether they take heed of that suggestion. If they determine that the lights cannot be installed, then so long as we have made our concerns clear, then might not be any more we can do.

I will have a read and get back to you.

Regards



GREG MASON
Superintendent
Community Safety
ESA Headquarters
T. [REDACTED]
E. Gregory.mason@act.gov.au
Address: Amberley Avenue Fairbairn, ACT.
www.esa.act.gov.au

From: White, Chris <Chris.White@act.gov.au>
Sent: Sunday, 23 April 2023 10:30 AM
To: Mason, Gregory (ESA) <Gregory.Mason@act.gov.au>
Subject: FW: Black Spot Project- Isabella Drive and Benham Street Intersection- Seeking additional fund for ESA Warning Lights Installation
Importance: High

OFFICIAL

Hi Greg,

Below is in relation to comments we made regarding the redevelopment of Isabella drive and Benham street.

We requested the addition of warning lights to alert traffic of a turn out from no 7. Based on the changes to the intersection.

TCCS are now requesting funding from ESA to complete the warning lights.

My thoughts are that construction of road infrastructure is not an ACTF&R responsibility however I am forwarding to you for your consideration.

Please let me know if you would like to provide a response to Kencho.

Thanks,



CHRIS WHITE
COMMANDER Risk & Planning
ACT Fire & Rescue
T. [REDACTED]
E. CmdrRiskPlanning@act.gov.au
E. Chris.white@act.gov.au
www.esa.act.gov.au

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

Sent: Friday, 21 April 2023 3:22 PM

To: White, Chris <Chris.White@act.gov.au>

Cc: Potapowicz, Pawel <Pawel.Potapowicz@act.gov.au>

Subject: Black Spot Project- Isabella Drive and Benham Street Intersection- Seeking additional fund for ESA Warning Lights Installation

Importance: High

OFFICIAL

Hi Chris,

Construction tenders for the Isabella Drive and Benham Street intersection upgrade have been received, awaiting completion of tender assessment. For context, the budget allocated to this site was initially for design and construction completion of intersection modifications (original scope of works). However, due to addition of installation of ESA warning lights as additional scope during the detailed design stage and also due to huge cost inflations currently experienced by all Capital Works projects in the TCCS, the project budget is barely sufficient to complete original scope of works. We are currently exploring options to seek additional fund to complete full scope of works while also looking at curtailing the scope to complete the works within the given budget if no luck with securing additional required funds.

As a part of our effort in seeking additional funds, we would like to check with ESA if there is any opportunity from ESA Agency to contribute towards cost of installation of ESA Warning Lights. We deem that major benefit of being able to complete full scope of works including installing the warning lights within project has cost savings benefits due to bundling of works (current tender arrangement) compared to having to remove the installation of the lights now for installation in the future.

For ESA's reference/any action, [REDACTED]

[REDACTED] should be highly sufficient [REDACTED]

[REDACTED] for installation of these lights at this stage. If this stated additional budget are secured on time, we would be able to achieve our construction completion target of June/earliest July.

We would appreciate your quick advice on this if possible **by 5/5/23** so that we can proceed towards planning better outcome for this project for delivery on time.

Please let me know if any questions. Looking forward for your response.

Thanks,

Kind Regards,



Kencho Choden

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

From: [Choden, Kencho](#)
To: [ACTF&R Commander Risk & Planning](#)
Cc: [Potapowicz, Pawel](#); [Mason, Gregory \(ESA\)](#); [Hare, Steven](#)
Subject: RE: Black Spot Project- Isabella Drive and Benham Street Intersection- Seeking additional fund for ESA Warning Lights Installation
Date: Wednesday, 31 May 2023 10:26:00 AM
Attachments: [image002.jpg](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

OFFICIAL

Good morning Chris,

Thank you for relaying ESA's position on the contribution. As the project is under high-cost pressures and we could not secure additional funding from our sources so far, through careful consideration TCCS has decided to remove ESA lighting component to allow the project to progress with BlackSpot intended scope for now with the preferred tenderer (tender process has completed).

Since all the design works on ESA lights have already been completed, we are hoping that we will have opportunity to construct this component when enough additional money becomes available in the future.

Thank you Chris for your timely advice and we would really appreciate ESA's support in delivering this project in ESA statio'sn vicinity soon. Please let me know if any questions.

Thanks,

Kind Regards,



Kencho Choden

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

From: ACTF&R Commander Risk & Planning <CMDRRiskplanning@act.gov.au>
Sent: Thursday, 27 April 2023 3:47 PM
To: Choden, Kencho <Kencho.Choden@act.gov.au>
Cc: Potapowicz, Pawel <Pawel.Potapowicz@act.gov.au>; Mason, Gregory (ESA) <Gregory.Mason@act.gov.au>; ACTF&R Commander Risk & Planning <CMDRRiskplanning@act.gov.au>
Subject: RE: Black Spot Project- Isabella Drive and Benham Street Intersection- Seeking additional fund for ESA Warning Lights Installation

OFFICIAL

Good afternoon Kencho,
ACTF&R / ESA are not able to contribute towards the cost of installation of the warning lights or any ongoing upkeep or maintenance of the lights.

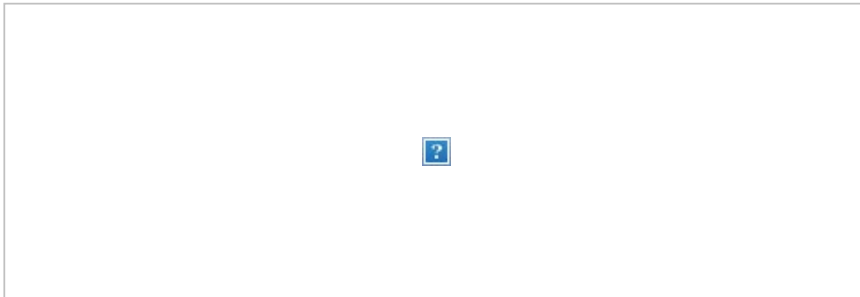
Our recommendation of the warning lights is based on our experience that these are effective at alerting drivers of the presence of an emergency vehicle and greatly improve safety during turnout. The fact that the emergency response will be the only use of the eastbound turn onto Isabella drive adds to the argument for the lights since drivers may not be expecting the emergency vehicles

responding across the street under lights and sirens.

Regards,



CHRIS WHITE
BSc(Hon), MEmergMgt, GDipFireSafeEng
Commander Risk & Planning
ACT Fire & Rescue
M. [REDACTED]
E. CmdrRiskPlanning@act.gov.au
Address: 9 Amberley Ave Fairbairn ACT
www.esa.act.gov.au



From: Choden, Kencho <Kencho.Choden@act.gov.au>
Sent: Friday, 21 April 2023 3:22 PM
To: White, Chris <Chris.White@act.gov.au>
Cc: Potapowicz, Pawel <Pawel.Potapowicz@act.gov.au>
Subject: Black Spot Project- Isabella Drive and Benham Street Intersection- Seeking additional fund for ESA Warning Lights Installation
Importance: High

OFFICIAL

Hi Chris,

Construction tenders for the Isabella Drive and Benham Street intersection upgrade have been received, awaiting completion of tender assessment. For context, the budget allocated to this site was initially for design and construction completion of intersection modifications (original scope of works). However, due to addition of installation of ESA warning lights as additional scope during the detailed design stage and also due to huge cost inflations currently experienced by all Capital Works projects in the TCCS, the project budget is barely sufficient to complete original scope of works. We are currently exploring options to seek additional fund to complete full scope of works while also looking at curtailing the scope to complete the works within the given budget if no luck with securing additional required funds.

As a part of our effort in seeking additional funds, we would like to check with ESA if there is any opportunity from ESA Agency to contribute towards cost of installation of ESA Warning Lights. We deem that major benefit of being able to complete full scope of works including installing the warning lights within project has cost savings benefits due to bundling of works (current tender arrangement) compared to having to remove the installation of the lights now for installation in the future.

For ESA's reference/any action, the [REDACTED] should be highly sufficient [REDACTED] for installation of these lights at this stage. If this stated additional budget are secured on time, we would be able to achieve our construction completion target of June/earliest July.

We would appreciate your quick advice on this if possible **by 5/5/23** so that we can proceed towards planning better outcome for this project for delivery on time.

Please let me know if any questions. Looking forward for your response.

Thanks,

Kind Regards,



Kencho Choden

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

From: [Choden, Kencho](#)
To: [ACTF&R Commander Risk & Planning](#); [White, Chris](#)
Cc: [Hare, Steven](#); [Muthurajah, Thasan](#); [Christie Player](#); [Daniel Cortijo](#); [Sam Eschler](#); [Kurt](#)
Subject: Black Spot Project- Isabella Drive and Benham Street Intersection- Seeking additional fund for ESA Warning Lights Installation
Date: Thursday, 3 August 2023 2:53:16 PM
Attachments: [image003.png](#)
Importance: High

OFFICIAL

Good afternoon Chris,

We are pleased to inform you that we will now be able to undertake installation of Emergency Warning Lights as originally proposed on Isabella Drive due to allocation of some additional fund in the project recently. Our contractor Dale & Hitchcock (Kurt ccd above) will start with some works on site from Monday 07 August as notified earlier. We would appreciate your help and support in coordinating efforts with them in installation works of underground conduits and others in and around Chisholm Fire Station.

Please let me know if any questions.

Kind Regards,



Kencho Choden

Project Officer | Facilities Team | Infrastructure Delivery
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