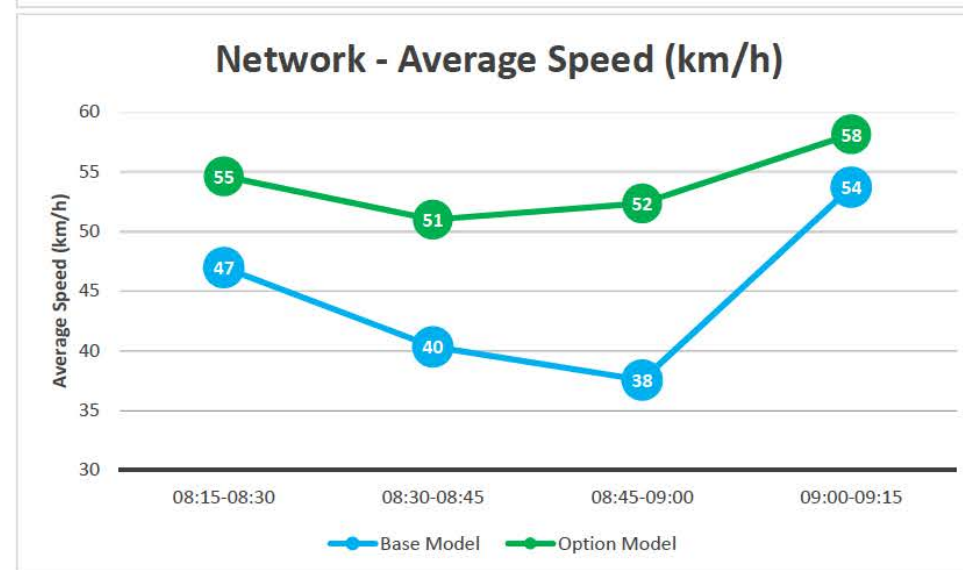
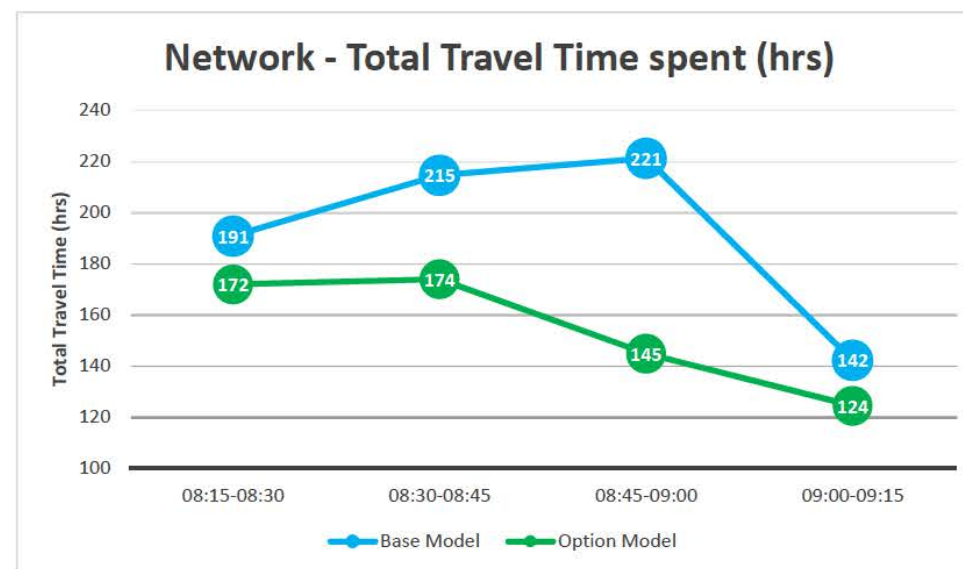
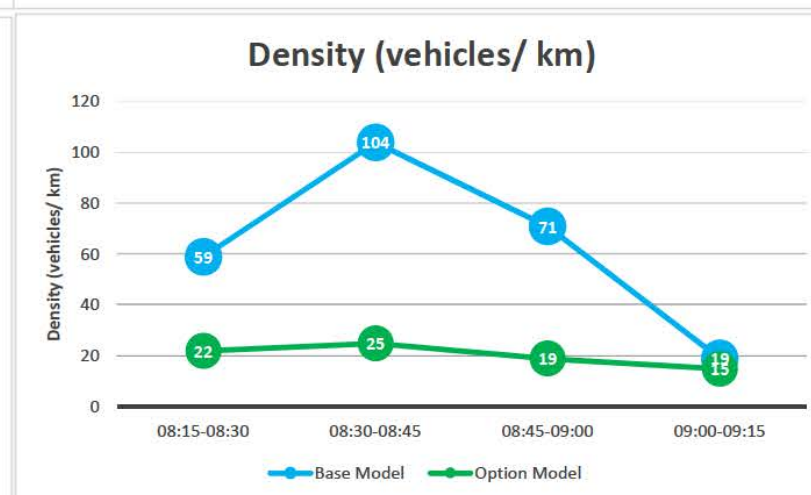
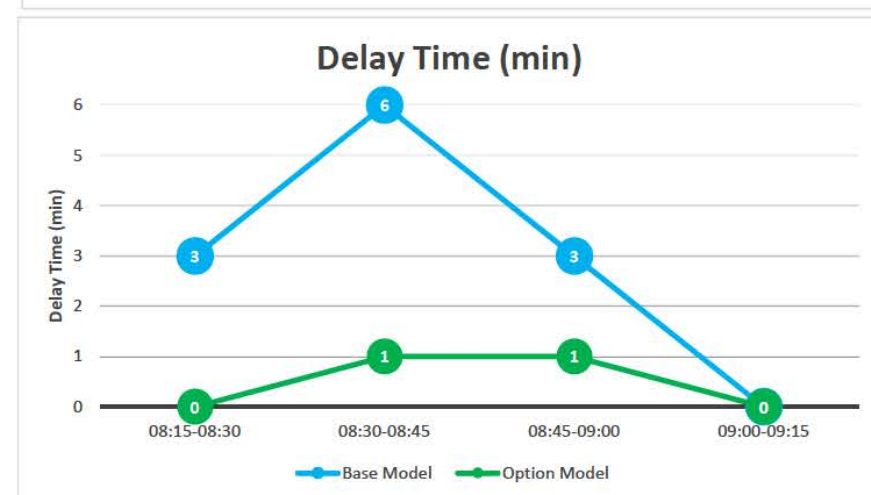
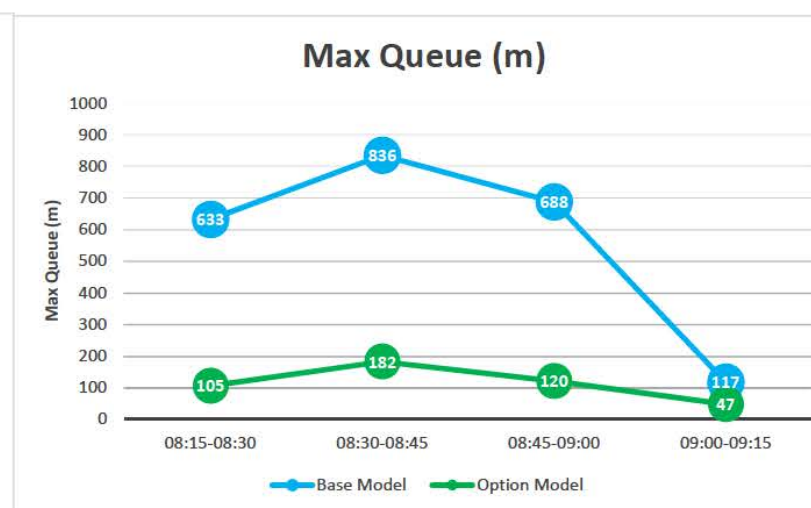
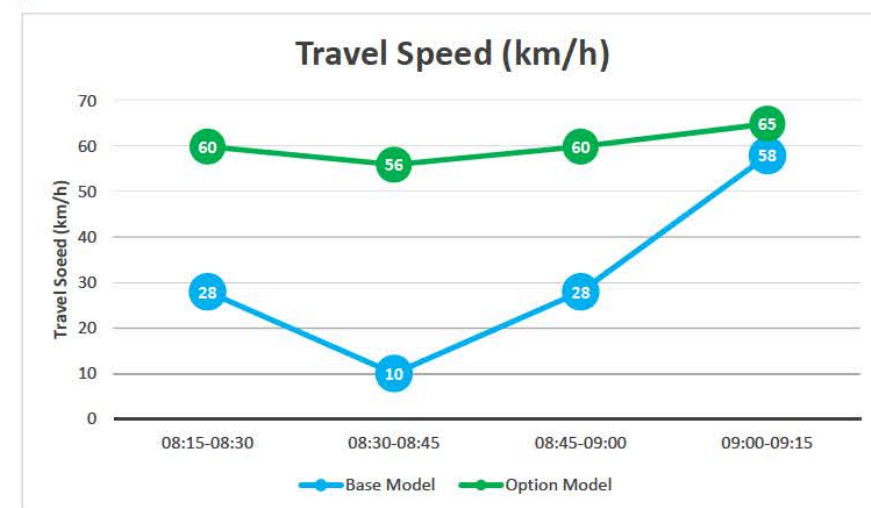
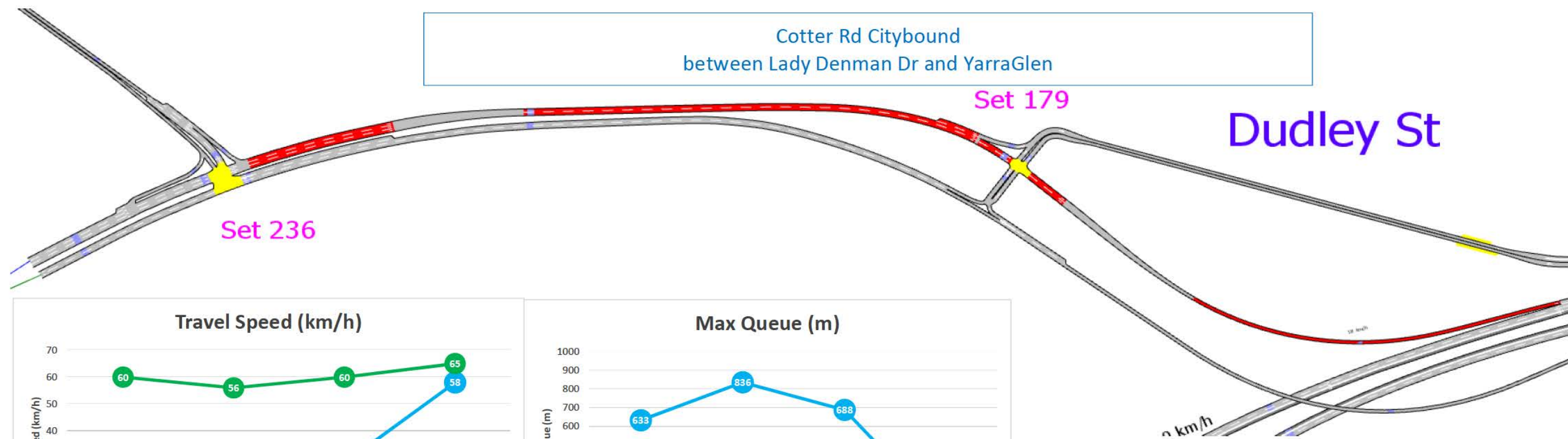


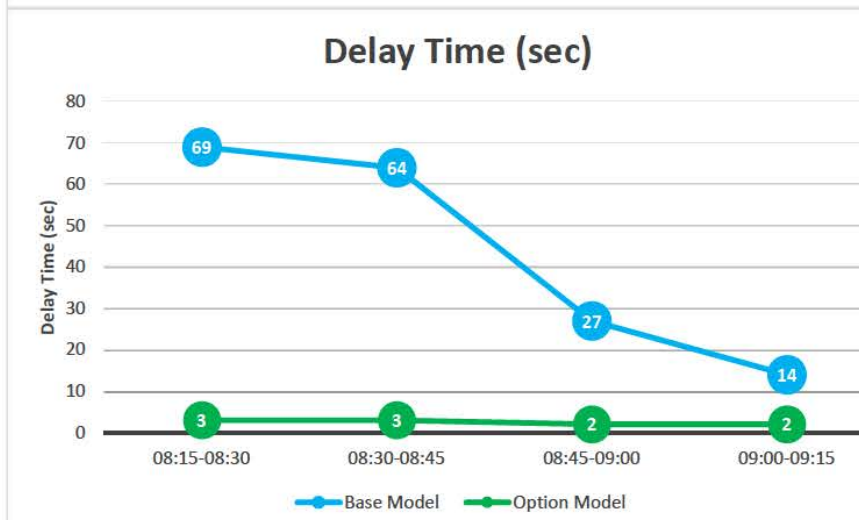
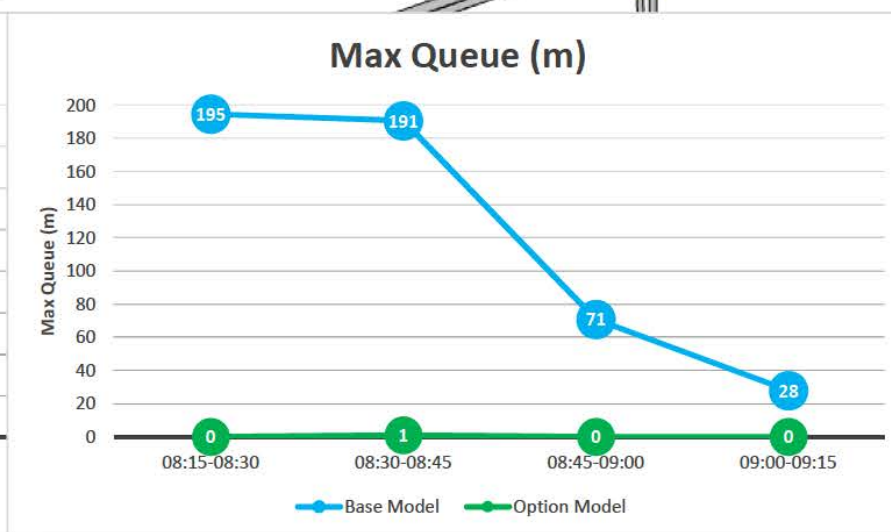
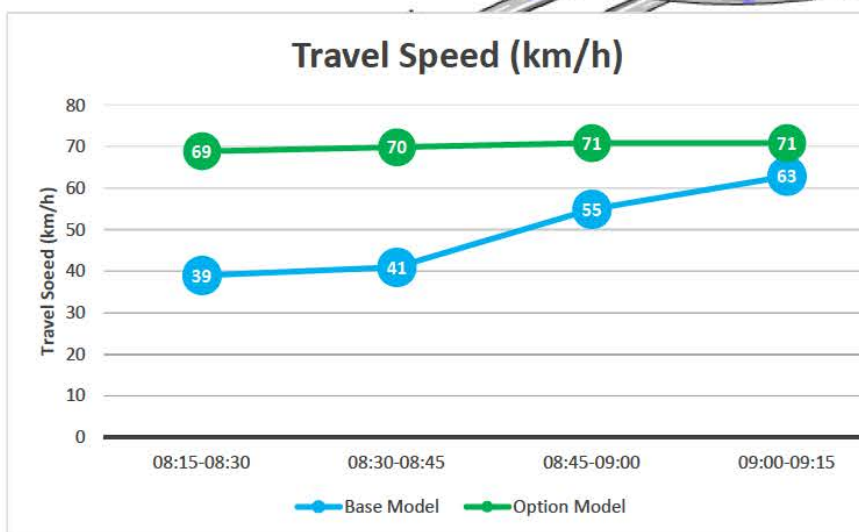
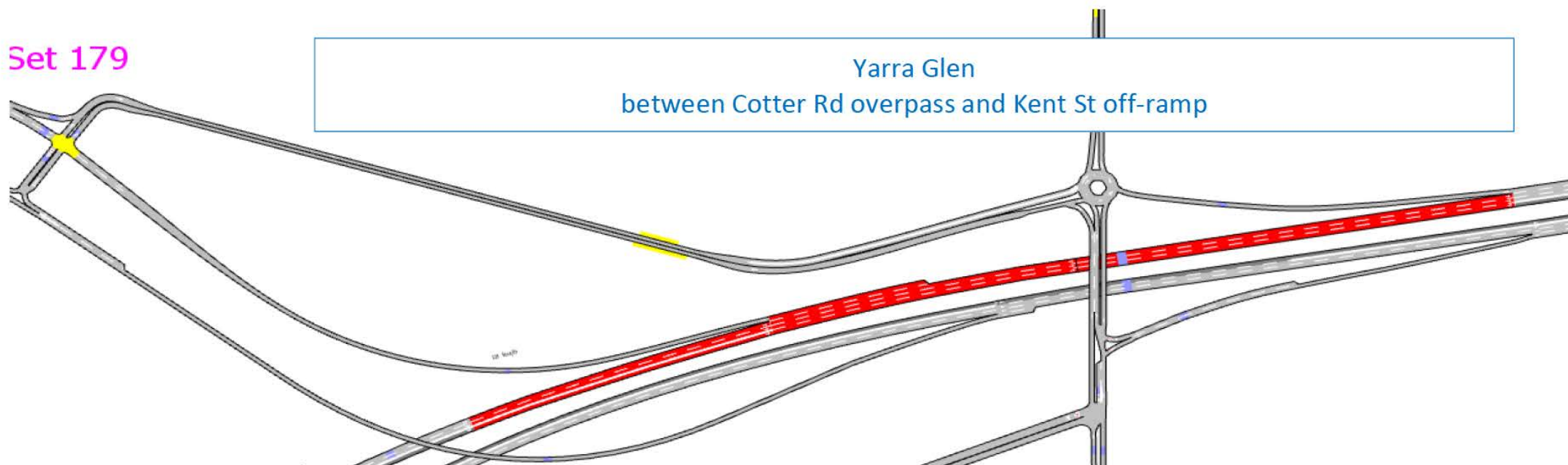
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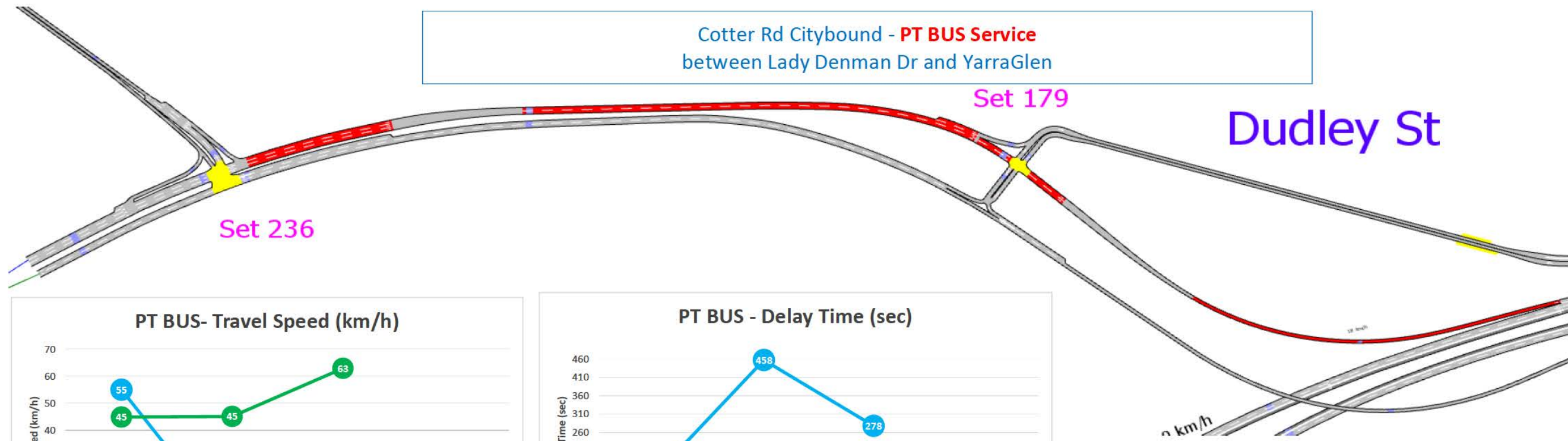




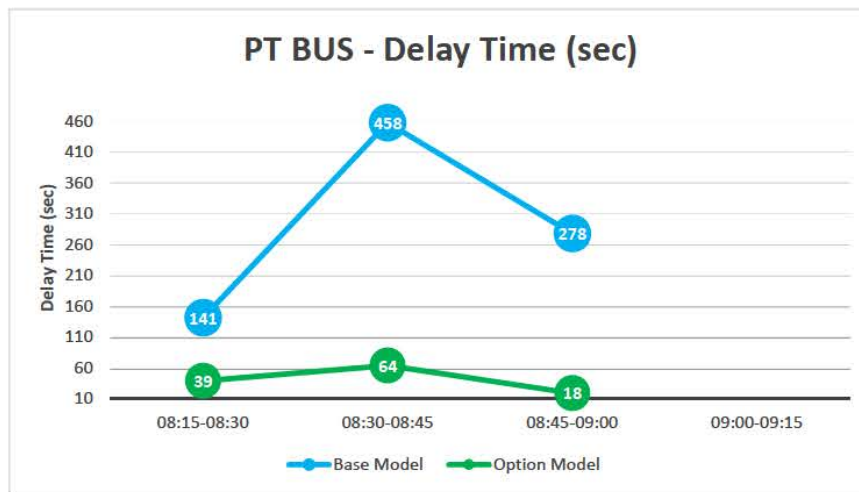
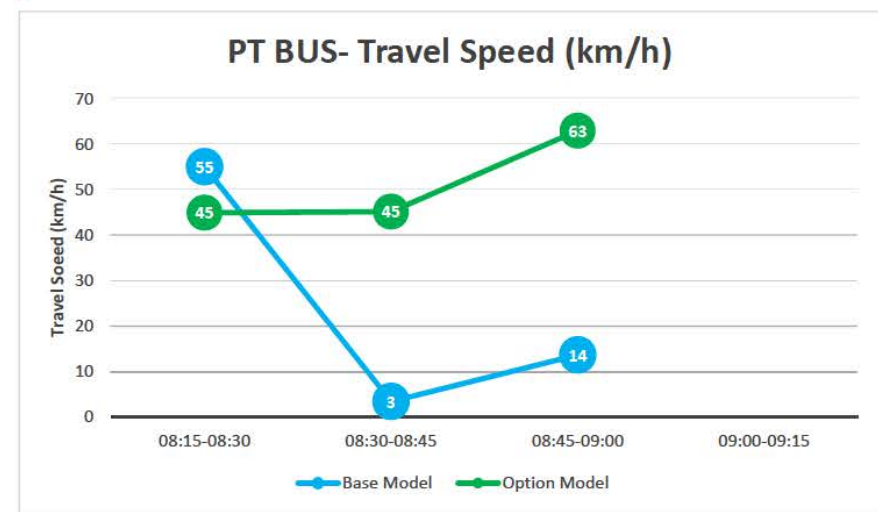
Set 179

Yarra Glen
 between Cotter Rd overpass and Kent St off-ramp



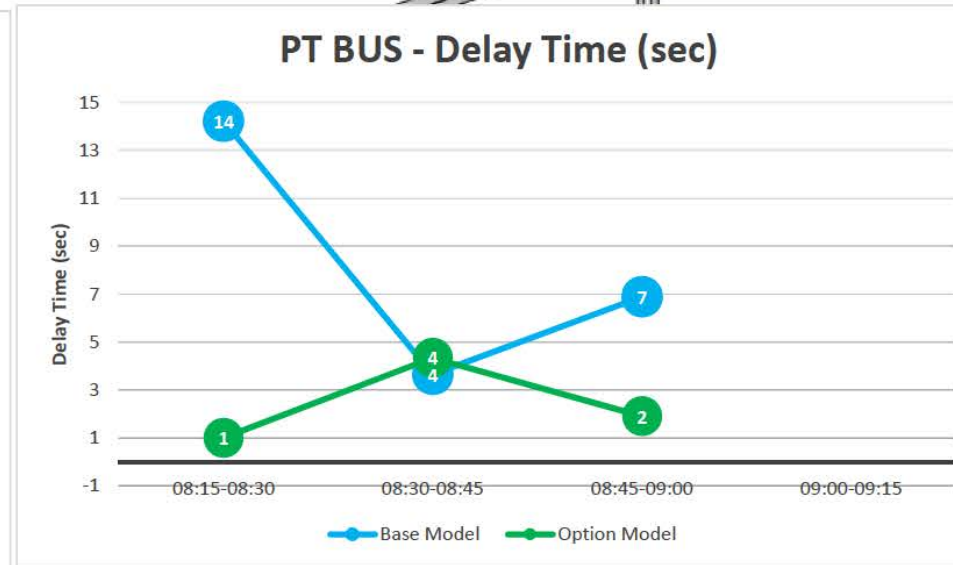
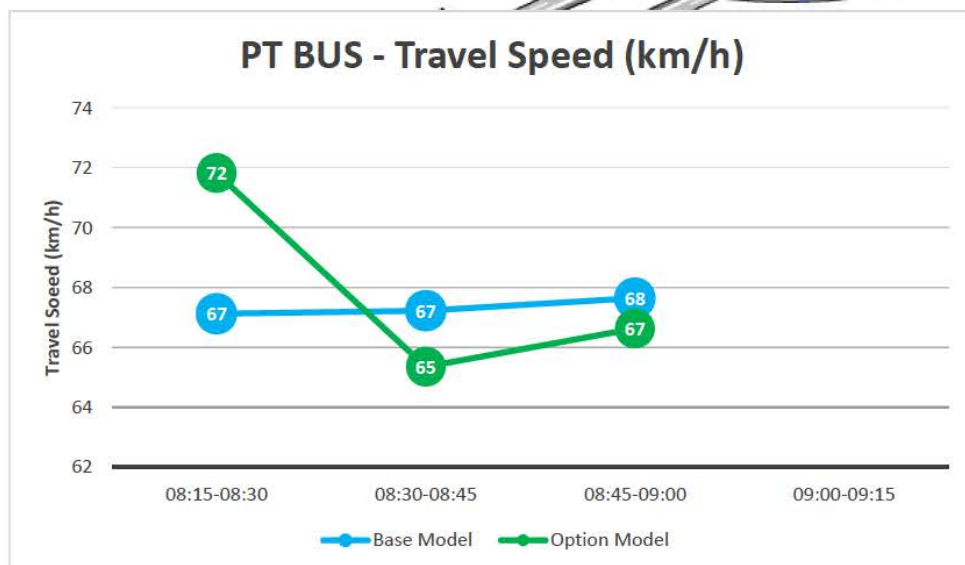
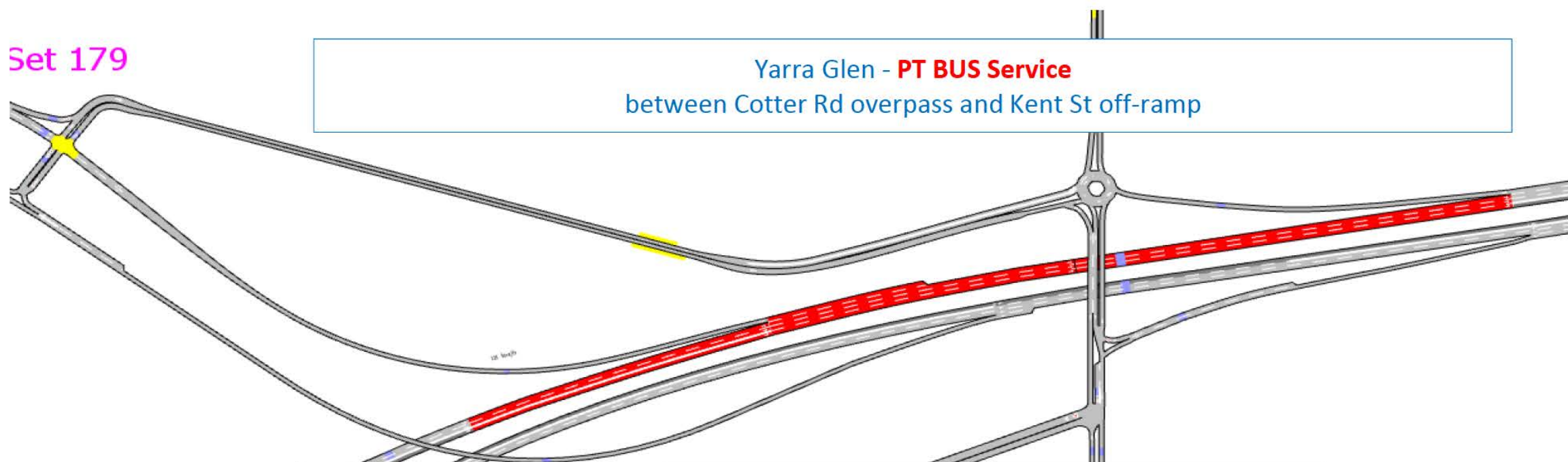


Cotter Rd Citybound - **PT BUS Service**
 between Lady Denman Dr and YarraGlen



Set 179

Yarra Glen - PT BUS Service
 between Cotter Rd overpass and Kent St off-ramp



From: [Mehta, Jayesh](#)
To: [Pincombe, Neil](#); [Ortiz, Gilbert](#)
Cc: [Hubbard, Benjamin](#)
Subject: Draft TCD(Concept Plan) Added Lane - Cotter Road to Adelaide Avenue [SEC=UNCLASSIFIED]
Date: Wednesday, 25 September 2019 11:57:00 AM
Attachments: [TC-599878\(Draft\)_Opt_2-Layout1.pdf](#)
[TC-599878\(Draft\)_Opt_2-Layout2.pdf](#)

Dear Gilbert/Neil/Ben,

Good Morning.

As per our discussion I prepared a new draft TCD (Concept Plan) for Cotter Road/Adelaide Ave at Deakin.

I am sending two PDF copies of Concept Plan (Draft) for Bus Lane and T2 Lane convert to normal lane at Cotter Rd to Adelaide Av in Deakin.

This TCD is draft only.

Thanks all for your help.

Kind Regards,
Jayesh Mehta

Subject: FW: Cotter Road/Bus Lane Proposal - TWU Feedback
Attachments: scan_carl pillig_2019-10-09-17-14-46.pdf

From: Steele, Peter
Sent: Thursday, 10 October 2019 11:34 AM
To: Marshall, Ken <Ken.Marshall@act.gov.au>; Hubbard, Benjamin <Benjamin.Hubbard@act.gov.au>; Pincombe, Neil <Neil.Pincombe@act.gov.au>
Cc: Smith, Jeremy <Jeremy.Smith@act.gov.au>; McGlinn, Ian <Ian.McGlenn@act.gov.au>; Pillig, Carl <Carl.Pillig@act.gov.au>
Subject: Cotter Road/Bus Lane Proposal - TWU Feedback

UNCLASSIFIED

All,

Yesterday I spoke with TWU driver delegates regarding this proposal and they have raised the following:

- Understand the benefits for other services and are comfortable with the idea.
- Concerns about:
 - Policing of bus/T2 lane in general (This is a broader issue with all bus only areas including Constitution Ave and the City which will be raised in other forums – Ian)
 - Concern about cars moving (suddenly) across the unbroken line and into the T2 lane prior to the broken lines (particularly at the merge one lane area)
 - Cars using the T2 lane to avoid the merge area and reducing
 - Could a traffic safety camera been introduced? Any other controls? E.g. ripple strips (?) on the lanes to stop sudden movements across in front of buses.
- It was also asked whether or not any controls are being looked at for the outbound traffic to the Cotter Road.
- Buses that currently need to move from the bus lane heading south and into the Cotter Road (Rapid 7 and 10) are making a difficult movement due to the traffic backing up into Deakin.
- Is this something that could be looked at?

The delegates also asked if other controls had been considered, e.g. stop/go signals to break up the traffic like there is in Melbourne (image below).

I noted that this would be at conflict with what is seen as a relatively quick and cheap option (re-marking) and would likely need further consideration, but I would raise it.

Appreciate if these points could be considered, it may be best to arrange a meeting with the delegates and SMEs where we can discuss and show the modelling.

This would be especially helpful if we can demonstrate there will be very minimal impact on the current inter-town bus services.

Happy to arrange.

Pete



From: Pillig, Carl <Carl.Pillig@act.gov.au>
Sent: Wednesday, 9 October 2019 5:16 PM
To: Steele, Peter <Peter.Steele@act.gov.au>
Subject: FW: Your scan (Scan to My Email) [SEC=UNCLASSIFIED]

From: Pillig, Carl [<mailto:carl.pillig@act.gov.au>]
Sent: Wednesday, 9 October 2019 5:15 PM
To: Pillig, Carl <Carl.Pillig@act.gov.au>
Subject: Your scan (Scan to My Email)

From: [Paluri Rama](#)
To: [McHugh Ben](#); [Marshall Ken](#); [Hubbard Benjamin](#)
Subject: Cotter Road off-ramp continuous lane - Option 2: Yarra Glen eastbound general traffic lane merging scenario - Microsimulation outputs
Date: Tuesday, 3 December 2019 2:17:00 PM
Attachments: [Option2_YarraGlen General Lanes Merge Traffic Performance comparison.pdf](#)
[image001.jpg](#)

Good afternoon All,

Apologies for the delay. I was sick for few days on last week and got caught-up with other workloads.

As per your advice, I have tested the option of merging Yarra Glen citybound lanes into a single lane and connecting Cotter Road eastbound off-ramp to form a continuous lane, while retaining the T2 lane as it is (please see **Figure 1** below). To view the simulation recording, please click the link below:

<https://drive.google.com/file/d/1jdd-M8WCTrT00j4ullZBo8-XOTNeUUZO/view>

Overall, this option is expected to cause a severe traffic impact on Yarra Glen eastbound, resulting extensive queueing beyond Carruthers St ramps. As a result, the PT buses arriving from Melrose Drive/ Yarra Glen roundabout on the general traffic lanes will also get trapped in this congestion, until they reach the T2 lane at this ramp section. With this option, it is anticipated that:

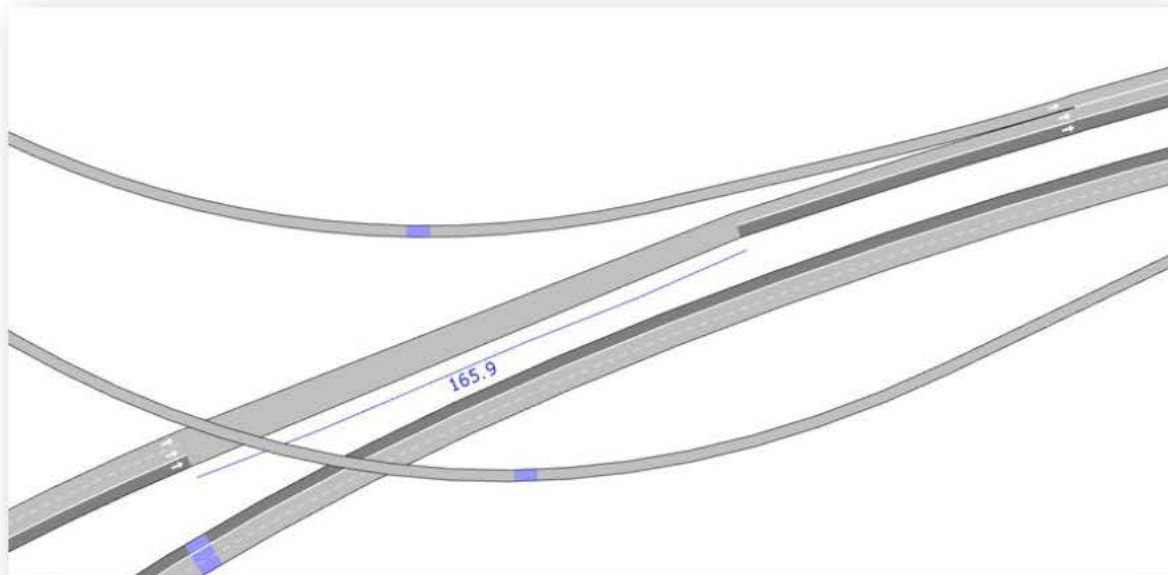
- The general traffic Yarra Glen eastbound will experience delays over 8 minutes, whereas the travel speed will drop to 10–30 km/h.
- With the PT buses caught in the general traffic lanes before entering the T2 lane, the travel speed (of PT buses) will reduce to 30-40 km/h, and the delay will increase to 4-7 minutes.

On the other hand, Cotter Road is expected to operate well in both continuous lane option scenarios.

In conclusion, this option will not only deteriorate the general traffic operation, but also likely to affect the public transit buses servicing towards the city.

For further details on traffic operation and comparison, please see attached files.

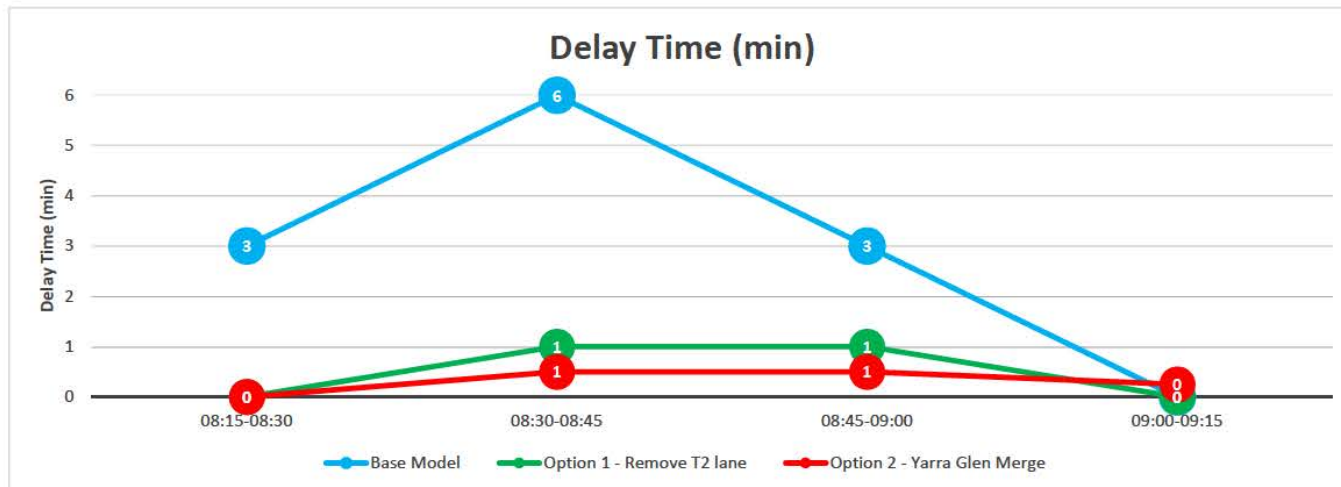
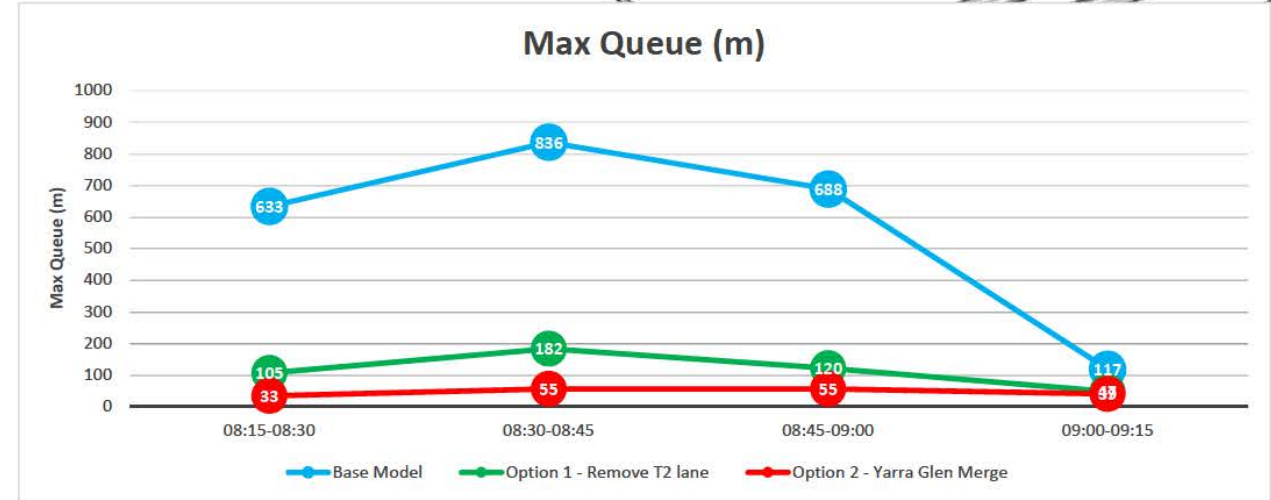
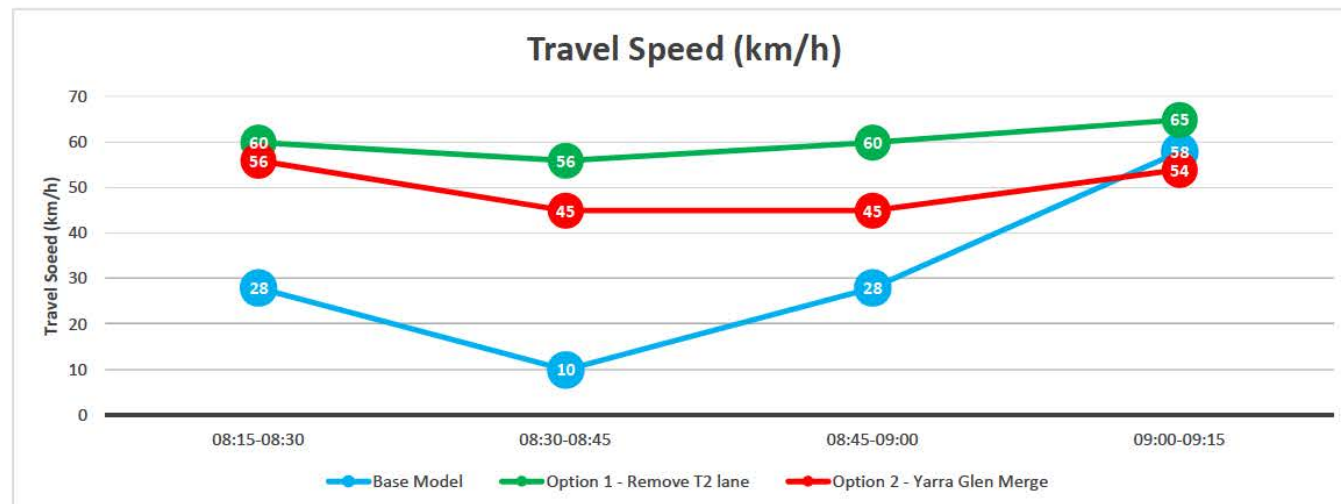
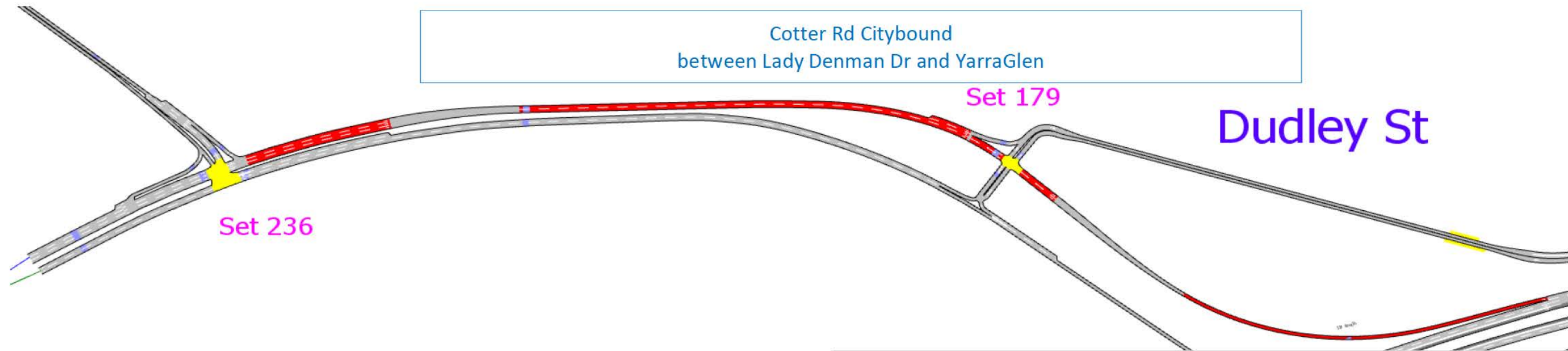
Figure 1: Option 2 – Yarra Glen eastbound lanes merging

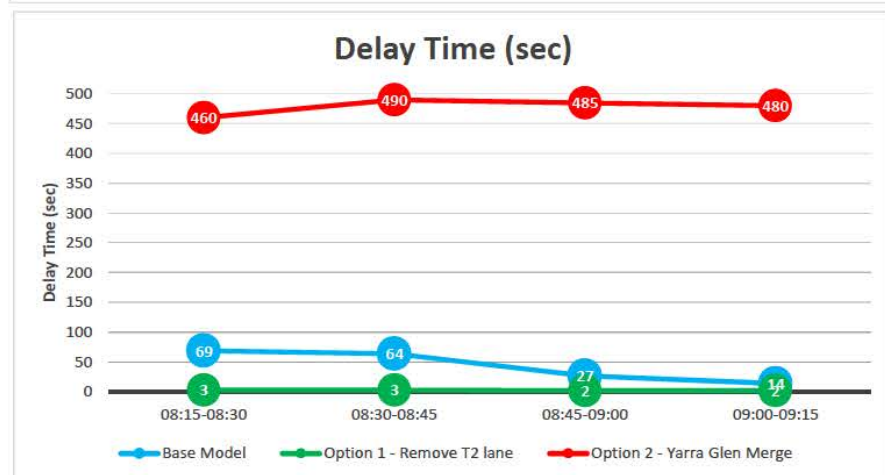
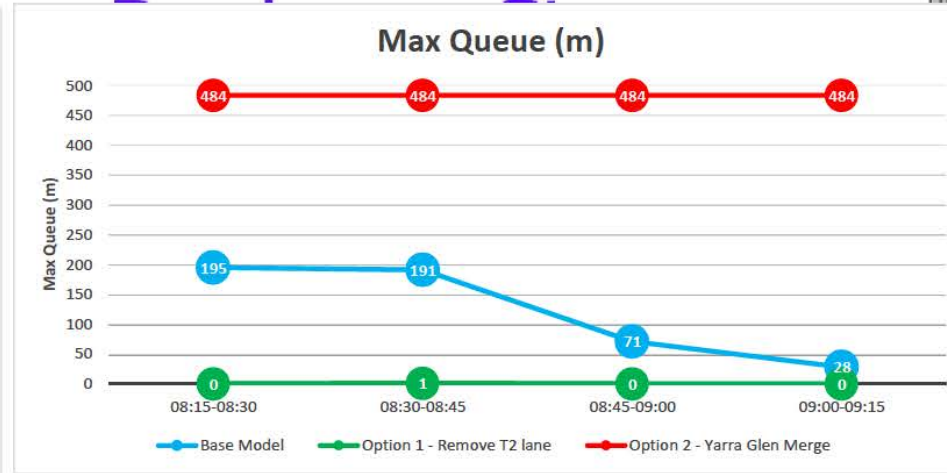
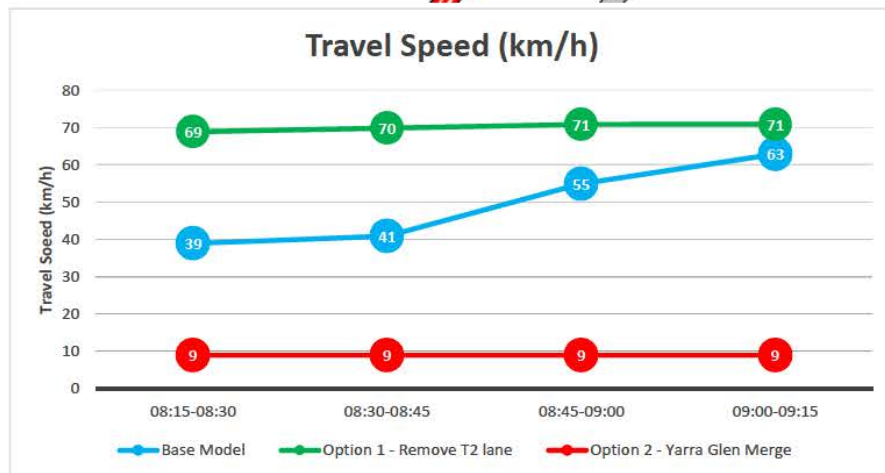
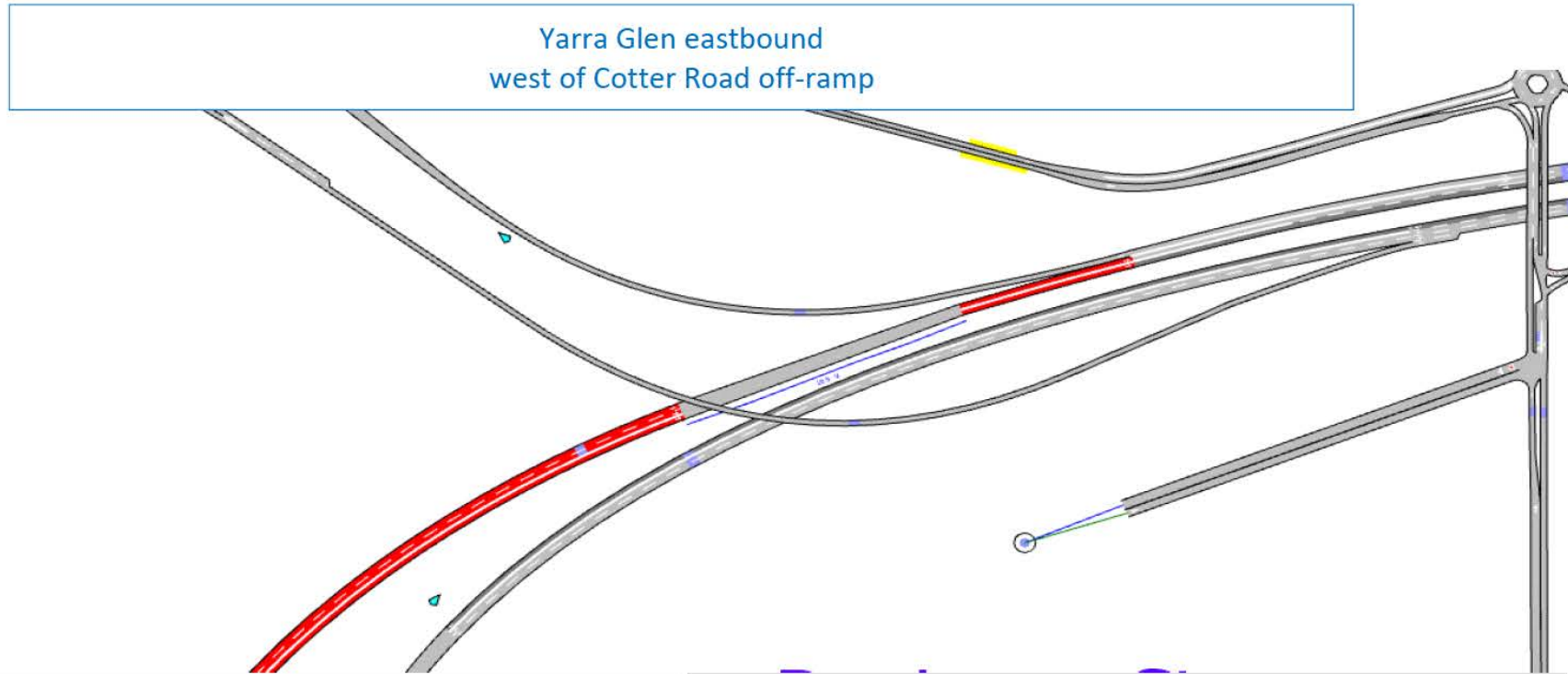


For discussions, please let me know.

Regards

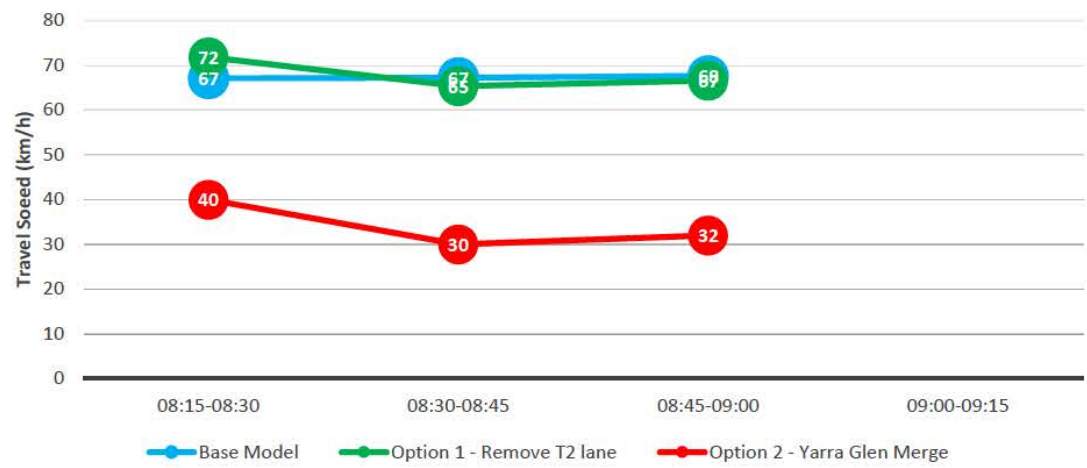
Rama Paluri | Traffic Signals Engineer
Phone: 02 6207 1420 | Email: Rama.Paluri@act.gov.au
Traffic Management and Safety | Transport Canberra and City Services Directorate | ACT Government
496 Northbourne Ave, Dickson | GPO Box 158 Canberra ACT 2602 | www.act.gov.au



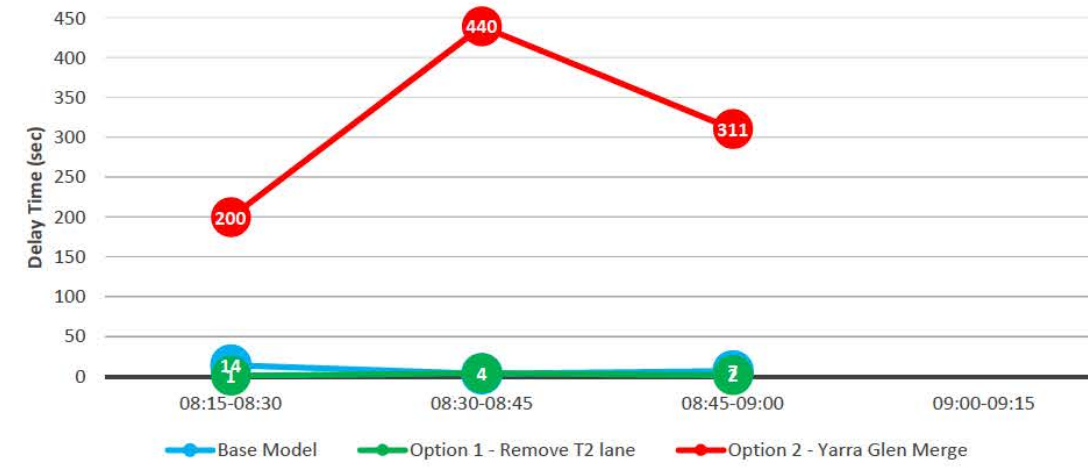


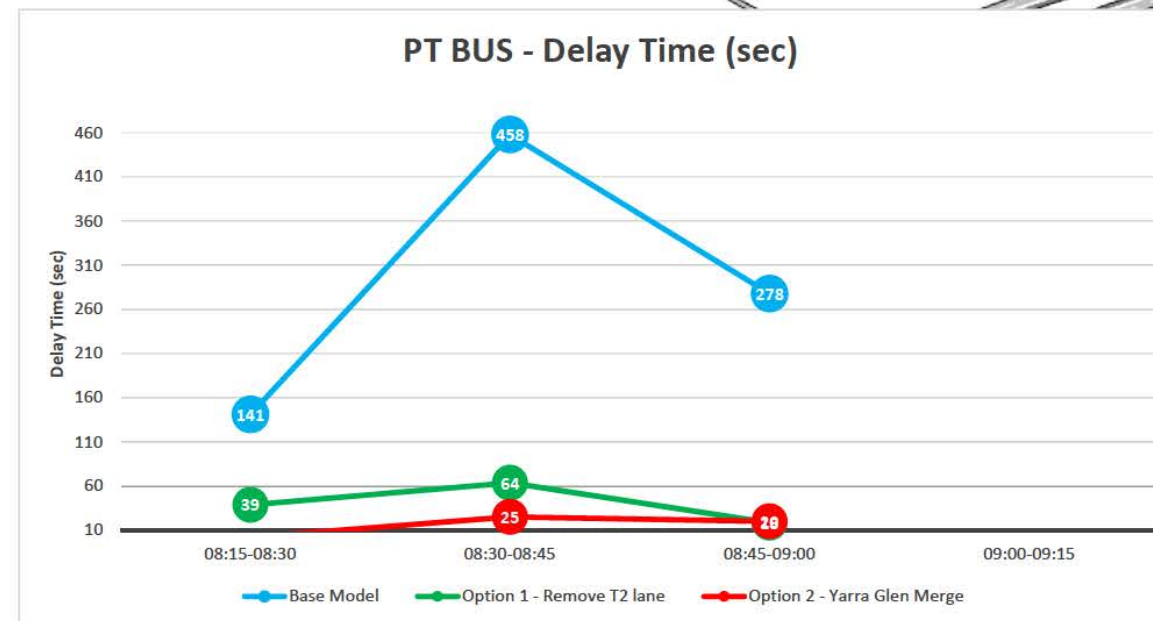
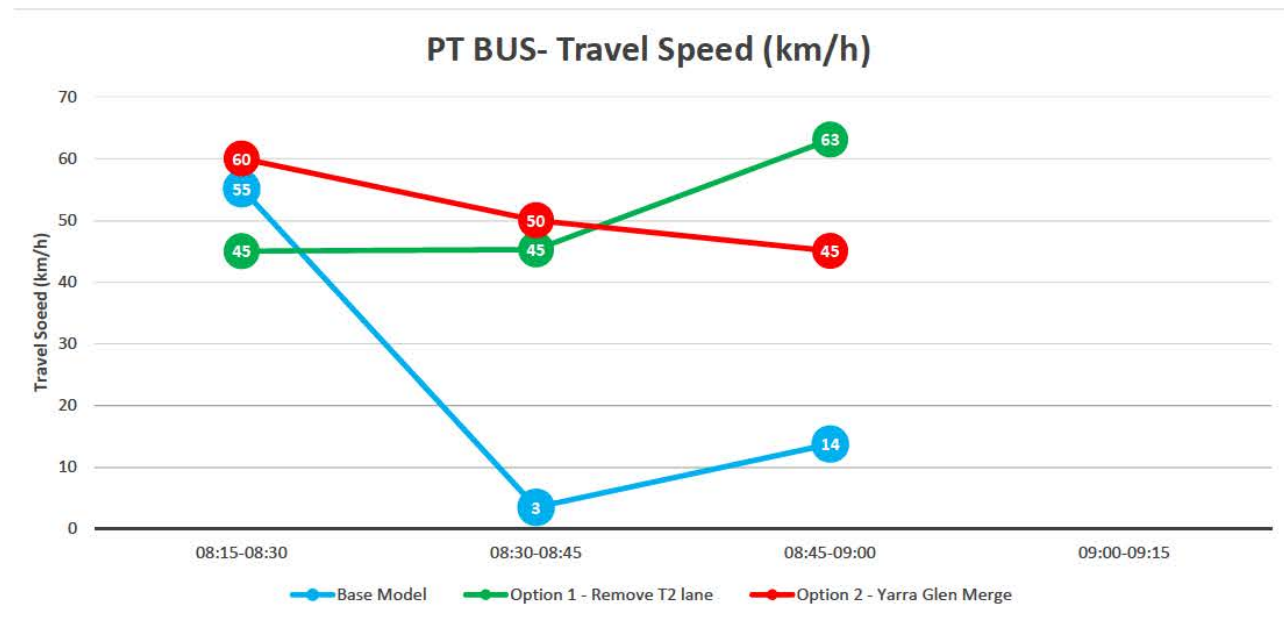
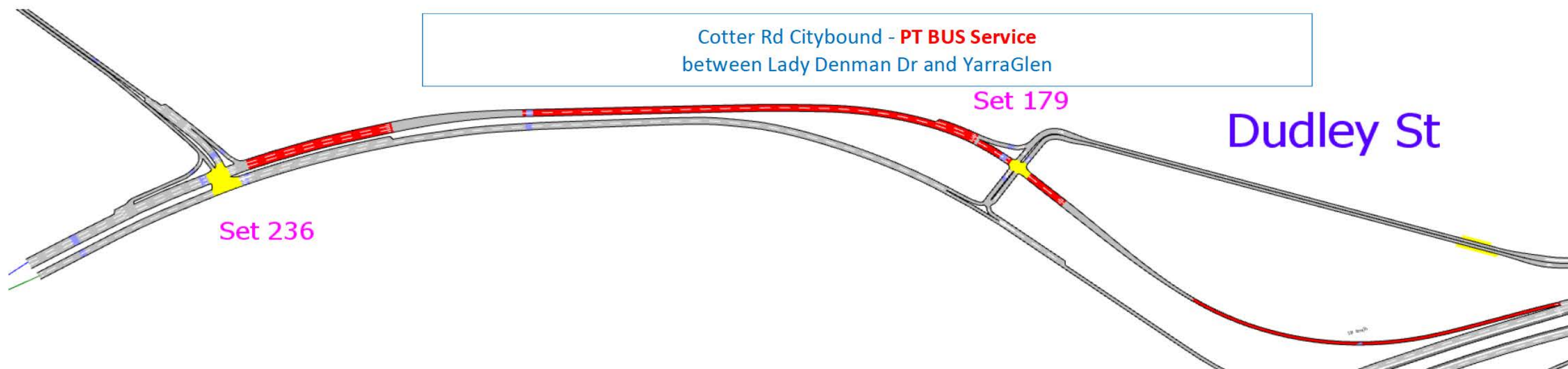


PT BUS - Travel Speed (km/h)



PT BUS - Delay Time (sec)





From: TCCS_FreedomOfInformation
Subject: FW: Cotter Road off-ramp continuous lane - Option 2: Yarra Glen eastbound general traffic lane merging scenario - Microsimulation outputs

From: Steele, Peter
Sent: Tuesday, 10 December 2019 11:41 AM
To: McGlinn, Ian <Ian.McGlinn@act.gov.au>
Subject: RE: Cotter Road off-ramp continuous lane - Option 2: Yarra Glen eastbound general traffic lane merging scenario - Microsimulation outputs

UNCLASSIFIED

Ian,

Just confirming that this option is not acceptable for the network operations.

Planning are happy to progress with the option of having the T2 lane merge to general traffic then re-start pass the Cotter Road entry, as long as it is something that the WHS committee are satisfied with the operational change for the drivers.

There should be no requirement to add time to any Adelaide Avenue bus services, but at the same time, we will not deduct time from Cotter Road services unless it becomes clear that there is excess running time due to the success of the change.

The network will continue to promote moving express bus services from Tuggeranong to take the Cotter Road leg regardless of the change.

Pete

Peter Steele
Transport Canberra – ACT Government
[REDACTED]

From: McGlinn, Ian <Ian.McGlinn@act.gov.au>
Sent: Tuesday, 10 December 2019 10:49 AM
To: Steele, Peter <Peter.Steele@act.gov.au>
Subject: FW: Cotter Road off-ramp continuous lane - Option 2: Yarra Glen eastbound general traffic lane merging scenario - Microsimulation outputs

UNCLASSIFIED

From: Marshall, Ken <Ken.Marshall@act.gov.au>
Sent: Thursday, 5 December 2019 1:04 PM
To: McGlinn, Ian <Ian.McGlinn@act.gov.au>
Subject: FW: Cotter Road off-ramp continuous lane - Option 2: Yarra Glen eastbound general traffic lane merging scenario - Microsimulation outputs

UNCLASSIFIED

Ian,

Can we talk about this?

Ken Marshall | Executive Branch Manager, Roads ACT
Phone 02 62 076588 | Email: ken.marshall@act.gov.au
Roads and Infrastructure, Roads ACT | Transport Canberra and City Services Directorate | ACT Government
496 Northbourne Avenue, Dickson ACT 2602 | Locked Bag 2000, Civic Square ACT 2608 | www.act.gov.au

From: Paluri, Rama <Rama.Paluri@act.gov.au>
Sent: Tuesday, 3 December 2019 2:18 PM
To: McHugh, Ben <Ben.McHugh@act.gov.au>; Marshall, Ken <Ken.Marshall@act.gov.au>; Hubbard, Benjamin <Benjamin.Hubbard@act.gov.au>
Subject: Cotter Road off-ramp continuous lane - Option 2: Yarra Glen eastbound general traffic lane merging scenario - Microsimulation outputs

Good afternoon All,

Apologies for the delay. I was sick for few days on last week and got caught-up with other workloads.

As per your advice, I have tested the option of merging Yarra Glen citybound lanes into a single lane and connecting Cotter Road eastbound off-ramp to form a continuous lane, while retaining the T2 lane as it is (please see **Figure 1** below). To view the simulation recording, please click the link below:

<https://drive.google.com/file/d/1jdd-M8WCTrT00j4uIlZBo8-XOTNeUUZO/view>

Overall, this option is expected to cause a severe traffic impact on Yarra Glen eastbound, resulting extensive queuing beyond Carruthers St ramps. As a result, the PT buses arriving from Melrose Drive/ Yarra Glen roundabout on the general traffic lanes will also get trapped in this congestion, until they reach the T2 lane at this ramp section. With this option, it is anticipated that:

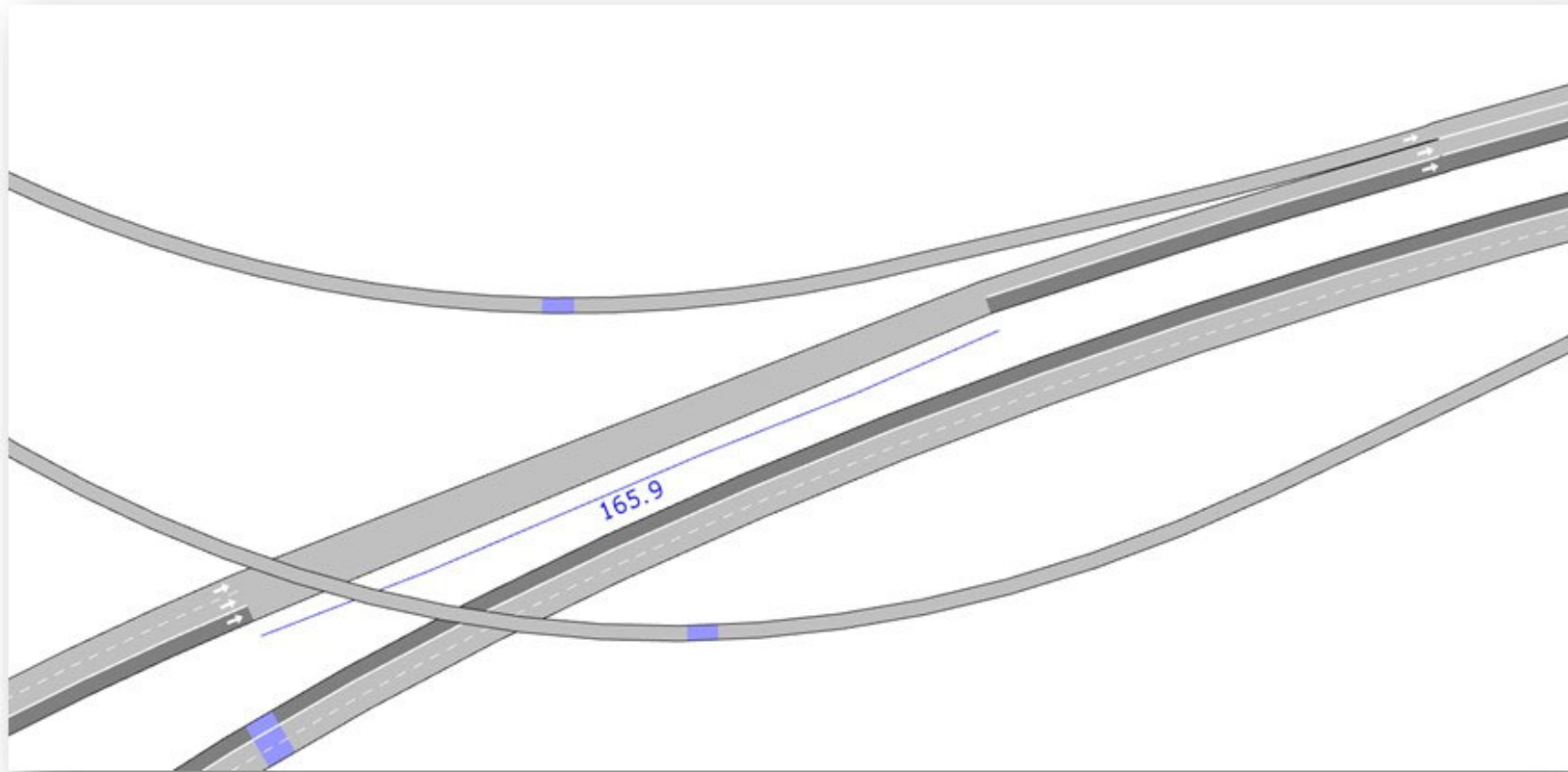
- The general traffic Yarra Glen eastbound will experience delays over 8 minutes, whereas the travel speed will drop to 10–30 km/h.
- With the PT buses caught in the general traffic lanes before entering the T2 lane, the travel speed (of PT buses) will reduce to 30-40 km/h, and the delay will increase to 4-7 minutes.

On the other hand, Cotter Road is expected to operate well in both continuous lane option scenarios.

In conclusion, this option will not only deteriorate the general traffic operation, but also likely to affect the public transit buses servicing towards the city.

For further details on traffic operation and comparison, please see attached files.

Figure 1: Option 2 – Yarra Glen eastbound lanes merging



For discussions, please let me know.

Regards

Rama Paluri | Traffic Signals Engineer
Phone 02 6207 1420 | Email: Rama.Paluri@act.gov.au
Traffic Management and Safety | Transport Canberra and City Services Directorate | ACT Government
496 Northbourne Ave, Dickson | GPO Box 158 Canberra ACT 2602 | www.act.gov.au

From: [Hubbard, Benjamin](#)
To: [Mehta, Jayesh](#)
Subject: FW: Draft TCD(Concept Plan) (Option-3) Added Lane - Cotter Road to Adelaide Avenue [SEC=UNCLASSIFIED]
Date: Tuesday, 17 December 2019 1:57:37 PM
Attachments: [TC-599878\(Draft\) Opt 3-Layout1.pdf](#)

UNCLASSIFIED

Need another option

T2 lane merging with the outer lane – can you draw up asap.

Cheers Ben

From: McHugh, Ben <Ben.McHugh@act.gov.au>
Sent: Tuesday, 17 December 2019 1:50 PM
To: Hubbard, Benjamin <Benjamin.Hubbard@act.gov.au>
Subject: RE: Draft TCD(Concept Plan) (Option-3) Added Lane - Cotter Road to Adelaide Avenue [SEC=UNCLASSIFIED]

UNCLASSIFIED

Thanks but.....

The attachment is still the Form One lane with the left and middle lanes.

Are you able to produce one that merges the Bus/T2 Lane with the middle lane? Purely for the purposes of showing the ministers advisors so they can picture it, not fir building off at this stage.

Thanks

Ben

From: Hubbard, Benjamin <[Benjamin.Hubbard@act.gov.au](#)>
Sent: Tuesday, 17 December 2019 1:47 PM
To: McHugh, Ben <[Ben.McHugh@act.gov.au](#)>
Subject: FW: Draft TCD(Concept Plan) (Option-3) Added Lane - Cotter Road to Adelaide Avenue [SEC=UNCLASSIFIED]

UNCLASSIFIED

As requested

From: Mehta, Jayesh <[Jayesh.Mehta@act.gov.au](#)>
Sent: Monday, 18 November 2019 2:50 PM
To: Pincombe, Neil <[Neil.Pincombe@act.gov.au](#)>; Hubbard, Benjamin <[Benjamin.Hubbard@act.gov.au](#)>
Cc: Ortiz, Gilbert <[Gilbert.Ortiz@act.gov.au](#)>; Islam, Shahidul <[Shahidul.Islam@act.gov.au](#)>
Subject: Draft TCD(Concept Plan) (Option-3) Added Lane - Cotter Road to Adelaide Avenue [SEC=UNCLASSIFIED]

Dear Neil/Ben,

Good Afternoon.

As per our discussion I prepared a new draft TCD (Concept Plan) (Option-3) for Cotter Road/Adelaide Ave at Deakin.

I am sending two PDF copies of Concept Plan (Draft) (Option-3).

Thanks all for your help.

Kind Regards,
Jayesh Mehta

From: [Virtue, Geoff](#)
To: [Abramovic, Michelle](#); [Amsteins, Kelly](#); [Davey, Kate](#); [Davies, Megan](#); [Jones, Dylan](#); [Fitzgibbon, Kathleen](#); [Garner, Jeff](#); [Goddard, Jacqueline](#); [Hasouneh, Dina](#); [Murray, Gerry](#); [Riley, Renee](#); [Slinger, Erin](#); [Lang-Lemckert, Susan](#); [Van Aalst, Sally](#); [Virtue, Geoff](#); [Wadwell, Emily](#)
Subject: Minister's meeting notes - 13 January
Date: Monday, 13 January 2020 11:26:33 AM

Hi all

Notes from Minister's meeting today. There's a lot of actions given it was his first meeting of the year and the meeting went well over time. I have highlighted them.

[Redacted]

[Redacted]

Adelaide Avenue/Cotter Road works

Minister wants a media announcement on site this week. DLO to advise on timing. TCCS to advise on safe location. Community Council rep is also required. **Jeff** let's chat when I get back.

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Thanks

Geoff Virtue | Acting Executive Branch Manager

Phone 02 62050312 | Email geoff.virtue@act.gov.au

Communications and Engagement | Transport Canberra and City Services | **ACT Government**

496 Northbourne Avenue, Dickson | GPO Box 158 Canberra ACT 2601 | www.tccs.act.gov.au | www.transport.act.gov.au

Connected services for the people of Canberra

From: [Riley, Renee](#)
To: [Garner, Jeff](#)
Subject: RE: Request for contact number - Weston Creek Community Council
Date: Tuesday, 14 January 2020 8:56:21 AM
Attachments: [image001.png](#)

UNCLASSIFIED

Hi Jeff,

This is the number I have for the council, although I haven't had to call it before - 6288 8975.

Renee

From: Garner, Jeff <Jeff.Garner@act.gov.au>
Sent: Tuesday, 14 January 2020 8:01 AM
To: Riley, Renee <Renee.Riley@act.gov.au>
Subject: Request for contact number - Weston Creek Community Council

UNCLASSIFIED

Hi Renee,

Would you have a contact number for Tom Anderson at the Weston Creek Community Council?

The Minister's office has asked if he can attend the Adelaide Ave/Cotter Road media event this week.

I will give him a call to invite him.

Thank you,
Jeff

Jeff Garner | Senior Communications Officer |
Phone 02 6207 1422 | Jeff.Garner@act.gov.au
Communications and Engagement | Transport Canberra and City Services | ACT Government
496 Northbourne Avenue, Dickson | GPO Box 158 Canberra ACT 2601 | www.tccs.act.gov.au
| www.transport.act.gov.au



Connected services for the people of Canberra

From: [Hubbard, Benjamin](#)
To: [Garner, Jeff](#)
Cc: [Marshall, Ken](#)
Subject: FW: CSTM AM Peak Traffic Volumes - Cotter Road Off-Ramp to Adelaide Avenue
Date: Wednesday, 15 January 2020 4:34:45 PM
Attachments: [20200108_CSTM_Cotter_Road_Adelaide_Avenue.zip](#)
[image001.jpg](#)

UNCLASSIFIED

From: Balberona, Justinieta <Justinieta.Balberona@act.gov.au>
Sent: Wednesday, 15 January 2020 4:20 PM
To: Hubbard, Benjamin <Benjamin.Hubbard@act.gov.au>
Subject: FW: CSTM AM Peak Traffic Volumes - Cotter Road Off-Ramp to Adelaide Avenue

UNCLASSIFIED

Good afternoon Ben

As discussed, please refer below for the CSTM data that was recently provided to Ben McHugh. The AM peak hour plots for the future years and the associated land use assumptions are in the attached zipped file.

Best regards
Justinieta

From: Balberona, Justinieta
Sent: Wednesday, 8 January 2020 1:51 PM
To: McHugh, Ben <Ben.McHugh@act.gov.au>
Cc: Bell, Jeff <Jeff.Bell@act.gov.au>
Subject: CSTM AM Peak Traffic Volumes - Cotter Road Off-Ramp to Adelaide Avenue

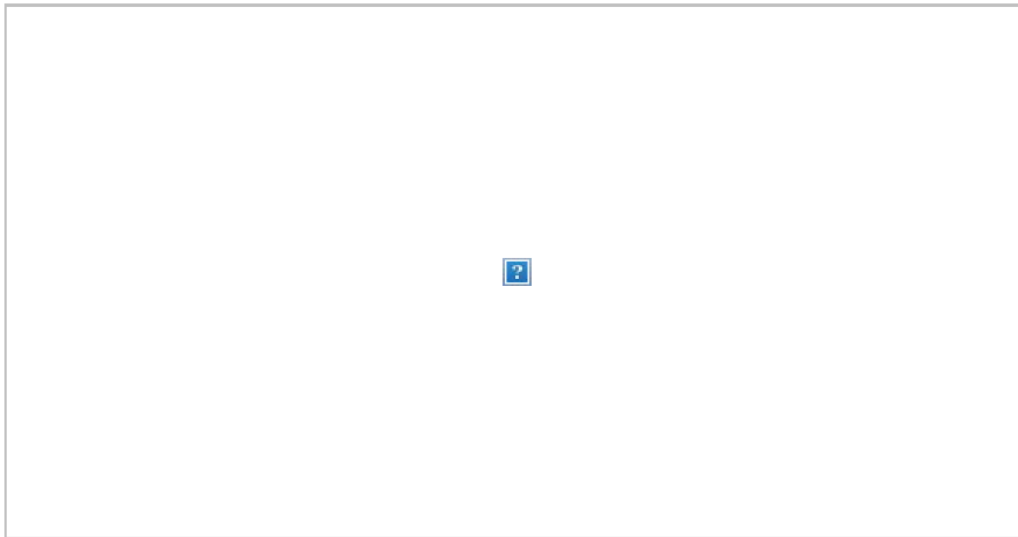
UNCLASSIFIED

Good afternoon Ben

As requested, please refer below for the CSTM traffic volumes during the AM peak hour along the Cotter Road off-ramp towards Adelaide Avenue including a CSTM plot showing the 2021 conditions. The CSTM assumed that the Cotter Road Upgrade from Dunrossil Drive to Adelaide Avenue (including the Mint Interchange) will be in place by 2026 and linked with Light Rail Stage 2 by 2031. Please refer to the attached zipped file for the CSTM AM peak hour plots for 2016, 2021, 2026 and 2031 and the associated land-use and road network assumptions around the area.

CSTM AM PEAK HOUR VOLUMES (vph)	2016	2021	2026	2031

Cotter Road Off-Ramp	895	915	734	660
Adelaide Avenue NB	3,517	3,890	3,750	3,893



Happy to discuss further.

Best regards
Justinieta

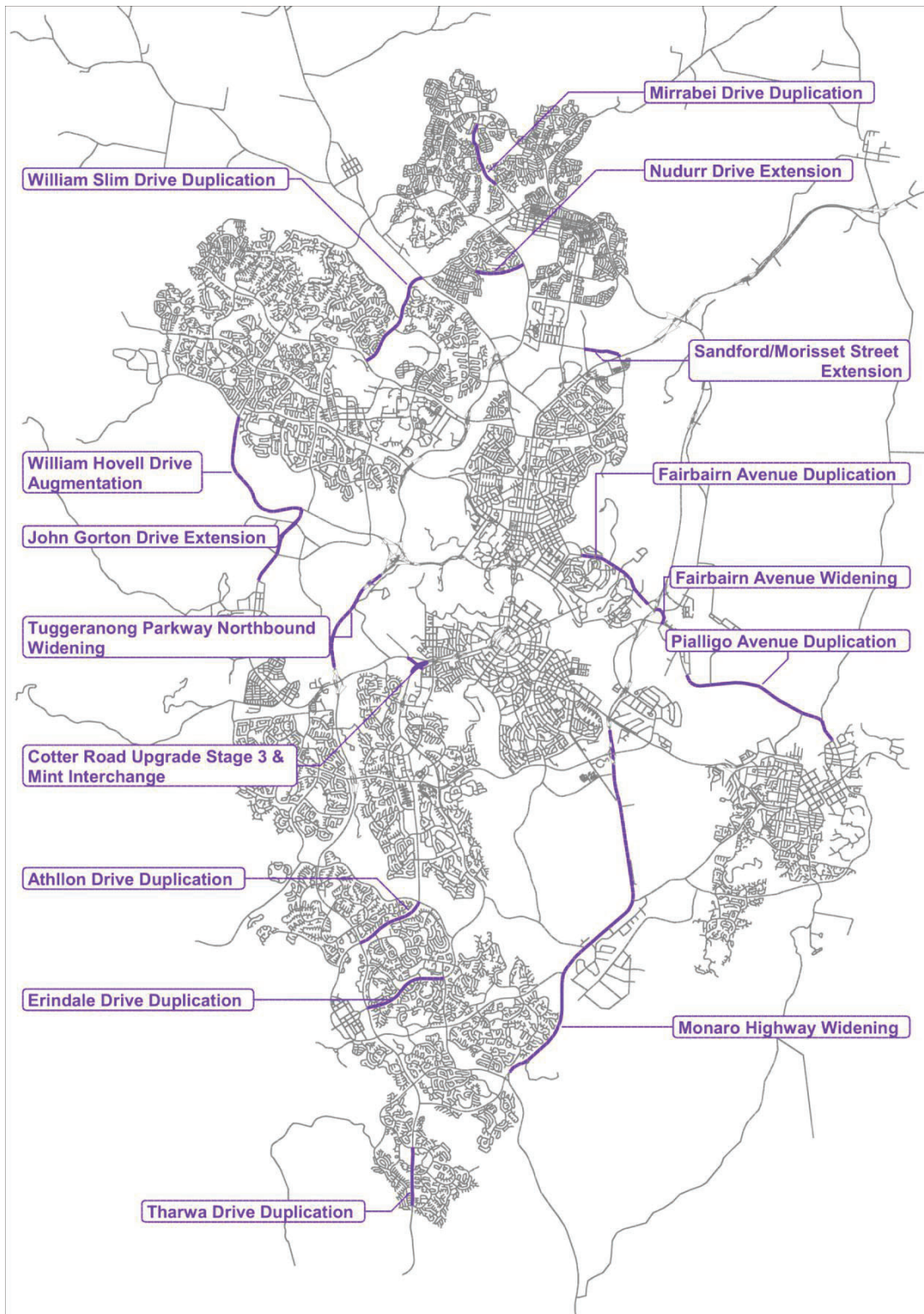
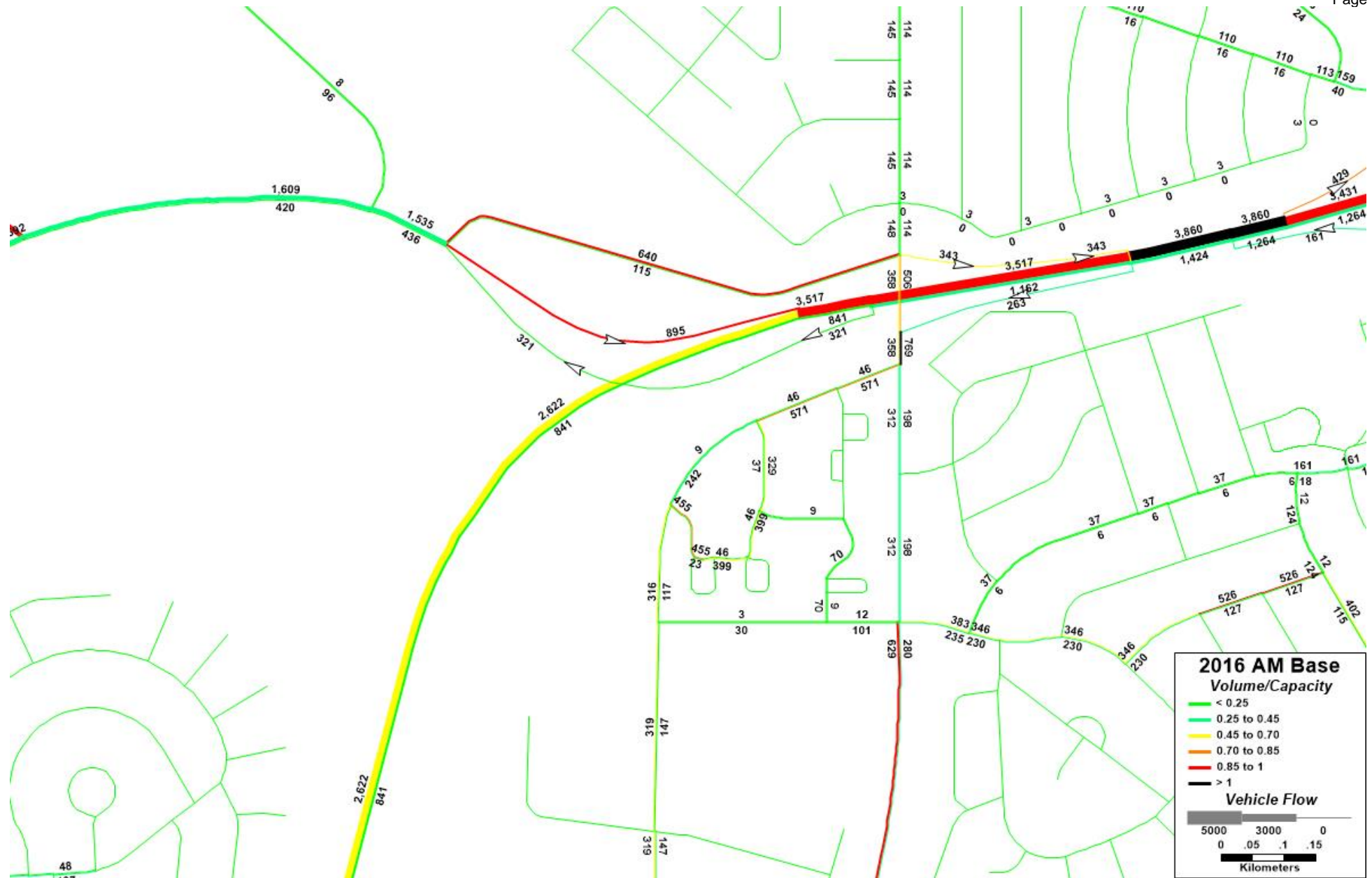
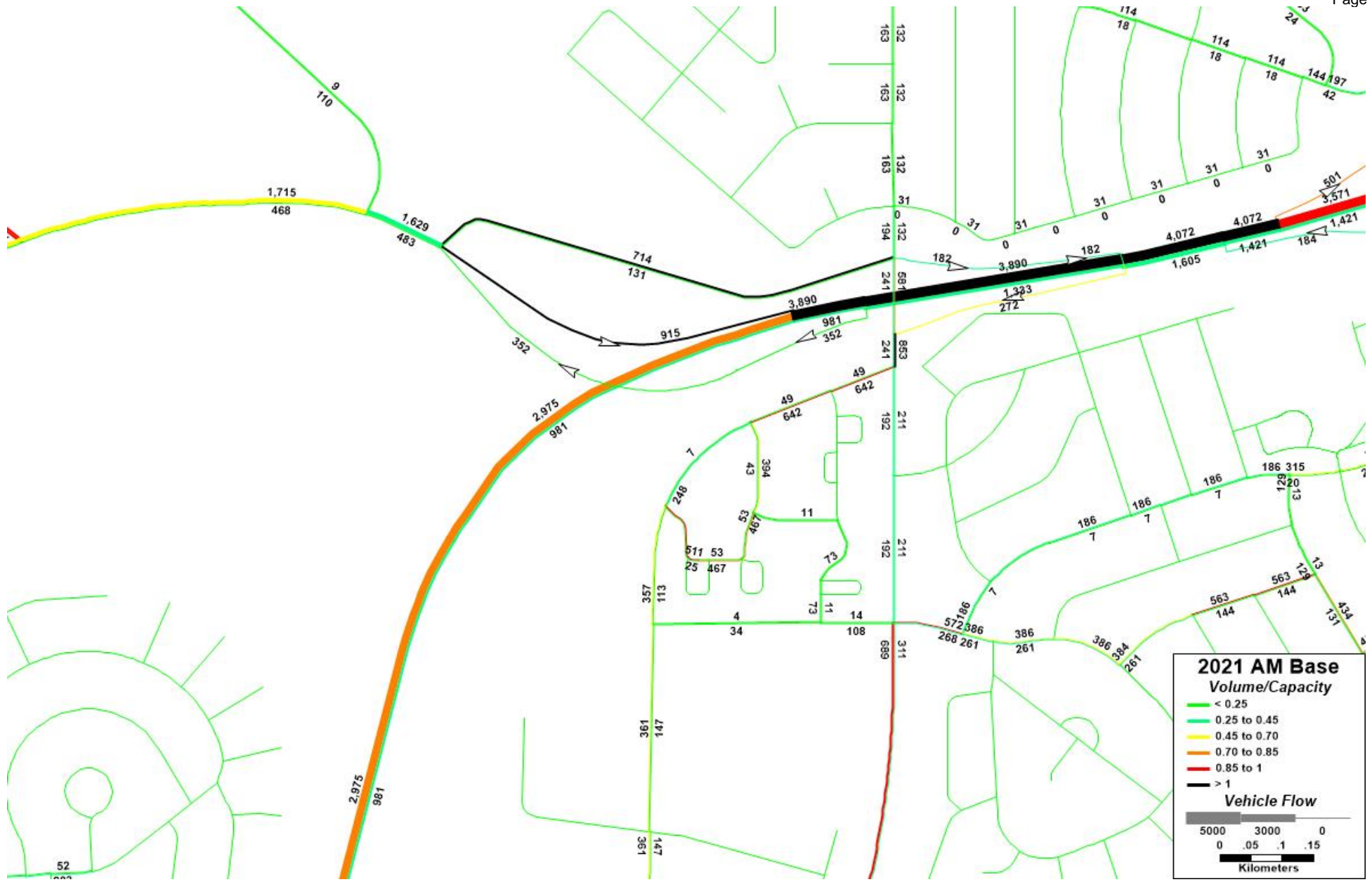
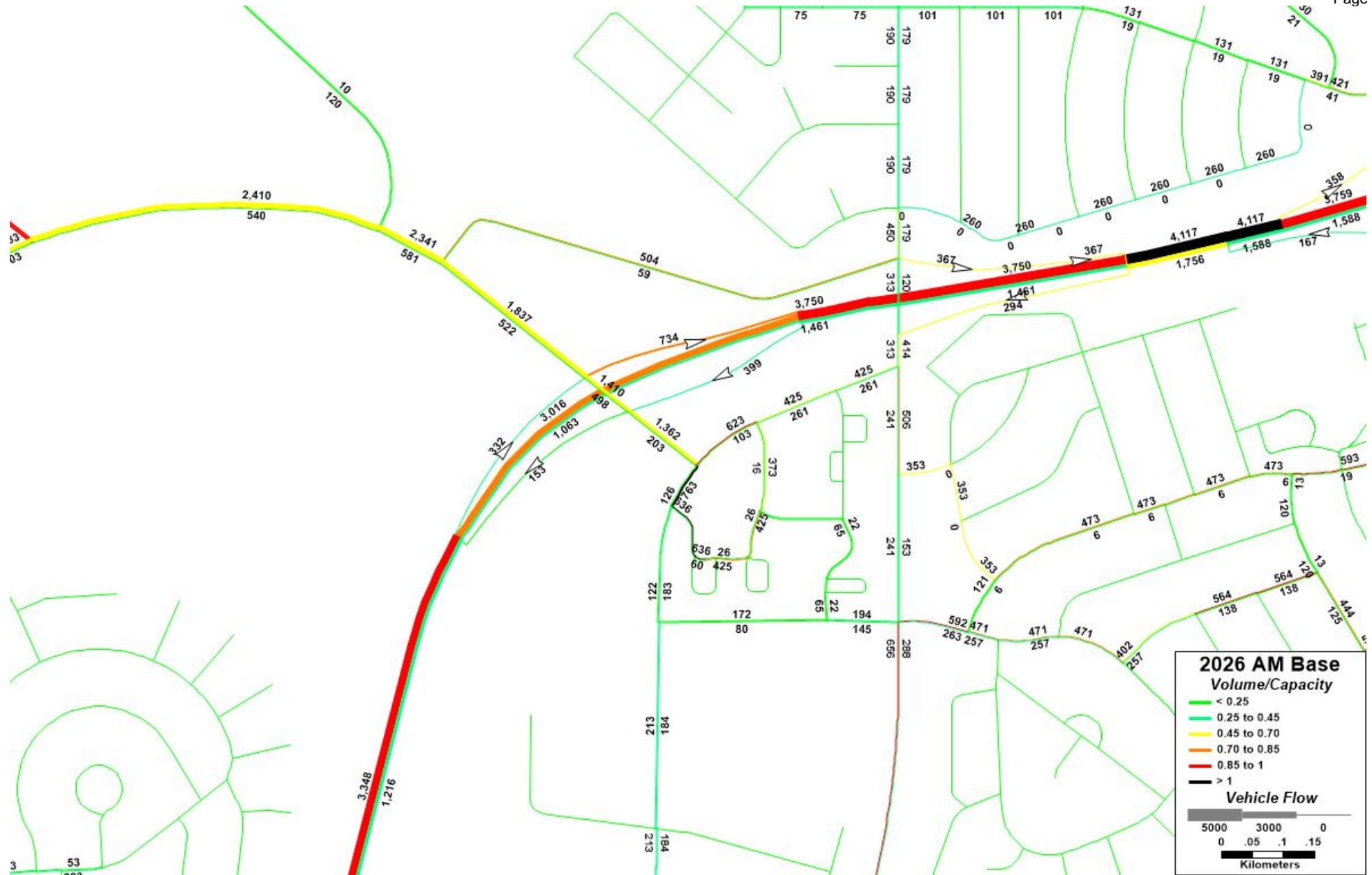
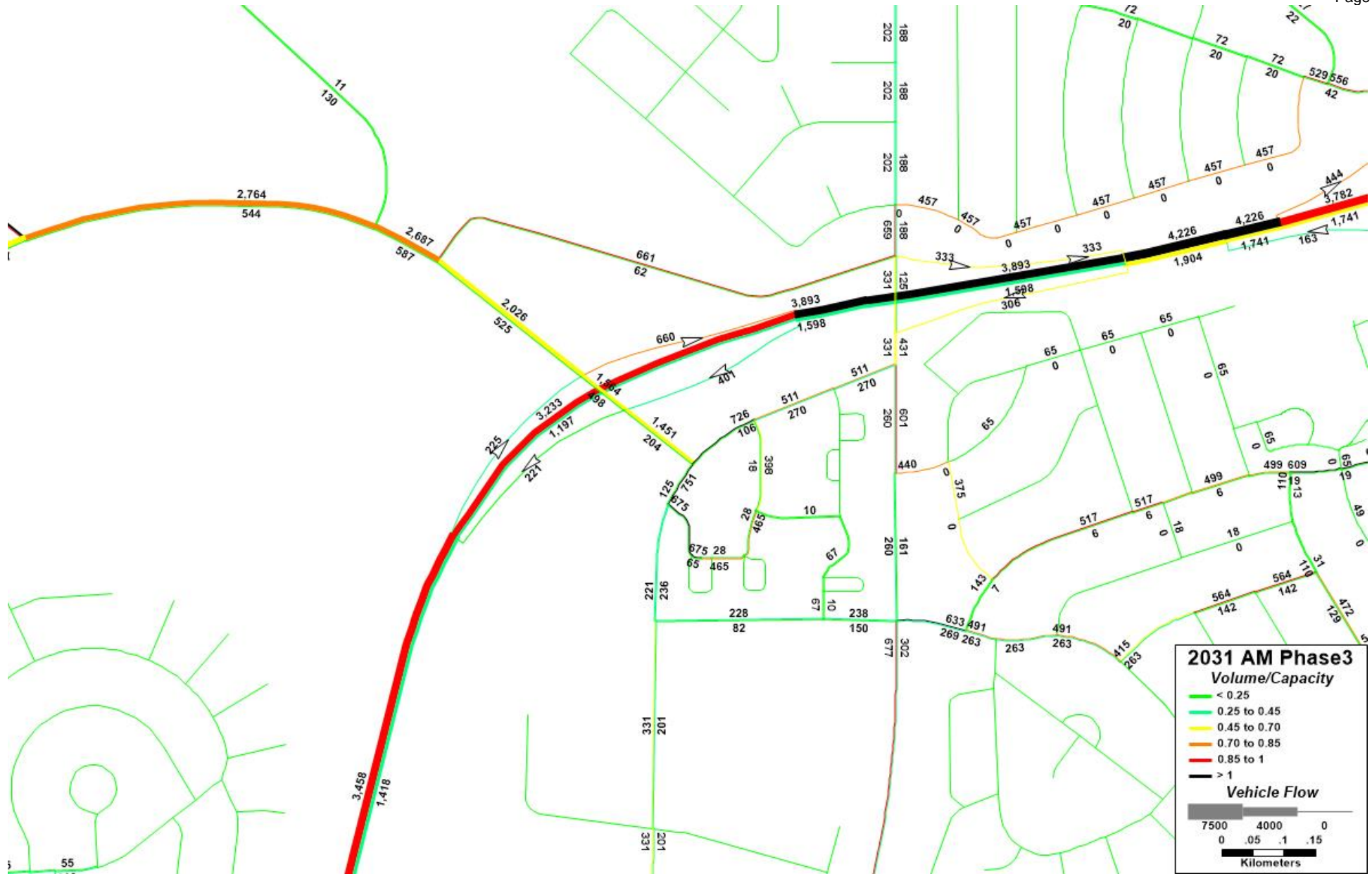


Figure 10: 2026 Road Network Upgrades

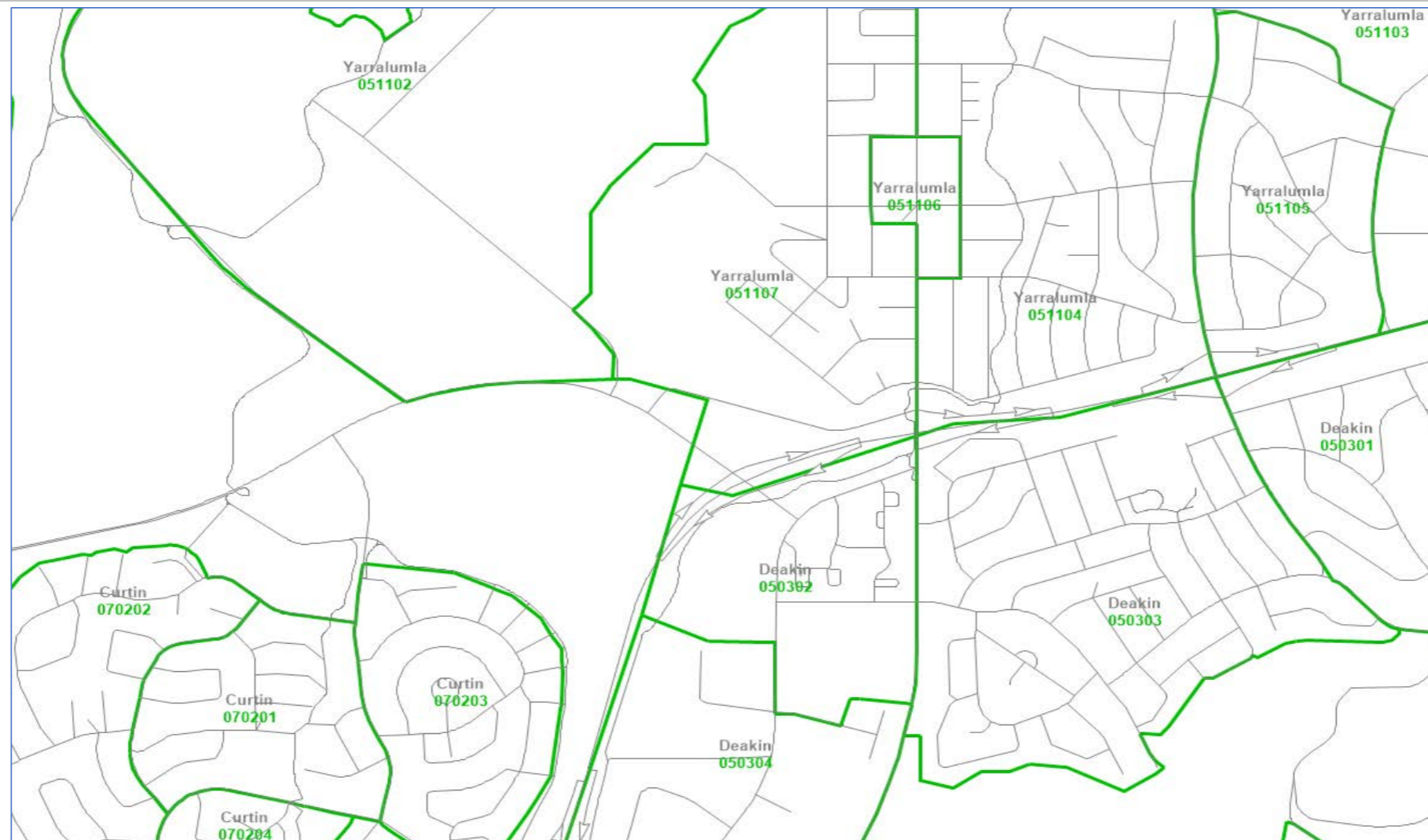








DISTRICT	SUBURB	ZONEID	POPULATION					EMPLOYMENT					RETAIL SPACE (GFA)					SCHOOL ENROLMENTS				
			2016	2021	2026	2031	2041	2016	2021	2026	2031	2041	2016	2021	2026	2031	2041	2016	2021	2026	2031	2041
South Canberra	Deakin	050301	667	722	707	701	713	567	652	707	763	884	0	0	0	0	0	1304	1443	1443	1443	1443
South Canberra	Deakin	050302	0	0	0	0	0	4298	4942	5357	5787	6699	0	0	0	0	0	872	965	965	965	965
South Canberra	Deakin	050303	2263	2451	2400	2378	2417	200	230	249	269	312	11748	12309	12495	12682	13055	0	0	0	0	0
South Canberra	Deakin	050304	0	0	0	0	0	1345	1547	1676	1811	2096	4000	4191	4255	4318	4445	87	96	96	96	96
	Deakin		2930	3173	3107	3079	3130	6410	7371	7989	8630	9991	15748	16500	16750	17000	17500	2263	2504	2504	2504	2504
South Canberra	Yarralumla	051101	0	0	0	0	0	150	172	187	202	234	0	0	0	0	0	0	0	0	0	0
South Canberra	Yarralumla	051102	0	0	0	0	0	535	615	667	720	834	0	0	0	0	0	0	0	0	0	0
South Canberra	Yarralumla	051103	19	22	26	27	26	572	658	713	770	891	0	0	0	0	0	0	0	0	0	0
South Canberra	Yarralumla	051104	1100	1252	1487	1555	1528	172	198	214	232	268	0	0	0	0	0	384	384	384	384	384
South Canberra	Yarralumla	051105	715	814	966	1011	994	189	217	236	254	295	0	0	0	0	0	0	0	0	0	0
South Canberra	Yarralumla	051106	167	190	226	236	232	139	160	173	187	217	4962	4962	5031	5100	5500	0	0	0	0	0
South Canberra	Yarralumla	051107	941	1071	1272	1331	1308	208	239	259	280	324	0	0	0	0	0	0	0	0	0	0
	Yarralumla		2942	3349	3977	4160	4088	1965	2259	2449	2645	3063	4962	4962	5031	5100	5500	384	384	384	384	384
Woden Valley	Curtin	070201	662	688	685	684	699	53	61	66	71	83	0	0	0	0	0	0	0	0	0	0
Woden Valley	Curtin	070202	1030	1071	1067	1065	1088	80	92	100	108	125	0	0	0	0	0	0	0	0	0	0
Woden Valley	Curtin	070203	1134	1179	1174	1173	1198	79	91	98	106	123	0	0	0	0	0	0	0	0	0	0
Woden Valley	Curtin	070204	681	708	705	704	719	50	57	62	67	78	0	0	0	0	0	0	0	0	0	0
Woden Valley	Curtin	070205	153	159	158	158	162	517	594	644	696	806	10515	10991	11728	12464	13446	353	353	353	353	353
Woden Valley	Curtin	070206	1671	1737	1730	1728	1765	266	306	331	358	415	195	204	217	231	249	554	554	554	554	554
	Curtin		5331	5542	5519	5512	5631	1045	1201	1301	1406	1630	10710	11195	11945	12695	13695	907	907	907	907	907



Irons, Samantha

From: ACT Government Executive Media <ACTGovernmentExecutiveMedia=act.gov.au@cmail19.com> on behalf of ACT Government Executive Media <ACTGovernmentExecutiveMedia@act.gov.au>
Sent: Thursday, 16 January 2020 10:15 AM
To: Garner, Jeff
Subject: Chris Steel media release: Congestion reduced for Weston Creek and Molonglo with changes to Adelaide Avenue

Media release



Chris Steel MLA

Minister for City Services
Minister for Multicultural Affairs
Minister for Recycling and Waste Reduction
Minister for Roads and Active Travel
Minister for Transport

Member of Murrumbidgee

16 January 2020

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Statement ends

Media contacts:

Alexandra Craig T (02) 6205 0881 M 0466 024 520 alexandra.craig@act.gov.au

ACT Legislative Assembly
Phone (02) 6205 1470

Email:
steel@act.gov.au



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[chrissteelmla](https://www.instagram.com/chrissteelmla)

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Irons, Samantha

From: Paluri, Rama
Sent: Friday, 17 January 2020 1:55 PM
To: Pincombe, Neil
Cc: Marshall, Ken
Subject: Cotter Rd on-ramp cyclist crossing - traffic gaps [SEC=UNCLASSIFIED, DLM=For-Official-Use-Only]
Attachments: Set179_CotterRd&DudelySt_TrafficVolumes_15Nov2019.txt

Neil,

As discussed, on a weekday morning peak, Dudley St at Cotter Rd signalised intersection is receiving 26 sec phase time (approx.) at each cycle. As Cotter Rd (citybound) traffic will be stopped during this phase period, this should create traffic gaps at the on-ramp section and may likely to create opportunities for cyclists to cross the road. For details, please see the screenshot below and the attached.

Also, below is the web link to show the simulation. As mentioned, the simulation in this video play was running 5 times faster than the real-time. As per your advise, I will make another recording with real-time speed and just focusing at the cyclist-crossing area.

<https://www.useloom.com/share/8ef7369499524bc4b7b16462f3be1511>

	Freq	Min	Max	Avg	Total
A phase	30	84	109	93	2801
B phase	30	15	37	26	799
Active CL	22	115	124	120	
Split plan 4	1				



Site: 179 Friday, 15 November 2019
 filename:WOD_20191115.VS

Traffic Flow

Friday, 15 November 2019

Cotter Rd, Detectors: 1-2

	00:	01:	02:	03:	04:	05:	06:	07:	08:	09:	10:	11:
:15	3	3	0	3	7	17	61	161	416	226	85	66
:30	4	2	7	1	3	22	90	248	404	209	103	79
:45	4	4	2	2	16	45	124	336	349	135	75	95
:60	2	7	5	1	13	55	152	384	273	125	86	101
Hourly Total	13	16	14	7	39	139	427	1129	1442	695	349	341

AM Total: 4611 AM peak 1553 07:45 - 08:45

	12:	13:	14:	15:	16:	17:	18:	19:	20:	21:	22:	23:
:15	92	90	60	79	72	99	73	64	26	20	26	11
:30	109	76	60	147	103	104	97	68	38	26	21	20
:45	88	86	89	99	100	90	81	47	34	23	21	16
:60	118	73	94	105	98	84	62	47	21	20	19	6
Hourly Total	407	325	303	430	373	377	313	226	119	89	87	53

PM Total: 3102 PM peak 430 15:00 - 16:00

Daily Total 7713

Dudley St southbound, Detector: 3

	00:	01:	02:	03:	04:	05:	06:	07:	08:	09:	10:	11:
:15	8	4	2	1	0	3	13	31	42	71	60	63
:30	4	1	1	0	0	4	13	23	48	51	74	55
:45	1	0	0	0	2	14	14	42	52	54	61	62
:60	2	1	3	0	2	10	19	47	73	57	63	63
Hourly Total	15	6	6	1	4	31	59	143	215	233	258	243

AM Total: 1214 AM peak 261 10:15 - 11:15

	12:	13:	14:	15:	16:	17:	18:	19:	20:	21:	22:	23:
:15	85	79	81	123	134	186	89	37	29	16	11	16
:30	93	75	81	144	126	188	66	48	29	33	13	6
:45	65	82	102	142	163	121	51	40	27	24	13	6
:60	78	84	91	120	134	89	49	57	37	17	7	7
Hourly Total	321	320	355	529	557	584	255	182	122	90	44	35

PM Total: 3394 PM peak 671 16:30 - 17:30

Daily Total 4608

Dudley St northbound, Detector: 4

From: [Garner, Jeff](#)
To: [McHugh, Ben](#)
Cc: [Virtue, Geoff](#); [Marshall, Ken](#)
Subject: FW: Chris Steel media release: Congestion reduced for Weston Creek and Molonglo with changes to Adelaide Avenue
Date: Friday, 17 January 2020 9:36:00 AM
Attachments: [image002.png](#)
[image001.png](#)

UNCLASSIFIED

Hi Ben,

Are there any drawings/maps we could send to the Weston Creek Community Council of the Adelaide Ave works?

I sent the video but they have asked for more detail of merging etc.

Thank you,
Jeff

Jeff Garner | Senior Communications Officer |

Phone 02 6207 1422 | Jeff.Garner@act.gov.au

Communications and Engagement | Transport Canberra and City Services | **ACT Government**

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Connected services for the people of Canberra

From: Tom Anderson [REDACTED]@msn.com>

Sent: Friday, 17 January 2020 9:11 AM

To: Garner, Jeff <Jeff.Garner@act.gov.au>

Subject: Re: Chris Steel media release: Congestion reduced for Weston Creek and Molonglo with changes to Adelaide Avenue

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Thanks

tom

From: Garner, Jeff <Jeff.Garner@act.gov.au>

Sent: Thursday, 16 January 2020 10:19 AM

To: [REDACTED]@msn.com [REDACTED]@msn.com>

Subject: FW: Chris Steel media release: Congestion reduced for Weston Creek and Molonglo with changes to Adelaide Avenue

UNCLASSIFIED

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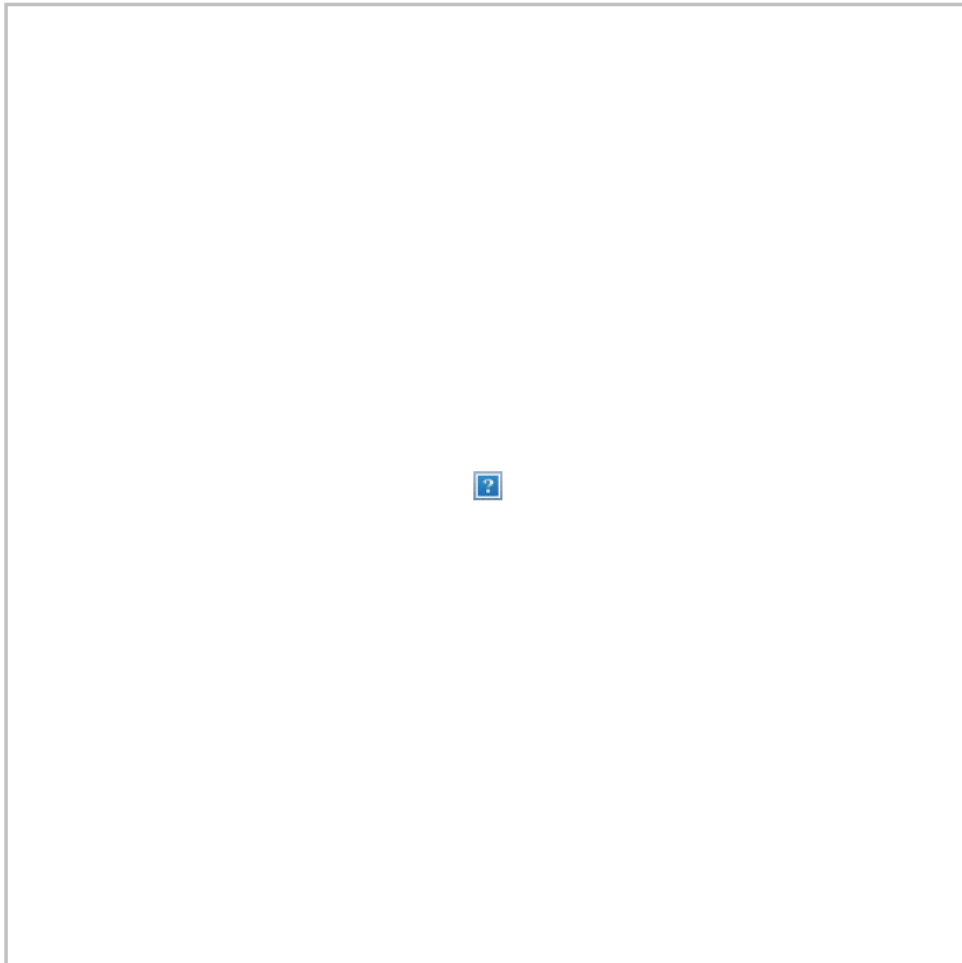


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ACT Legislative Assembly

Phone (02) 6205 1470

Email:

steel@act.gov.au



@ChrisSteelMLA



chrissteellabor



chrissteelmla

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From: [McHugh, Ben](#)
To: [Garner, Jeff](#)
Cc: [Virtue, Geoff](#); [Marshall, Ken](#); [Hubbard, Benjamin](#)
Subject: RE: Chris Steel media release: Congestion reduced for Weston Creek and Molonglo with changes to Adelaide Avenue
Date: Friday, 17 January 2020 9:41:24 AM
Attachments: [image001.png](#)

UNCLASSIFIED

Hi Jeff,

Ben Hubbard will have a final copy of the Traffic Control Devices plans that reflect the lane changes.

Perhaps we can share this?

Regards

Ben

From: Garner, Jeff <Jeff.Garner@act.gov.au>
Sent: Friday, 17 January 2020 9:37 AM
To: McHugh, Ben <Ben.McHugh@act.gov.au>
Cc: Virtue, Geoff <Geoff.Virtue@act.gov.au>; Marshall, Ken <Ken.Marshall@act.gov.au>
Subject: FW: Chris Steel media release: Congestion reduced for Weston Creek and Molonglo with changes to Adelaide Avenue

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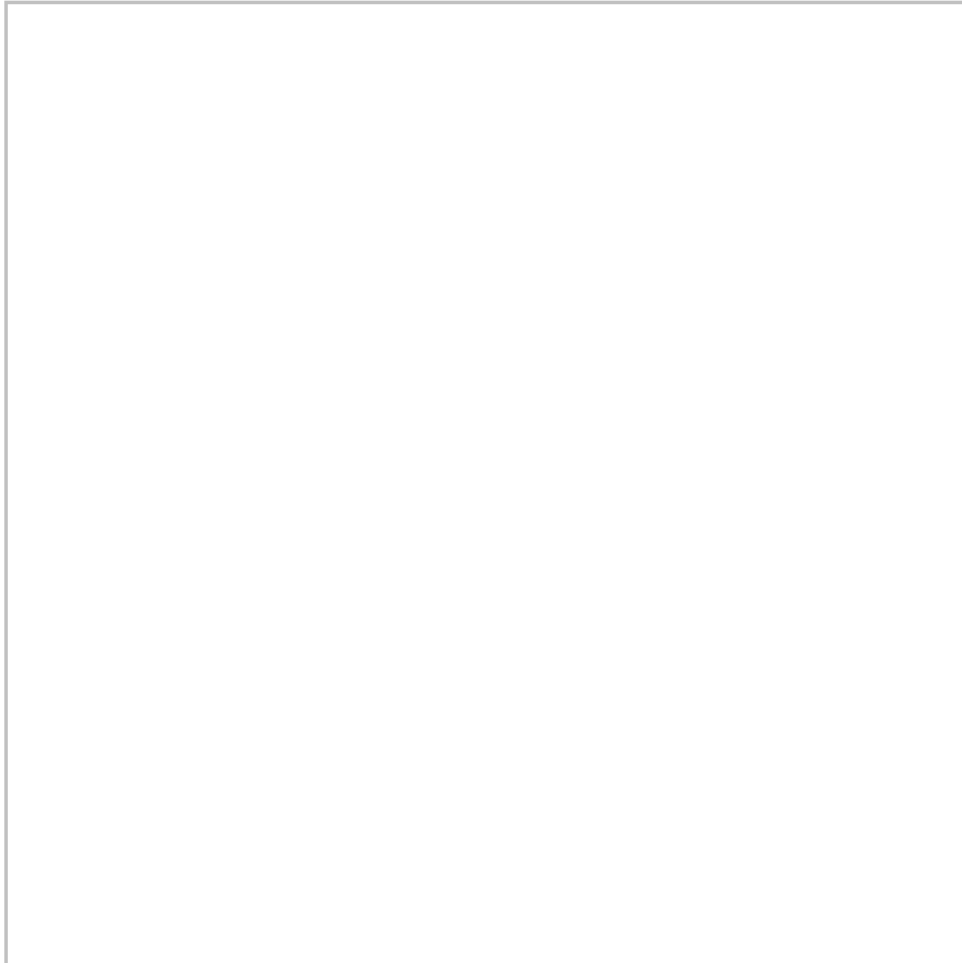
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From: [Paluri, Rama](#)
To: [Maher, Colin](#)
Subject: FW: WVCC Media Release - Loss of 1.3km of the dedicated bus lane on Adelaide Avenue and diminished safety for cyclists [SEC=UNCLASSIFIED, DLM=For-Official-Use-Only]
Date: Monday, 20 January 2020 12:23:00 PM
Attachments: [image001.png](#)
[PT_Bus_operation.pdf](#)
[image004.jpg](#)

From: Paluri, Rama
Sent: Monday, 20 January 2020 12:18 PM
To: Pincombe, Neil <Neil.Pincombe@act.gov.au>
Cc: Hubbard, Benjamin <Benjamin.Hubbard@act.gov.au>; Marshall, Ken <Ken.Marshall@act.gov.au>
Subject: RE: WVCC Media Release - Loss of 1.3km of the dedicated bus lane on Adelaide Avenue and diminished safety for cyclists [SEC=UNCLASSIFIED, DLM=For-Official-Use-Only]

Good afternoon Neil,

PT Bus operation

Please see the graphs in the attached. As shown:

- With the T2 lane removed, the PT Bus operation on Yarra Glen – Adelaide Ave city bound will remain the same to the existing operation. In the proposed option, it is anticipated that the travel speed will marginally drop by 2-5 km/h and delay increased only 2-5 sec.
- Whereas on Cotter Road, a significant improvement is expected on PT bus operation. Due to the improved traffic conditions, this option is anticipating a travel delay from 8 min to 1 min, and the travel speed increase from crawling speed (3-15 km/h) to 45-65 km/h. So, the total travel times on Cotter Road b/w Lady Denman Dr and Adelaide Ave are expected to decrease by 7 minutes.

Pre Vs Post completion check

This is a great idea and I strongly recommend to undertake this comparison study. However, as we do not have appropriate traffic sensors to record the travel speeds, and traffic flows, I would recommend installing Metro Tube counts on Adelaide Avenue and Cotter Road ramp sections. As part of the modelling study, I have obtained 2018 metro counts from other sources. So we can use this to compare with 'post completion' data.

To your specific question, we do not have any Bluetooth sensors on Adelaide Ave.

Cyclist Operation

Once again as mentioned, throughout the study the modelling has been focused purely on general traffic and public transit operation, and did not undertake cyclist activity near the ramp merge. However, from the traffic simulation we can deduct the impact on the bicycle operation.

Please see the video link, which shows a 10-min real-time traffic simulation (b/w 08:30-08:40am) on Cotter Road b/w Dudley St signalised intersection and Adelaide Ave. From the simulation, whenever the Dudley St traffic receives a green phase, Cotter Road traffic is forced to stop at this intersection. Due to the 'interrupted traffic flow,' it seems a 10-15 second traffic gap (approx.) is forming on Cotter Rd down at the cycle-lane crossing, at every 2 minute cycle time interval.

Conclusion:

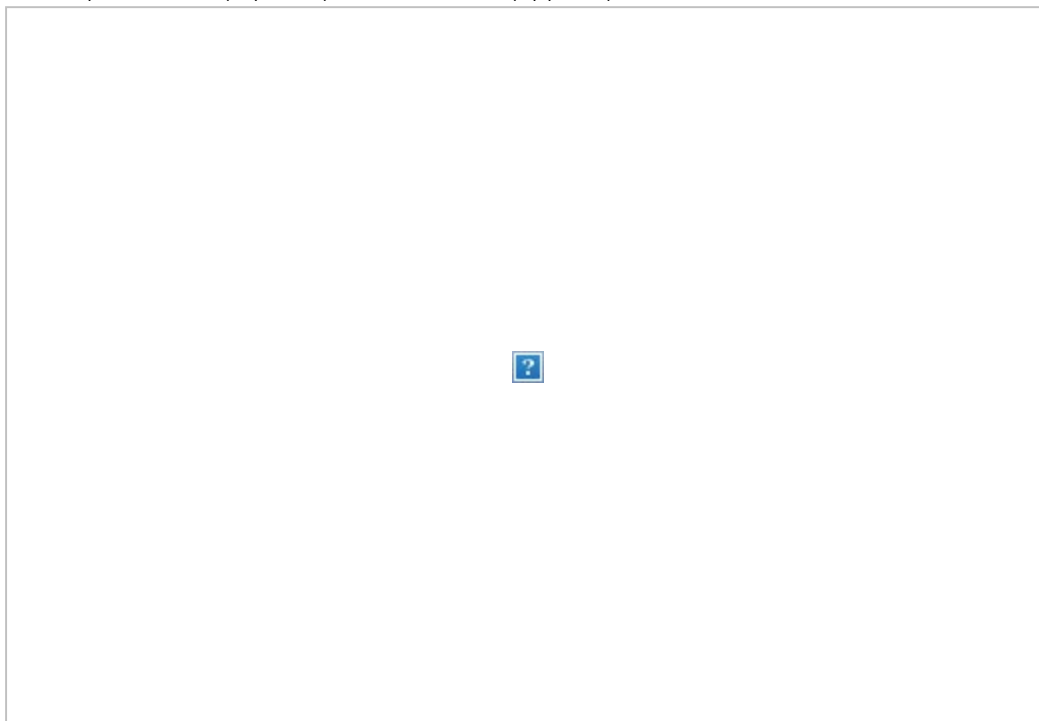
Considering that cyclist have to cross a 4.2m lane width and a slower travelling speed of 5km/h, it will take 3-4 sec (approx.) to cross the road. So based on the constant traffic interruptions on Cotter Road (at 2 min intervals) and the subsequent traffic gaps of 10-15 sec, it appears that the cyclists may likely to find safer gaps within the Cotter Road traffic, to cross the road. However, please note that this conclusion is purely from traffic operation point of view, but not from the road safety. With the improve traffic flow conditions on Cotter Road and limited cyclist refuge space (3.85m) in an 80km/h road speed environment, this may present challenges to the cyclists. Therefore, it is recommended to consider undertaking a road safety study to investigate and improve the bi-cycle operation.

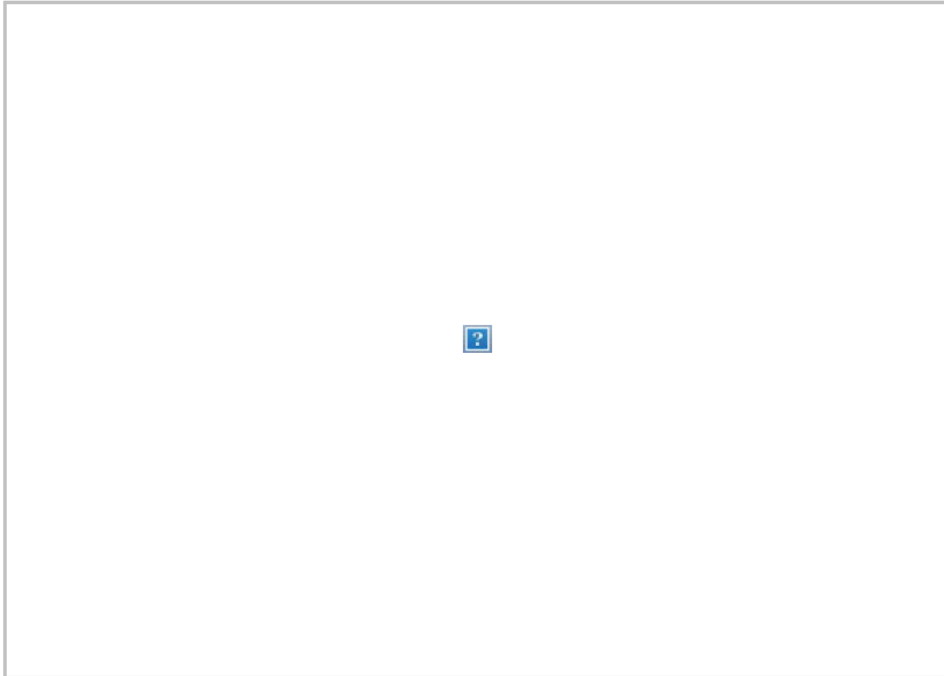
Hope this helps. For discussions, please let me know.

Video link:

https://drive.google.com/file/d/1U2Lh6vx5axXA7hpPrAPKF5uMdKW_JAND/view

Figure 1: SCATS Traffic Signals operation at Cotter Rd/ Dudley St intersection – Dudley St is receiving 24 sec phase time (B phase) out of 120 sec (approx.).





Hope this helps.

Regards

Rama Paluri | Traffic Signals Engineer

Phone 02 6207 1420 | Email: Rama.Paluri@act.gov.au

Traffic Management and Safety | Transport Canberra and City Services Directorate | ACT Government

496 Northbourne Ave, Dickson | GPO Box 158 Canberra ACT 2602 | www.act.gov.au

From: Pincombe, Neil

Sent: Monday, 20 January 2020 9:32 AM

To: Paluri, Rama <Rama.Paluri@act.gov.au>

Cc: Hubbard, Benjamin <Benjamin.Hubbard@act.gov.au>; Marshall, Ken <Ken.Marshall@act.gov.au>

Subject: RE: WVCC Media Release - Loss of 1.3km of the dedicated bus lane on Adelaide Avenue and diminished safety for cyclists

UNOFFICIAL

Morning Rama,

Please see the email exchange below, from Ben McHugh. Could you look into and respond via myself / Ben H and Ken in the first instance on:

- Can I please get some stats from the modelling on the reduction in travel time for bus patrons (busses) on both Adelaide avenue and Cotter Road to show the wider benefits for PT.
- Also, I'm not sure how we do this, but a pre-existing validation and post completion check of benefits would be useful, to counter these arguments, and given the potential benefits for

Adelaide Avenue through traffic in the kerbside lane which is impacted by the existing merge.
(Do we have any Bluetooth detectors or other sensors in the area that could help with the monitoring, or should we see if we can get some in now?)

Also, just to confirm our conversation on Friday, could you also look into:

- The gap created by the signals on the Cotter Road slip, particularly in relation to the cyclists that will be crossing the slip lane (from Adelaide Avenue on the slip lane on road cycle lane) and what opportunities there will be for cyclists to cross

As this has already been announced, and the news articles and being generated now, could you review this as soon as practicable.

Regards,
Neil

From: McHugh, Ben <Ben.McHugh@act.gov.au>
Sent: Monday, 20 January 2020 8:45 AM
To: Marshall, Ken <Ken.Marshall@act.gov.au>
Cc: Pincombe, Neil <Neil.Pincombe@act.gov.au>; Hubbard, Benjamin <Benjamin.Hubbard@act.gov.au>
Subject: FW: WVCC Media Release - Loss of 1.3km of the dedicated bus lane on Adelaide Avenue and diminished safety for cyclists

UNOFFICIAL

Cheers Neil,

Can I please get some stats from the modelling on the reduction in travel time for bus patrons (busses) on both Adelaide avenue and Cotter Road to show the wider benefits for PT.
Also, I think I measured about 750m of lost bus lane, not 1.3km. Confirmation of this would be great.

Also, I'm not sure how we do this, but a pre-existing validation and post completion check of benefits would be useful, to counter these arguments, and given the potential benefits for Adelaide Avenue through traffic in the kerbside lane which is impacted by the existing merge.

Thanks

Ben

From: Pincombe, Neil <Neil.Pincombe@act.gov.au>
Sent: Monday, 20 January 2020 8:38 AM
To: Marshall, Ken <Ken.Marshall@act.gov.au>; Hubbard, Benjamin <Benjamin.Hubbard@act.gov.au>; McHugh, Ben <Ben.McHugh@act.gov.au>
Subject: FW: WVCC Media Release - Loss of 1.3km of the dedicated bus lane on Adelaide Avenue and diminished safety for cyclists

UNOFFICIAL

Morning,

I'm on the WVCC distribution list, from a prior meeting, and received this today.
I'm guessing you may also be on the list, but copied as an FYI – just in case.

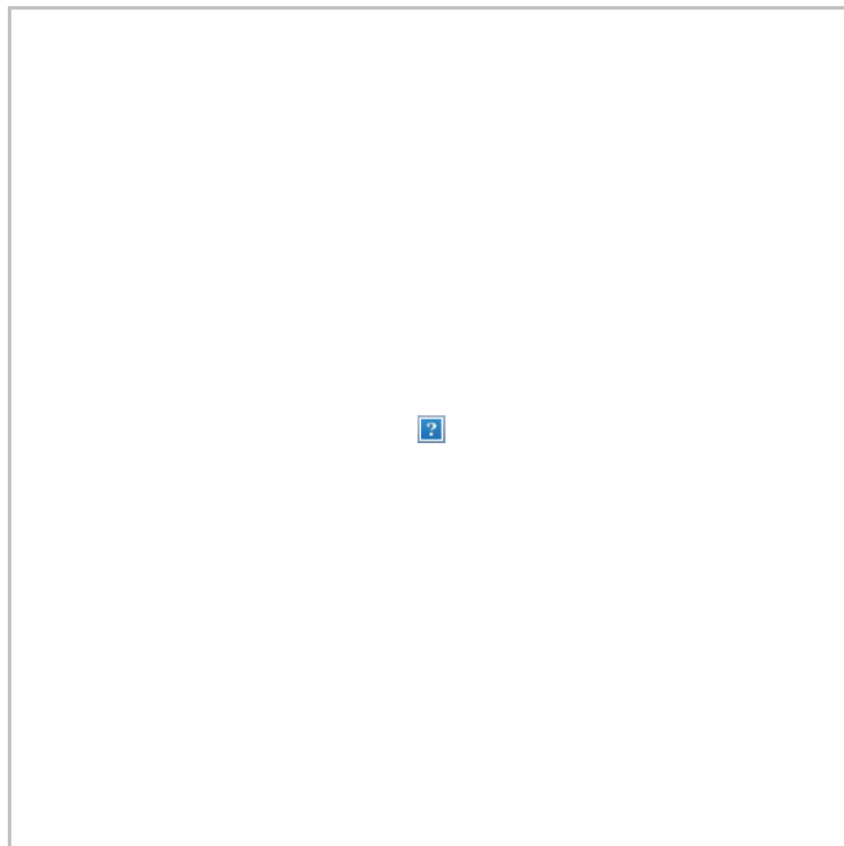
Regards,
Neil

From: President WVCC <president@wvcc.org.au>

Sent: Monday, 20 January 2020 8:33 AM

To: Pincombe, Neil <Neil.Pincombe@act.gov.au>

Subject: WVCC Media Release - Loss of 1.3km of the dedicated bus lane on Adelaide Avenue and diminished safety for cyclists



MEDIA RELEASE

20 January 2020

Loss of the dedicated bus lane on Adelaide Avenue and diminished safety for cyclists

Key points

- The removal of 1.3km of dedicated bus lane on Adelaide Avenue will increase public transport travel times from Woden and Tuggeranong as buses merge with peak hour traffic
- Cyclists will be required to cross fast moving traffic on the arterial road diminishing safety
- The decision is at odds with ACT Government policy which seeks to increase both rapid bus patronage and active travel and reduce car use and emissions
- The WVCC is concerned about the lack of consultation and asks the Government to discuss alternative options with the community

The WVCC appreciates the improved travel times for commuters from Weston Creek and Molonglo from a dedicated lane entering Adelaide Avenue from the Cotter Road, however we have some concerns.

Adelaide Avenue is a major arterial road with a long standing dedicated bus lane providing rapid express services between Woden and the City.

The removal of 1.3km of the dedicated bus lane will force buses to merge with peak hour traffic leading to reduced reliability of travel times. This is at odds with the ACT Government's 2018 Moving Canberra Transport policy and their Climate Change Strategy 2019-25 which seek to increase both public transport and active travel and reduce car use. After 2020, transport is expected to be the biggest contributor of emissions in the ACT.

We are deeply concerned about the safety of cyclists who will be required to cross the new dedicated lane that allows traffic to flow at higher speeds onto Adelaide Avenue. We support the concerns of Pedal Power ACT that little regard has been shown for active travellers.

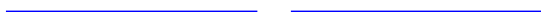
The lack of consultation and transparency is also concerning. We ask the ACT Government to consult with the community about options to provide safe active travel paths to the City and about options to maintain the rapid transit lane from Woden to the City.

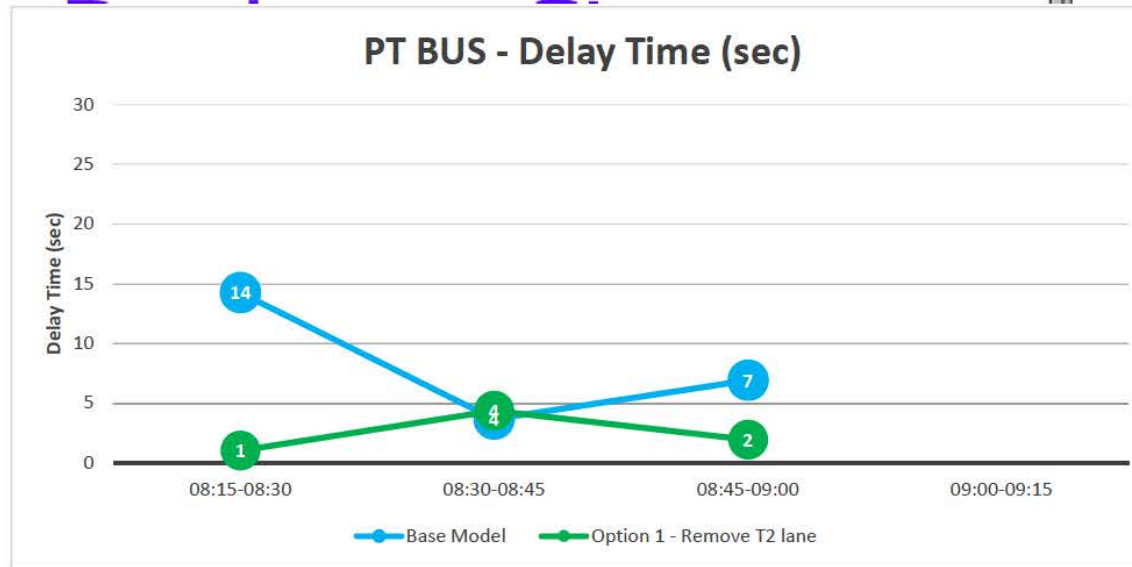
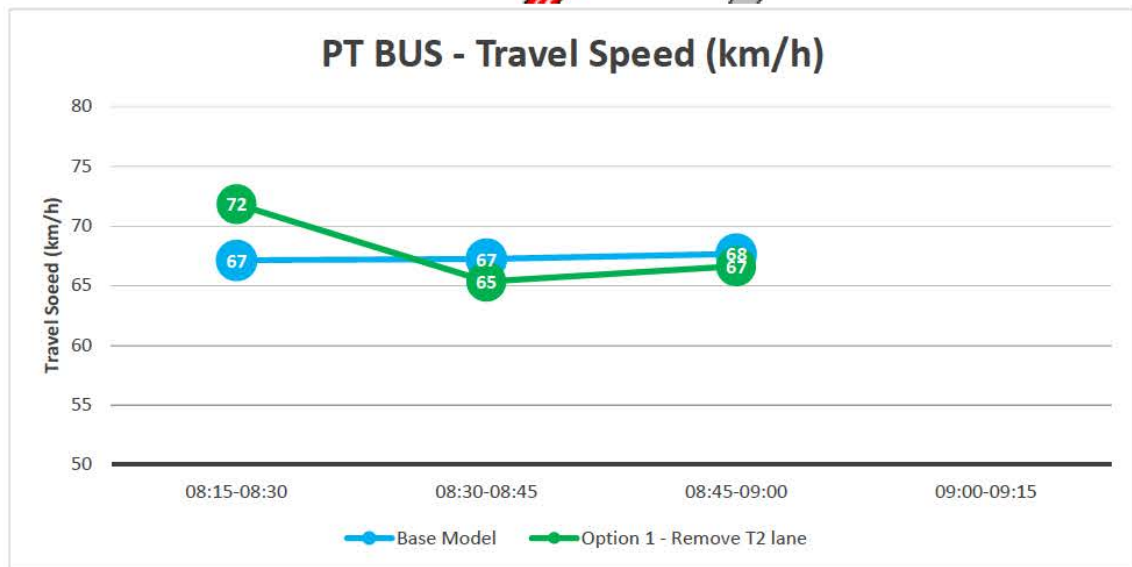
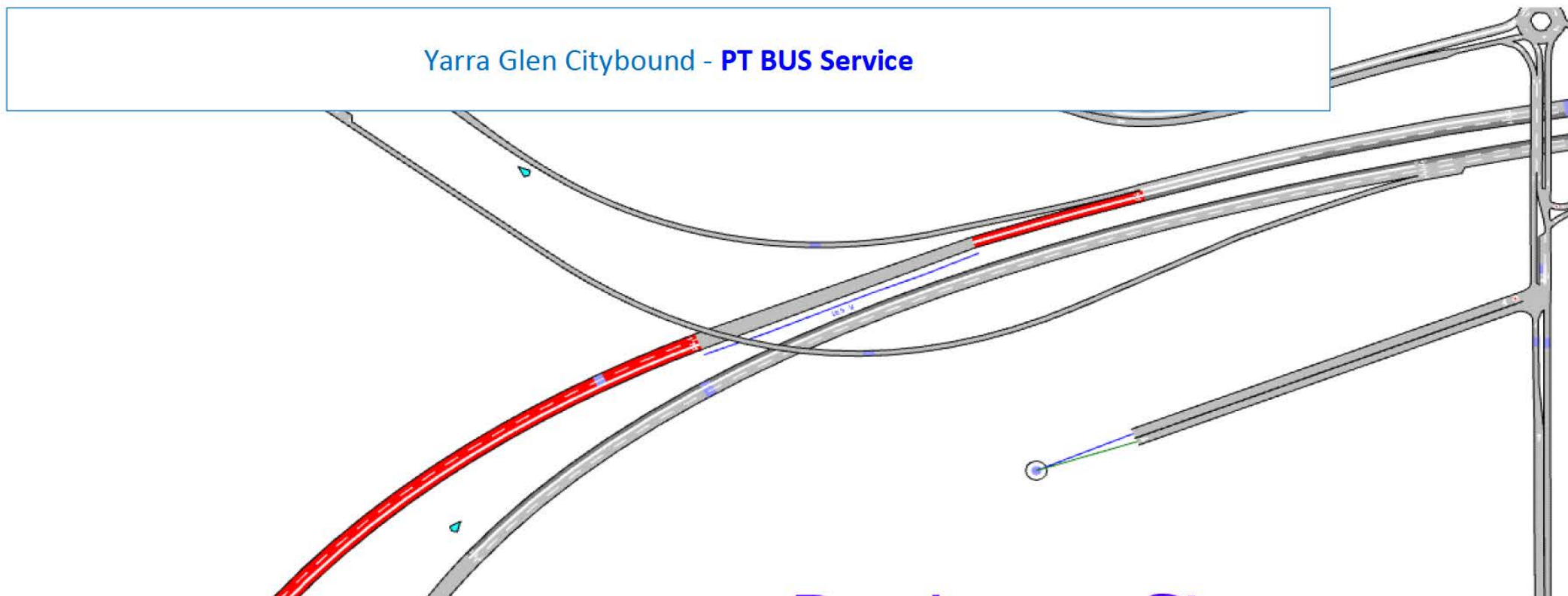
The 2019-20 bushfire season has highlighted the urgency of taking action to reduce greenhouse gas emissions - this announcement appears to be a backward step in this regard.

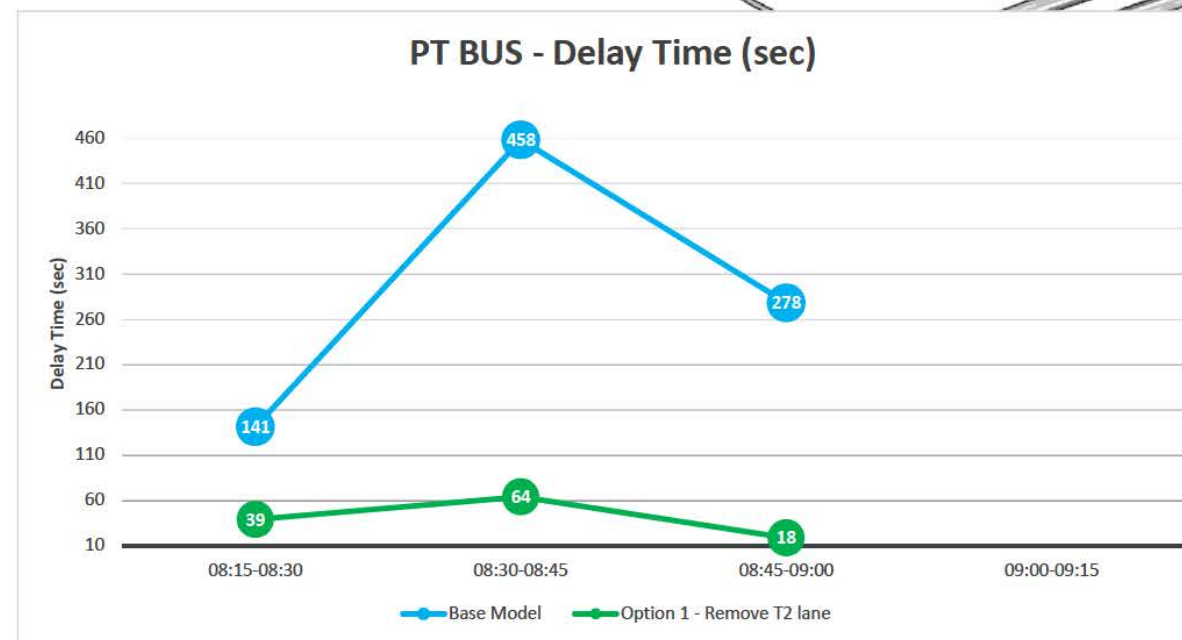
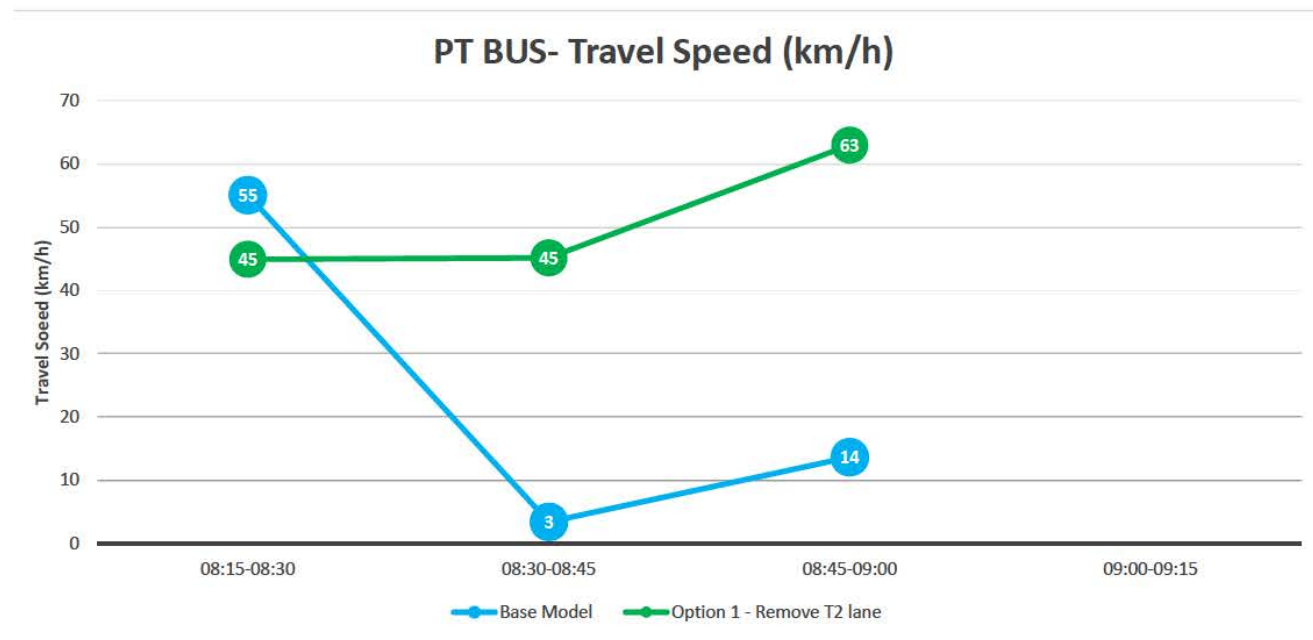
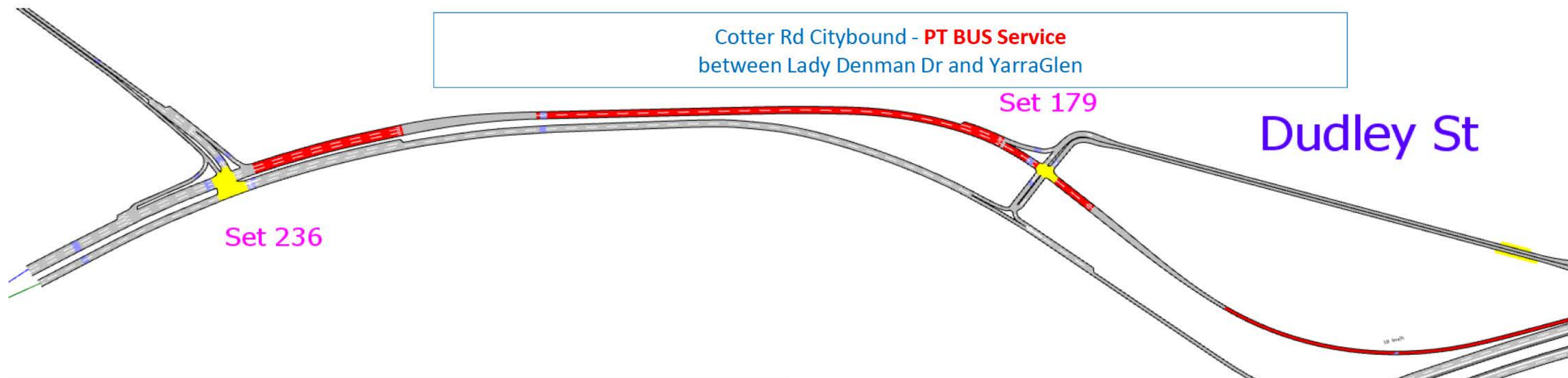
The video link shows the effectiveness of the rapid transit lane on Adelaide Avenue, from the Cotter Road. <https://www.facebook.com/WodenValleyCommunityCouncil/videos/2047455685286899/>

For enquiries please contact Fiona Carrick at president@wvcc.org.au









From: [Maher, Colin](#)
To: [McHugh, Ben](#); [Bowdery, John](#)
Cc: [Marshall, Ken](#); [Pincombe, Neil](#); [Paluri, Rama](#); [Potapowicz, Pawel](#)
Subject: RE: Pedal Power - Minister Steel briefing tomorrow
Date: Monday, 20 January 2020 6:07:47 PM
Attachments: [City-Tuggeranong cycle route.jpg](#)

UNOFFICIAL

Ben and John,

Background for min meeting with PP:

Data on existing usage:

Adelaide Ave carries bike traffic volumes of about 500 per day and there have been two reported cyclist crashes on the Cotter off ramp in the past 7 years (both in 2015). Both crashes resulted in property damage only. The cyclist severity map is up to date with the latest reported crashes.

Avg weekday bike traffic northbound at the Cotter Ave on ramp (estimated from surveys at other locations on Cotter Rd): 220

Estimated 8-9am peak hour volume (21% of weekday total from the bike barometer): 46, however this could be up to 60 during the summer

Suggested way forward:

Pedal Power has forwarded a complaint that *nobody commuting along that road ever stops at the intersection and crosses to the cycle lane on the other side of the road... all the riders just ride the dotted white merging lane until it re-joins the cycle path (despite the fact that there is no designated lane)*. I'm assuming this means that, although there aren't many gaps, that faster cyclists can negotiate the space with drivers under congested conditions. In practice, I don't think the risks would be much different off peak, although the approaching traffic speeds would be higher. During the am peak, there would be a change in bike lane/on ramp merging behaviour due to less congestion and higher speeds from the Cotter Rd ramp.

Rama has informed me that the on ramp traffic would be relatively free flowing, but platooning from the Dudley St signals would result in about a 10-15 sec safe gap within the 2 min cycle. Based on the cyclists volumes, I would anticipate that an average of 1-2 people cycling would arrive during each cycle and need to slow or stop to wait for a safe gap. We'll need to monitor this once school returns to see how it is actually performing. A video survey would be helpful.

My suggestion is that the message is that there are changed conditions and people using the bike lane during the am peak anticipate the need to wait for a safe gap and people using the bike lane at all times should anticipate higher speeds for drivers entering from Cotter Rd. I've discussed with Neil reviewing the existing signage, considering temp signage advising drivers and cyclists of the change and considering storage of cyclists waiting to find a safe gap.

Parallel path improvements:

I've attached part of the cycle map showing the City-Tuggeranong cycle route (C4). Although the route currently deviates from Adelaide Ave to follow Yarralumla Creek and the Lake, the longer-term strategy is to provide a separated cycleway on Adelaide Ave to provide a more direct connection to the City and the Parliamentary Zone. Subject to feasibility and LRT constraints, the

cycleway would likely be located either along the southern verge or within the median.

To improve the current City-Tuggeranong cycle route, the following upgrades are planned:

- Installing City-Tuggeranong cycle route wayfinding signage this year as part of the Cycling Network Improvements program
- Priority crossing at Weston St, Yarralumla (along Yarralumla Creek)
- The Kent St/Novar St project is replacing the roundabout at Dudley St with a signalised crossing (note this is a safety improvement, but unlikely to improve convenience)

- [REDACTED]
- [REDACTED]

Thanks,
Colin

From: McHugh, Ben <Ben.McHugh@act.gov.au>
Sent: Monday, 20 January 2020 12:08 PM
To: Maher, Colin <Colin.Maher@act.gov.au>; Hubbard, Benjamin <Benjamin.Hubbard@act.gov.au>
Cc: Marshall, Ken <Ken.Marshall@act.gov.au>; Bowdery, John <John.Bowdery@act.gov.au>
Subject: Pedal Power - Minister Steel briefing tomorrow

UNOFFICIAL

Hi Colin, Ben,

Ahead of tomorrow's Minister Steel meeting with PP (He has requested I attend also), is it possible to have advice on cyclist volumes on Adelaide Avenue?
Also, doe the old cyclist crash map get updated? Can we see crash volumes at interchanges on Adelaide Avenue involving cyclists?

Also, just need to be able to present to the minster beforehand the off road link between City and Woden for his memory.

Any assistance would be appreciated.

Thanks

Ben

From: [Maher, Colin](#)
To: [McHugh, Ben](#); [Pincombe, Neil](#)
Cc: [Paluri, Rama](#); [Marshall, Ken](#)
Subject: RE: Cotter Rd Adelaide Ave
Date: Tuesday, 21 January 2020 1:51:31 PM
Attachments: [image002.jpg](#)

UNCLASSIFIED

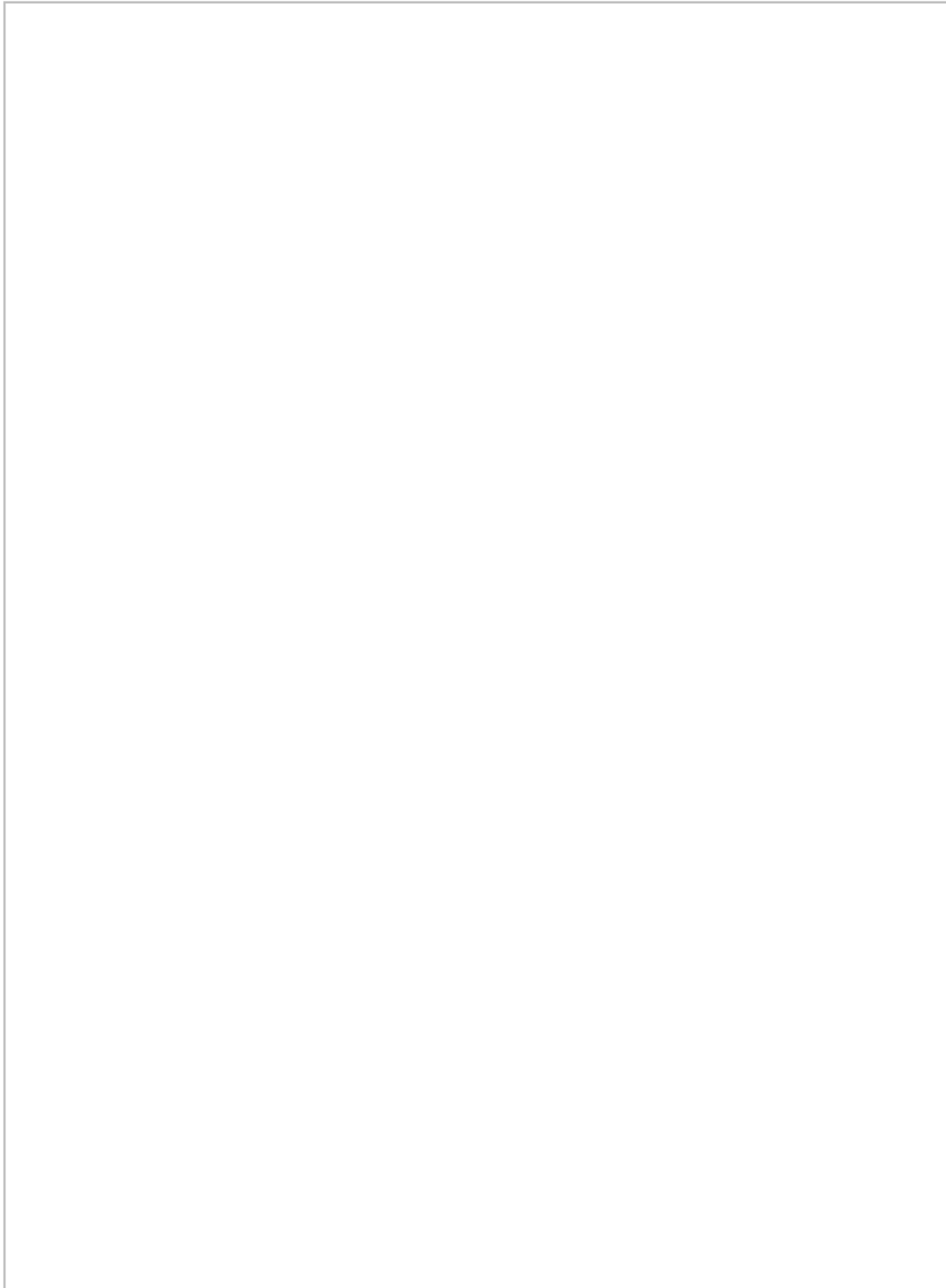
Neil,

Might want to review the proposed linemarking to ensure it's consistent with AGRD Part 4C (below). I think it's missing the chevrons, currently.

Some of the regulatory signs – particularly the newer ones installed by LRT – are so big they become visual barrier. I'll get a photo one installed at the Phillip Ave recently.

I don't know if we'll get a realistic understanding of how it operates until school goes back.

Colin



From: McHugh, Ben <Ben.McHugh@act.gov.au>
Sent: Tuesday, 21 January 2020 1:28 PM
To: Pincombe, Neil <Neil.Pincombe@act.gov.au>; Maher, Colin <Colin.Maher@act.gov.au>
Cc: Paluri, Rama <Rama.Paluri@act.gov.au>; Marshall, Ken <Ken.Marshall@act.gov.au>
Subject: Re: Cotter Rd Adelaide Ave

Thanks Neil,

I did mention to PP this morning we have hundreds of these ramp crossings arrangements for cyclists across the city, not that I suggested they were the safest design in our standards.

When PP come in to review the modelling, we should be prepared to discuss the various design options for on ramps on major arterial roads, of which there are a couple of different ones on Adelaide Avenue at present.

Regards

Ben

Get [Outlook for iOS](#)

From: Pincombe, Neil <Neil.Pincombe@act.gov.au>

Sent: Tuesday, January 21, 2020 1:00:49 PM

To: McHugh, Ben <Ben.McHugh@act.gov.au>; Maher, Colin <Colin.Maher@act.gov.au>

Cc: Paluri, Rama <Rama.Paluri@act.gov.au>; Marshall, Ken <Ken.Marshall@act.gov.au>

Subject: RE: Cotter Rd Adelaide Ave

UNCLASSIFIED

Hi all,

I just came back from Fyshwick, and thought I saw several similar examples of that proposed for the cycle crossing on Cotter Road / Adelaide Avenue – which I thought I'd share with you to see what you think:

- Monaro Highway On Ramp (from Dairy Road), Fyshwick: There is a sign indicating that cyclists on the Monaro Highway should cross over the slip lane, and there is a dedicated crossing lane through the median island / nosing. Vehicles are picking up speed to merge into traffic on the Monaro Highway, however vehicles are travelling uphill on the ramp and so are unlikely to be travelling at the 90kph posted speed limit past the cycle crossing?
- Parkes Way On Ramp (from Kings Avenue), Russell: There is a sign indicating that cyclists on Parkes Way should cross over the slip lane, and there is a dedicated crossing lane indicated by line marking. Vehicles are picking up speed to merge into traffic onto Parkes Way and are travelling downhill so vehicle speeds are likely to be heading towards the 80kph speed limit past the cycle crossing?
- The Parkes Way On Ramp (from Edinburgh Avenue), Acton is another example but within a 90kph speed limit.

The main issue with these comparisons, is that these on-ramps are shorter in length and so the 'unknown' factor in the comparison is what actual speeds vehicles travel past these cycle crossing locations. These crossings also have gaps created by signals, but the signals are located much closer to the cycle crossing location – but it might be useful to understand how these operate currently?

Regards, Neil

From: McHugh, Ben <Ben.McHugh@act.gov.au>
Sent: Tuesday, 21 January 2020 12:25 PM
To: Maher, Colin <Colin.Maher@act.gov.au>
Cc: Pincombe, Neil <Neil.Pincombe@act.gov.au>; Paluri, Rama <Rama.Paluri@act.gov.au>
Subject: Re: Cotter Rd Adelaide Ave

Hi Colin,

Meeting went well, their biggest issue was the surprise at lack of consultation. I'll cop that.

I agreed to invite them in for a demonstration.

If possible we should add cyclists to the model beforehand and review the available gaps.

We should also be prepared to share with them off road solutions in a little more detail to ensure the discussion is valuable.

Thanks

Ben

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From: Maher, Colin <Colin.Maher@act.gov.au>
Sent: Tuesday, January 21, 2020 11:59:18 AM
To: McHugh, Ben <Ben.McHugh@act.gov.au>
Cc: Pincombe, Neil <Neil.Pincombe@act.gov.au>; Paluri, Rama <Rama.Paluri@act.gov.au>
Subject: FW: Cotter Rd Adelaide Ave

UNCLASSIFIED

Ben,

Following the minister/PP mtg, can you confirm how we're going to respond to PP's request to see the modelling?

I don't know how you export a visualisation from Aimsum... probably easiest to invite them to sit around a computer to watch and discuss.

Thanks,
Colin

From: Ohehir, Megan <Megan.Ohehir@act.gov.au>**On Behalf Of** Bowdery, John
Sent: Tuesday, 21 January 2020 11:25 AM
To: Maher, Colin <Colin.Maher@act.gov.au>; Napier, Anne <Anne.Napier@act.gov.au>
Subject: FW: Cotter Rd Adelaide Ave

From: Ian Ross <executiveofficer@pedalpower.org.au>
Sent: Friday, 17 January 2020 10:51 AM
To: Bowdery, John <John.Bowdery@act.gov.au>
Subject: RE: Cotter Rd Adelaide Ave

John.

Also, could you please request that ACT Roads to send through a copy of the traffic modelling for this change in road treatment so that we can see how cycling impact was considered.

Our Advocacy team are discussing preparing an FOI for this.. but I thought it might be easier for us to approach this with a direct request.

Ian

From: Ian Ross
Sent: Friday, 17 January 2020 10:46 AM
To: 'Bowdery, John' <John.Bowdery@act.gov.au>
Subject: FW: Cotter Rd Adelaide Ave

John

Here are our suggestions for improving the Adelaide avenue crossing for people riding bikes across

the obvious issue is that in peak periods the Cotter road traffic will be travelling at up to 80 where people cycling will be crossing. Currently it invariably has to go much slower in order to merge. The current difficult crossing point for cycling will be much more difficult and dangerous.

Solutions

1: reducing the speed to 60 between the Dudley Street traffic lights and after the cycling crossing point. This could be justified on the basis that the road narrows from 2 lanes to one and the high volume of peak hour traffic as well its imminent danger to people cycling. If the Cotter road traffic does not need to merge as it does now, it does not need to accelerate up to 80 as quickly or as close to the cycle crossing point.

There are plenty of places where speed limits change for short sections, e.g. schools. A fixed speed camera and police monitoring will also need to be installed to reinforce the need to slow. Otherwise people just won't from 80 down to 60 for this short stretch.

2: Another option would involve some innovative use of the Dudley Street traffic lights. Currently the safest way to cross the slip Lane is to wait for the Dudley Street lights to turn red and for the traffic to clear. Using some creative technology, a press button or sensor could detect people cycling on Adelaide Avenue and triggers a red light for Cotter road traffic.

I've enclosed some shots of the current approach to Adelaide Avenue from Dudley Street.

Cheers

Ian

From: [Mehta, Jayesh](#)
To: [Islam, Shahidul](#)
Cc: [Pincombe, Neil](#)
Subject: FW: Different options for T2 Land modification on Adelaide Avenue [SEC=UNCLASSIFIED]
Date: Tuesday, 28 January 2020 11:53:00 AM
Attachments: [TC-599878 Merge Option 4-Layout1.pdf](#)
[TC-599878 Merge Option 1 Current-Layout1.pdf](#)
[TC-599878 Merge Option 2-Layout1.pdf](#)
[TC-599878 Merge Option 3-Layout1.pdf](#)
[image001.png](#)

UNCLASSIFIED

Hi Shahidul,

Thanks for your email.

I think In Merge Option-3 we don't need Gated Merge Right signs.

We need only merge Right signs on Hopeton Cr Ramp.

We don't need Merge right Signs on Adelaide Avenue if you wish we just provide Merge Left signs or don't provide any signs on Adelaide Av. This is my personal view.

Kind Regards,
Jayesh

From: Islam, Shahidul <Shahidul.Islam@act.gov.au>
Sent: Tuesday, 28 January 2020 11:11 AM
To: Pincombe, Neil <Neil.Pincombe@act.gov.au>
Cc: Mehta, Jayesh <Jayesh.Mehta@act.gov.au>
Subject: Different options for T2 Land modification on Adelaide Avenue [SEC=UNCLASSIFIED]

Hi Neil,

As discussed, we have designed (schematic) four different options for T2 Lane modification on Adelaide Avenue.

Please find the attached schematic design documents.

It is noted that

- sign are indicative only; and
- drawings are Not to Scale.

Kind regards,

Shahidul Islam | PhD, MSc Engg BSc Engg | MIEAust

Investigation and Drafting Officer

Traffic Management and Safety | Roads ACT | Transport Canberra and City Services | ACT Government

T 02 6205 8097 | E shahidul.islam@act.gov.au

496 Northbourne Avenue, Dickson | GPO 158 Canberra ACT2601 | www.act.gov.au



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 *Please consider the environment before printing this email. If printing is necessary, print double-sided and black and white.*

From: McHugh, Ben
Sent: Tuesday, 28 January 2020 3:06 PM
To: Maher, Colin; Paluri, Rama
Cc: Marshall, Ken; Pincombe, Neil; Hubbard, Benjamin
Subject: Re: Cotter Rd Adelaide Ave - bicycle lane operation modelling [SEC=UNCLASSIFIED, DLM=For-Official-Use-Only]

We will need to make some adjustments to the model before showing PP.
The queuing of bikes doesn't look like what I would expect to see.

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From: Maher, Colin <Colin.Maher@act.gov.au>
Sent: Tuesday, January 28, 2020 3:03:18 PM
To: McHugh, Ben <Ben.McHugh@act.gov.au>; Paluri, Rama <Rama.Paluri@act.gov.au>
Cc: Marshall, Ken <Ken.Marshall@act.gov.au>; Pincombe, Neil <Neil.Pincombe@act.gov.au>; Hubbard, Benjamin <Benjamin.Hubbard@act.gov.au>
Subject: RE: Cotter Rd Adelaide Ave - bicycle lane operation modelling [SEC=UNCLASSIFIED, DLM=For-Official-Use-Only]

UNCLASSIFIED For-Official-Use-Only

Has a meeting been set up with Pedal Power to discuss the modelling?

Colin

From: McHugh, Ben <Ben.McHugh@act.gov.au>
Sent: Wednesday, 22 January 2020 5:12 PM
To: Paluri, Rama <Rama.Paluri@act.gov.au>; Maher, Colin <Colin.Maher@act.gov.au>
Cc: Marshall, Ken <Ken.Marshall@act.gov.au>; Pincombe, Neil <Neil.Pincombe@act.gov.au>; Hubbard, Benjamin <Benjamin.Hubbard@act.gov.au>
Subject: RE: Cotter Rd Adelaide Ave - bicycle lane operation modelling [SEC=UNCLASSIFIED, DLM=For-Official-Use-Only]

UNCLASSIFIED For-Official-Use-Only

Thanks Rama,

Great work as usual.

This is more than enough for now. We can discuss the details after you get back.

Regards

Ben

From: Paluri, Rama <Rama.Paluri@act.gov.au>
Sent: Wednesday, 22 January 2020 4:19 PM
To: Maher, Colin <Colin.Maher@act.gov.au>; McHugh, Ben <Ben.McHugh@act.gov.au>
Cc: Marshall, Ken <Ken.Marshall@act.gov.au>; Pincombe, Neil <Neil.Pincombe@act.gov.au>; Hubbard, Benjamin <Benjamin.Hubbard@act.gov.au>
Subject: RE: Cotter Rd Adelaide Ave - bicycle lane operation modelling [SEC=UNCLASSIFIED, DLM=For-Official-Use-Only]

Colin,

Thanks for your comments. Below are the key inputs and assumptions considered for the bicycle modelling:

- As we do not aware of existing traffic data, a traffic flow of 220 bicycles per hour are considered in the model.
- As AIMSUN cannot model cycle platoon behaviour properly (such as gathering as bunches at crossing locations, or travelling side by side and so on), a dual lane is created on the entry and exit side of ramp-crossing section. This is to form two cycles side-by-side and cross at a time. Any further increment to the no. of lanes in an attempt to make multiple cycles to cross at a time may cause unrealistic behaviour. Therefore, the crossing has been limited to two cycles at a time.
- The input parameters associated to 'bicycle' (such as acceleration rate, give-way, deceleration, dimensions) are considered from the FHWA technical publication ([Characteristics of Emerging Road Users and Their Safety, FHWA 2004](#)) and few Cycle online forums.
- Accordingly these parameters are included in the model and fine-tuned as part of the model calibration.

With the ongoing emphasis on the Active Travel component, and the increasing integrated ped/ cyclist projects, I think it is a good idea to start considering in the modelling projects. But having said that, the data availability is the key issue. As this is fundamental requirement for any technical analysis, perhaps that is the first thing we should start looking into.

Regards
Rama Paluri

From: Maher, Colin
Sent: Wednesday, 22 January 2020 3:49 PM
To: Paluri, Rama <Rama.Paluri@act.gov.au>; McHugh, Ben <Ben.McHugh@act.gov.au>
Cc: Marshall, Ken <Ken.Marshall@act.gov.au>; Pincombe, Neil <Neil.Pincombe@act.gov.au>
Subject: RE: Cotter Rd Adelaide Ave - bicycle lane operation modelling [SEC=UNCLASSIFIED, DLM=For-Official-Use-Only]

UNCLASSIFIED For-Official-Use-Only

Rama,

Thanks for pulling this together – good to know that it's feasible. As discussed, can you document the inputs, assumptions and how those are incorporated in the simulation? Let's be very clear that this is an initial run of trying to incorporate cyclists into the simulation, it represents the peak of the peak (i.e. worst case) and we'll need to observe / record actual operations and incorporate learnings into future simulations.

Really keen to see how we can use our existing tools for modelling cycling operations for future projects. I'm hopeful that PP will see the value in that, too.

Thanks,
Colin

From: Paluri, Rama <Rama.Paluri@act.gov.au>
Sent: Wednesday, 22 January 2020 3:37 PM
To: McHugh, Ben <Ben.McHugh@act.gov.au>
Cc: Marshall, Ken <Ken.Marshall@act.gov.au>; Maher, Colin <Colin.Maher@act.gov.au>; Pincombe, Neil <Neil.Pincombe@act.gov.au>
Subject: RE: Cotter Rd Adelaide Ave - bicycle lane operation modelling [SEC=UNCLASSIFIED, DLM=For-Official-Use-Only]

Gents,

Any comments on the modelling work? As I mentioned earlier, I will be taking flexi next two days. So if you wish to discuss or need any additional info, please let me know.

Regards
Rama

From: Paluri, Rama
Sent: Wednesday, 22 January 2020 12:47 PM
To: McHugh, Ben <Ben.McHugh@act.gov.au>
Cc: Marshall, Ken <Ken.Marshall@act.gov.au>; Maher, Colin <Colin.Maher@act.gov.au>; Pincombe, Neil <Neil.Pincombe@act.gov.au>
Subject: Cotter Rd Adelaide Ave - bicycle lane operation modelling [SEC=UNCLASSIFIED, DLM=For-Official-Use-Only]

Good morning Ben,

Following to advise, I have modelled the cyclist interaction at the Cotter Rd on-ramp. Please see web link to see the simulation.

https://drive.google.com/file/d/1Lm7OrygGjuYwMJOH1GFo5gVorELaDB_G/view

Overall, the modelling shows the cyclists should be able to find safer gaps. Key summary on the bicycle operation is as below:

- Stopped Delays: During the peak of period (08:15-08:30am), the cyclists likely to experience delays up to 3 min. From then, the delay is expected to reduce steadily to 1-1.5 min. For details, see **Figure 1** below.
- Maximum Queues: During the peak of period, a maximum queue of 14 bicycles is expected. From then, this will be reduced 3-7 vehicles (see **Figure 2**).

Technical Note:

Please note that, unlike rest of the vehicle types (car, HVs, bus) the AIMSUN software do not have 'bicycle' vehicle by default. So, I have gone through tech publications and obtained parameters (such as acceleration, deceleration, give-way and so on), and then calibrated bicycle operation based on the visual simulation. So, please consider the bicycle simulation this model not as a full-proof, but rather a rudimentary analysis.

Figure 1: Stopping Delay experienced by cyclists at Cotter Rd on-ramp

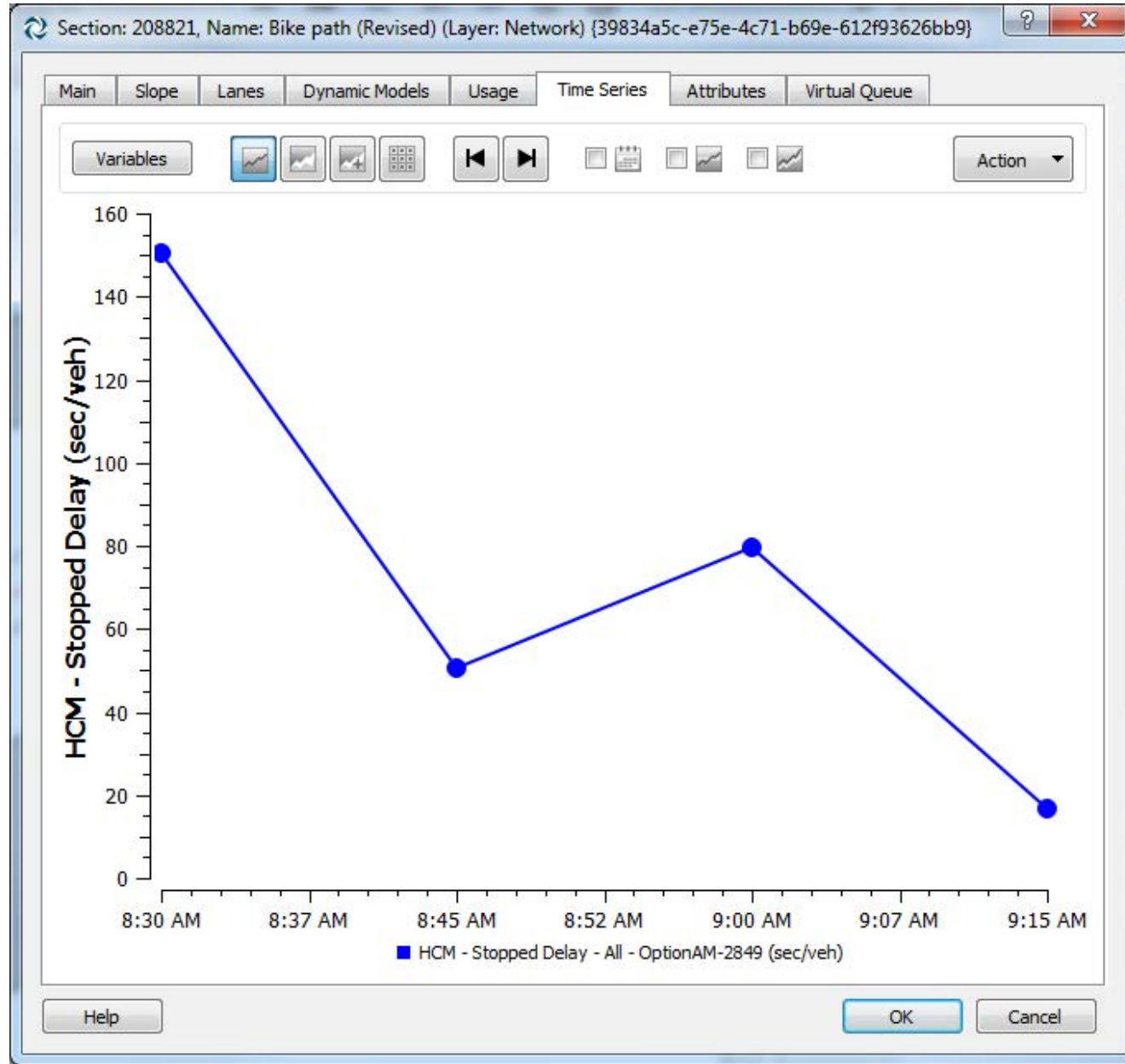
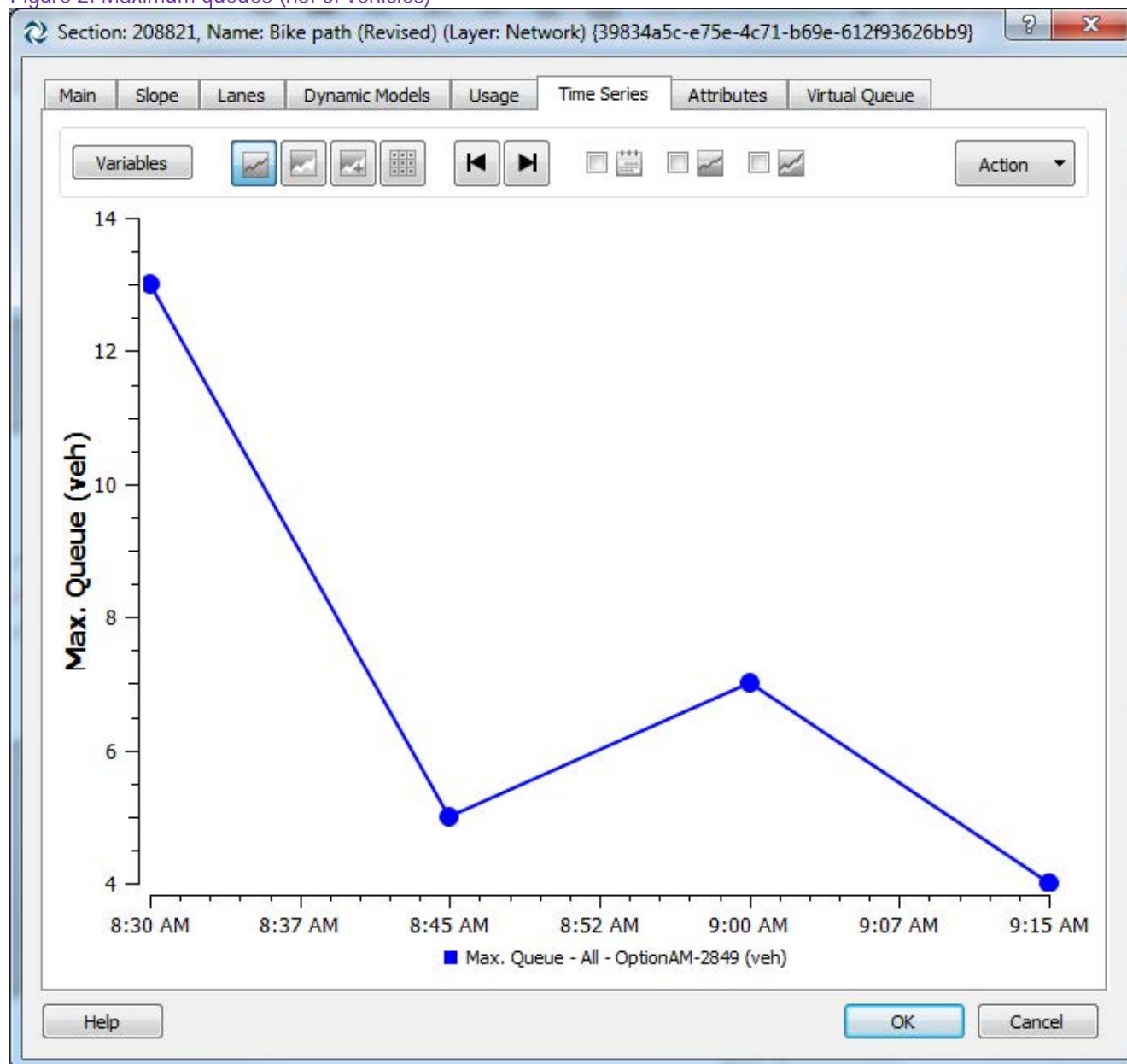


Figure 2: Maximum queues (no. of vehicles)



For discussions, please let me know.

Regards
Rama Paluri

From: McHugh, Ben
Sent: Tuesday, 21 January 2020 2:39 PM
To: Paluri, Rama <Rama.Paluri@act.gov.au>
Cc: Marshall, Ken <Ken.Marshall@act.gov.au>; Maher, Colin <Colin.Maher@act.gov.au>; Pincombe, Neil <Neil.Pincombe@act.gov.au>
Subject: Re: Cotter Rd Adelaide Ave - Any further modelling work? [SEC=UNCLASSIFIED]

Let's see if we can achieve it, and if it's too complicated we can defer Pedal Powers discussion until we are confident we can present the model demonstrating the gaps.

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From: Paluri, Rama <Rama.Paluri@act.gov.au>
Sent: Tuesday, January 21, 2020 2:36:33 PM
To: McHugh, Ben <Ben.McHugh@act.gov.au>
Cc: Marshall, Ken <Ken.Marshall@act.gov.au>; Maher, Colin <Colin.Maher@act.gov.au>; Pincombe, Neil <Neil.Pincombe@act.gov.au>
Subject: Re: Cotter Rd Adelaide Ave - Any further modelling work? [SEC=UNCLASSIFIED]

Hi Ben,
I never did the cyclist modelling before, but I can give a try. Please let me know.

Regards
Rama

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From: McHugh, Ben <Ben.McHugh@act.gov.au>
Sent: Tuesday, January 21, 2020 2:34:07 PM
To: Paluri, Rama <Rama.Paluri@act.gov.au>
Cc: Marshall, Ken <Ken.Marshall@act.gov.au>; Maher, Colin <Colin.Maher@act.gov.au>; Pincombe, Neil <Neil.Pincombe@act.gov.au>
Subject: Re: Cotter Rd Adelaide Ave - Any further modelling work? [SEC=UNCLASSIFIED]

Hi Rama,

Are you able to feed the 220 cyclists northbound into the model easily?


Regards

ben

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From: Paluri, Rama <Rama.Paluri@act.gov.au>
Sent: Tuesday, January 21, 2020 2:11:38 PM
To: McHugh, Ben <Ben.McHugh@act.gov.au>
Cc: Marshall, Ken <Ken.Marshall@act.gov.au>; Maher, Colin <Colin.Maher@act.gov.au>; Pincombe, Neil <Neil.Pincombe@act.gov.au>
Subject: RE: Cotter Rd Adelaide Ave - Any further modelling work? [SEC=UNCLASSIFIED]

Ben,

. So, if you need any urgent modelling work to be done, please let me know so I can commence and complete it tomorrow.

Regards
Rama

From: McHugh, Ben
Sent: Tuesday, 21 January 2020 1:28 PM
To: Pincombe, Neil <Neil.Pincombe@act.gov.au>; Maher, Colin <Colin.Maher@act.gov.au>
Cc: Paluri, Rama <Rama.Paluri@act.gov.au>; Marshall, Ken <Ken.Marshall@act.gov.au>
Subject: Re: Cotter Rd Adelaide Ave

Thanks Neil,

I did mention to PP this morning we have hundreds of these ramp crossings arrangements for cyclists across the city, not that I suggested they were the safest design in our standards.

When PP come in to review the modelling, we should be prepared to discuss the various design options for on ramps on major arterial roads, of which there are a couple of different ones on Adelaide Avenue at present.

Regards

Ben

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From: Pincombe, Neil <Neil.Pincombe@act.gov.au>
Sent: Tuesday, January 21, 2020 1:00:49 PM

To: McHugh, Ben <Ben.McHugh@act.gov.au>; Maher, Colin <Colin.Maher@act.gov.au>
Cc: Paluri, Rama <Rama.Paluri@act.gov.au>; Marshall, Ken <Ken.Marshall@act.gov.au>
Subject: RE: Cotter Rd Adelaide Ave

UNCLASSIFIED

Hi all,

I just came back from Fyshwick, and thought I saw several similar examples of that proposed for the cycle crossing on Cotter Road / Adelaide Avenue – which I thought I'd share with you to see what you think:

- Monaro Highway On Ramp (from Dairy Road), Fyshwick: There is a sign indicating that cyclists on the Monaro Highway should cross over the slip lane, and there is a dedicated crossing lane through the median island / nosing. Vehicles are picking up speed to merge into traffic on the Monaro Highway, however vehicles are travelling uphill on the ramp and so are unlikely to be travelling at the 90kph posted speed limit past the cycle crossing?
- Parkes Way On Ramp (from Kings Avenue), Russell: There is a sign indicating that cyclists on Parkes Way should cross over the slip lane, and there is a dedicated crossing lane indicated by line marking. Vehicles are picking up speed to merge into traffic onto Parkes Way and are travelling downhill so vehicle speeds are likely to be heading towards the 80kph speed limit past the cycle crossing?
- The Parkes Way On Ramp (from Edinburgh Avenue), Acton is another example but within a 90kph speed limit.

The main issue with these comparisons, is that these on-ramps are shorter in length and so the 'unknown' factor in the comparison is what actual speeds vehicles travel past these cycle crossing locations. These crossings also have gaps created by signals, but the signals are located much closer to the cycle crossing location – but it might be useful to understand how these operate currently?

Regards, Neil

From: McHugh, Ben <Ben.McHugh@act.gov.au>
Sent: Tuesday, 21 January 2020 12:25 PM
To: Maher, Colin <Colin.Maher@act.gov.au>
Cc: Pincombe, Neil <Neil.Pincombe@act.gov.au>; Paluri, Rama <Rama.Paluri@act.gov.au>
Subject: Re: Cotter Rd Adelaide Ave

Hi Colin,

Meeting went well, their biggest issue was the surprise at lack of consultation. I'll cop that.

I agreed to invite them in for a demonstration.
If possible we should add cyclists to the model beforehand and review the available gaps.

We should also be prepared to share with them off road solutions in a little more detail to ensure the discussion is valuable.

Thanks

Ben

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From: Maher, Colin <Colin.Maher@act.gov.au>
Sent: Tuesday, January 21, 2020 11:59:18 AM
To: McHugh, Ben <Ben.McHugh@act.gov.au>
Cc: Pincombe, Neil <Neil.Pincombe@act.gov.au>; Paluri, Rama <Rama.Paluri@act.gov.au>
Subject: FW: Cotter Rd Adelaide Ave

UNCLASSIFIED

Ben,

Following the minister/PP mtg, can you confirm how we're going to respond to PP's request to see the modelling?
I don't know how you export a visualisation from Aimsum... probably easiest to invite them to sit around a computer to watch and discuss.

Thanks,
Colin

From: Ohehir, Megan <Megan.Ohehir@act.gov.au> **On Behalf Of** Bowdery, John
Sent: Tuesday, 21 January 2020 11:25 AM
To: Maher, Colin <Colin.Maher@act.gov.au>; Napier, Anne <Anne.Napier@act.gov.au>
Subject: FW: Cotter Rd Adelaide Ave

From: Ian Ross <executiveofficer@pedalpower.org.au>
Sent: Friday, 17 January 2020 10:51 AM
To: Bowdery, John <John.Bowdery@act.gov.au>
Subject: RE: Cotter Rd Adelaide Ave

John.
Also, could you please request that ACT Roads to send through a copy of the traffic modelling for this change in road treatment so that we can see how cycling impact was considered.
Our Advocacy team are discussing preparing an FOI for this.. but I thought it might be easier for us to approach this with a direct request.

Ian

From: Ian Ross
Sent: Friday, 17 January 2020 10:46 AM
To: 'Bowdery, John' <John.Bowdery@act.gov.au>
Subject: FW: Cotter Rd Adelaide Ave

John

Here are our suggestions for improving the Adelaide avenue crossing for people riding bikes across

the obvious issue is that in peak periods the Cotter road traffic will be travelling at up to 80 where people cycling will be crossing. Currently it invariably has to go much slower in order to merge. The current difficult crossing point for cycling will be much more difficult and dangerous.

Solutions

1: reducing the speed to 60 between the Dudley Street traffic lights and after the cycling crossing point. This could be justified on the basis that the road narrows from 2 lanes to one and the high volume of peak hour traffic as well its imminent danger to people cycling. If the Cotter road traffic does not need to merge as it does now, it does not need to accelerate up to 80 as quickly or as close to the cycle crossing point.

There are plenty of places where speed limits change for short sections, e.g. schools. A fixed speed camera and police monitoring will also need to be installed to reinforce the need to slow. Otherwise people just won't from 80 down to 60 for this short stretch.

2: Another option would involve some innovative use of the Dudley Street traffic lights. Currently the safest way to cross the slip Lane is to wait for the Dudley Street lights to turn red and for the traffic to clear. Using some creative technology, a press button or sensor could detect people cycling on Adelaide Avenue and triggers a red light for Cotter road traffic.

I've enclosed some shots of the current approach to Adelaide Avenue from Dudley Street.

Cheers

Ian

From: [Paluri, Rama](#)
To: [McHugh, Ben](#); [Hubbard, Benjamin](#)
Cc: [Marshall, Ken](#); [Pincombe, Neil](#)
Subject: Cotter Road on-ramp - bicycle crossing - revised [SEC=UNOFFICIAL]
Date: Thursday, 30 January 2020 3:51:00 PM
Attachments: [image005.png](#)
[image006.jpg](#)
[Morning_Cotter Rd continuous on-ramp_and_Cycle lane \(0815-0850\)_Based on....obr](#)

Gents,

Based on the traffic counts, I have revised the mode I with 60 bicycles. Please see Objective link attached and click/ download "*Morning_Cotter Rd continuous on-ramp_and_Cycle lane (0815-0850)_Based on traffic counts_VIDEO.wbm*", which should open in the web browser.

The simulation shows that a majority the cyclist should be to able cross the on-ramp section without any major delays. For discussions, please let me know.

Regards
Rama Paluri

From: Hubbard, Benjamin
Sent: Thursday, 30 January 2020 2:22 PM
To: Paluri, Rama <Rama.Paluri@act.gov.au>
Subject: FW: Modelling for Cotter Road

UNOFFICIAL

Are you across this?

Cheers Ben

From: McHugh, Ben <Ben.McHugh@act.gov.au>
Sent: Thursday, 30 January 2020 2:15 PM
To: Bowdery, John <John.Bowdery@act.gov.au>; Hubbard, Benjamin <Benjamin.Hubbard@act.gov.au>
Cc: Maher, Colin <Colin.Maher@act.gov.au>; Marshall, Ken <Ken.Marshall@act.gov.au>
Subject: RE: Modelling for Cotter Road

UNOFFICIAL

Hi Ben,

Has Rama had a chance to update the model which includes cyclists?
If so, can we book in a time early next week to run through the various modelling outputs with them?
Monday morning works for me.

Thanks

Ben

From: Bowdery, John <John.Bowdery@act.gov.au>
Sent: Thursday, 30 January 2020 1:35 PM
To: Hubbard, Benjamin <Benjamin.Hubbard@act.gov.au>
Cc: Maher, Colin <Colin.Maher@act.gov.au>; McHugh, Ben <Ben.McHugh@act.gov.au>
Subject: RE: Modelling for Cotter Road

UNOFFICIAL

Hi Ben,

Any update on this please? Pedal Power have followed up with me again today and are starting to get frustrated.

Thanks,

John

John Bowdery | Executive Branch Manager, Strategic Policy and Customer
Mobile: [REDACTED] | Phone: 02 620 78467 | Email: john.bowdery@act.gov.au
Transport Canberra and City Services | ACT Government
496 Northbourne Ave, DICKSON | GPO Box 158 Canberra ACT 2601
www.act.gov.au | www.tccs.act.gov.au | [@tccs_act](https://twitter.com/tccs_act)



From: McHugh, Ben <Ben.McHugh@act.gov.au>
Sent: Thursday, 23 January 2020 3:25 PM
To: Bowdery, John <John.Bowdery@act.gov.au>; Hubbard, Benjamin <Benjamin.Hubbard@act.gov.au>
Subject: FW: Modelling for Cotter Road

UNOFFICIAL

Hi John,

We will need Rama from Roads ACT to be available for this presentation, which might mean that this needs to be later in the week.

Ben, Do you know when Rama is back in the office?

Regards

Ben

From: Ian Ross <[REDACTED]@pedalpower.org.au>
Sent: Thursday, 23 January 2020 2:57 PM
To: Bowdery, John <John.Bowdery@act.gov.au>
Cc: McHugh, Ben <Ben.McHugh@act.gov.au>
Subject: Modelling for Cotter Road

Good Afternoon John

I am just following up from our meeting with Minister Steel on Tuesday to set up a meeting to review the traffic modelling for the Yarra Glen / Cotter Road intersection changes.

As the changes are imminent it would be good to arrange a time in the next week or so.. Can you let me know what time best suits you.

Kind regards

Ian Ross | CEO

Pedal Power ACT

Ph [REDACTED] or [REDACTED]

Level 2 Griffin Centre, 20 Genge Street, Canberra City ACT | GPO Box 581, Canberra ACT, 2601

www.pedalpower.org.au

Signature Block



From: [McHugh, Ben](#)
To: [Ian Ross](#); [Maher, Colin](#)
Cc: [John Widdup](#); [Hubbard, Benjamin](#); [Pincombe, Neil](#)
Subject: RE: Cotter Road+Yarra Glen
Date: Thursday, 6 February 2020 8:19:00 AM
Attachments: [image001.jpg](#)

UNOFFICIAL

Hi Ian,

Thank you for sharing these notes.
Please see my comments below **in blue** for completeness.

Regards

Ben

From: Ian Ross <[REDACTED]@pedalpower.org.au>
Sent: Monday, 3 February 2020 2:57 PM
To: McHugh, Ben <Ben.McHugh@act.gov.au>; Maher, Colin <Colin.Maher@act.gov.au>
Cc: [REDACTED]@widdup.net>
Subject: Cotter Road+Yarra Glen

Hi Ben, Thanks for organising the meeting to review the data modelling today
Here are my notes from our meeting today.. please advise if this needs to be edited

Lane treatment

- The resurfacing of Yarra Glen has now occurred.
- Temporary line marking for the new traffic arrangements is now in place, and permanent line marking will occur in due course – **BM RESPONSE – One final layer of Asphalt will be applied followed by the final line marking.**

Modelling

- TCCS have recently started using new technology that allows better use of traffic data for congestion modelling. **BM RESPONSE – started using in house staff to do the modelling rather than consultants. This allows us to quickly turnaround technical modelling assessments of proposals with having to go outside of the organisation.**
- TCCS begun modelling the impact of changing the Cotter/Yarra glen lanes 12-18 months ago
- TCCS modelling showed that changing the cotter road ramp from a merge lane to a dedicated lane on Yarra Glen will significantly reduce congestion on Cotter Road and Dudley street at the cost of slight slowing of traffic on Yarra Glen at the bus lane merge point.
- TCCS acknowledge that consultation should have occurred earlier. TCCS advise that the decision to effect the changes in lanes happened rapidly taking advantage of the fact that Yarra Glen was already being resurfaced.
- The modelling had not originally considered the impact on people cycling, but this work

has now been done.

- The modelling assumes that people riding bikes along Yarra Glen will stop at the Cotter Road ramp intersection and wait until it is safe to cross.
- The modelling allows 15 seconds for bike riders to cross cotter road from a standing stop at the intersection..
- The modelling shows that the new traffic arrangements will mean that at peak times (8am-845am) vehicles will be traveling significantly faster down the ramp, but that there will also be longer breaks in the traffic caused by the Dudley street intersection. And during these breaks people riding bikes can cross. The maximum time people are likely to wait is the 2 minutes it takes for the lights to cycle. **BM RESPONSE – The maximum time cyclists are likely to wait is around 45 seconds. The entire cycle time of the traffic signals is around 2 minutes.**
- outside of peak periods TCCS do not believe the new lane will not impact cycling, as people who judge that is safe to do so are able to continue cycling along Yarra glen and cross over the Cotter Road ramp when they judge there is a break **BM RESPONSE – TCCS evaluations confirmed that the conditions cyclists may encounter at this ramp crossing is similar to the existing conditions outside of the peak period.**
- TCCS have not assessed the impact of the new traffic arrangements on cycle commute time. **BM RESPONSE – Based on observations at the site prior to the arrangements being installed, for cyclists who used the formal crossing, travel time delays will be minimal. For cyclists who informally crossed following the edge line and merge line there may be some increased travel times if they use the formal crossing now. Like and intersection, the impacts will be determined by when you arrive at the crossing, and the alignment with the gaps in traffic created by the traffic signals.**

Risks

Pedal Powers is concerned that:

- Riders may not be aware of the new arrangements.. and particularly that the Cotter Ramp traffic is now traveling significantly faster. **BM RESPONSE – The physical arrangements for cyclists has not changed, however the potential speed of cars on the ramp during the peak hour has increased. Warning signage will be installed to inform cyclists of this, and to encourage them to choose safe gaps in traffic to cross the ramp.**
- That riders may put themselves at risk if they become impatient in awaiting a break in traffic flow during peak periods. This is particularly an issue if they are not aware that there will be breaks in the traffic caused by the Dudley street lights. **BM RESPONSE – As with any scenario, if a rider or driver for that matter chooses to take a risk, they will increase their chances of having a crash. In this instance, TCCS believe based on the ,modelling and observations on site that there will be sufficient gaps in traffic for riders to be able to cross safely.**

Immediate steps

- TCCS are today placing temporary traffic signs warning riders of the new arrangements **BM RESPONSE – Neil Pincombe to confirm when this sign has been or will be installed.**
- TCCS will today develop written alerts for people who cycle on Yarra Glen about the new arrangements which will be distributed broadly including to all the BAG members. **BM RESPONSE – Ben Hubbard to share this communication advice for distribution to PP and other clubs via the BAG mail out.**
- TCCS will place signs on Yarra Glen on the northbound on-road cycle lane for people riding

bikes north on Yarra Glen advising them to stop and wait for breaks in traffic, and that the lights on Dudley street which will create periodic breaks in traffic.

- TCCS will monitor traffic flow at this intersection including that of riders.

Ben, when you put out the alert, please provide information about where people can provide feedback about problems they experience. Particularly if the traffic flow causes long periods without breaks for riders to cross

I assume that you want people to use Fix my Street? **BM RESPONSE – Yes please. If issues are forwarded directly to you, please feel free to pass them on for our consideration.**

Pedal Power would appreciate some feedback of the monitoring you conduct on traffic flow at this intersection, particularly as it affects riders.. and any feedback from riders you receive.. maybe this can occur through BAG? Could you also bring some advice to BAG if there are other major changes you are currently modelling that might impact on-road cycling or for people using cycle paths. **BM RESPONSE –An update at BAG with a short presentation is appropriate. I will ask Ken to consider this for the next agenda.**

Ian Ross | CEO

Pedal Power ACT

Ph: [REDACTED] or [REDACTED]

Level 2 Griffin Centre, 20 Genge Street, Canberra City ACT | GPO Box 581, Canberra ACT, 2601

www.pedalpower.org.au

Signature Block



From: [McHugh, Ben](#)
To: [Riley, Renee](#)
Subject: RE: Adelaide Ave Our Canberra article
Date: Friday, 7 February 2020 8:28:00 AM
Attachments: [image001.png](#)

UNCLASSIFIED

Thanks Renee,

Can we please include a line similar to this.

Cyclists will have safe gaps in the traffic to cross the Cotter Road ramp.

Thanks

Ben

From: Riley, Renee <Renee.Riley@act.gov.au>
Sent: Thursday, 6 February 2020 4:08 PM
To: McHugh, Ben <Ben.McHugh@act.gov.au>
Subject: Adelaide Ave Our Canberra article

UNCLASSIFIED

Hi Ben,

The below was prepared a few weeks ago for the March edition of Our Canberra.

Do any changes need to be made based on Ken's update about the line marking?

We can also add a line about how it works for cyclists following the feedback from the Minister if you would like?

Thanks,

Renee



From: [McHugh, Ben](#)
To: [Froehlich, Hanna](#)
Cc: [TCCS_DLO](#)
Subject: RE: Cotter Road PTCBR
Date: Friday, 7 February 2020 10:04:00 AM

UNOFFICIAL

Please pass on my details Hanna and I'll arrange a time to meet early next week.

Regards

Ben

From: Froehlich, Hanna <Hanna.Froehlich@act.gov.au>
Sent: Friday, 7 February 2020 9:47 AM
To: McHugh, Ben <Ben.McHugh@act.gov.au>
Cc: TCCS_DLO <TCCS.DLO@act.gov.au>
Subject: Cotter Road PTCBR

Hi Ben,

The Minister has asked that you / one of your team sit down with the Chair of the PTCBR, Ryan Hemsley, to discuss the Cotter Road / Adelaide Avenue lane changes.

I will give Ryan a call this morning but just wanted to check if you're happy for me to pass on your details to him?

Thanks heaps,

Hanna

Hanna Froehlich
Adviser | Office of Minister Steel
Member for Murrumbidgee
Minister for City Services
Minister for Multicultural Affairs
Minister for Recycling and Waste Reduction
Minister for Roads and Active Travel
Minister for Transport

hanna.froehlich@act.gov.au | 02 6205 1174 | 

From: [McHugh, Ben](#)
To: [Froehlich, Hanna](#); [TCCS_DLO](#)
Cc: [Niall, Sarah](#); [Neal, Colleen](#)
Subject: Re: Urgent dot points - Cotter Road
Date: Monday, 10 February 2020 4:08:20 PM

Hi All,
Please see my updated comments below.
Regards
Ben

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From: Froehlich, Hanna <Hanna.Froehlich@act.gov.au>
Sent: Monday, February 10, 2020 3:46 pm
To: TCCS_DLO
Cc: Niall, Sarah; McHugh, Ben
Subject: RE: Urgent dot points - Cotter Road

Hi KK,

Thanks for this. The Minister has also asked for some specific dot points about cyclists and public transport users (I believe all of this has been provided verbally by Ben M and Peter Steele at briefings). Can TCCS please provide:

For CS:

- The total hours saved across the network as a result of this treatment - BM Response - Approximately 80 Days of travel time savings per year (in the peak hour when congestion occurs) shared across all users of this interchange. Approximately 2.5 Hours of travel time savings per year per individual public transport user including bus patrons travelling on both Cotter Road and Adelaide Avenue.
- Number of cyclists using Adelaide Avenue per day / hour / in the morning peak (whatever information is most readily available) BM Response - Approximately 550 cyclists per day both directions included, approximately 220 cyclists per day northbound through this on ramp, approximately 59 cyclists northbound during the peak hour.
- Timing of Dudley Street intersection / length and frequency of gaps for cyclists crossing Cotter Road - BM Response - The intersection runs on a 120 second cycle for all movements, gaps in traffic for cyclists to cross come every 45-65 seconds, and are 15-25 seconds long.
- What TCCS have been doing to monitor cyclist behaviour (e.g. videos taken recently). BM Response - On site monitoring during the morning peak periods. Traffic volumes and assessment has been captured via video collection technology.
- Additional line marking/signage that has been or will be installed to promote the safe passage of cyclists - BM Response - Warning signage is being installed to advise cyclists of finding safe gaps in traffic. Linemarking will identify where cyclists are to cross the on ramp. Pedal Power have also sent further advice to their members following a meeting with TCCS last week.

For TC:

- Number of buses going down Cotter Road in the morning peak and what benefit we are

already starting to see in terms of time saved along the route - BM Response - I believe it was 17 buses in the morning peak on Cotter Road (subjects to confirmation from TC).

If I could get this today that would be amazing, if not first thing tomorrow please.

Thank you,

Sarah – FYI.

Hanna

From: Kennedy, Karen <Karen.Kennedy@act.gov.au> **On Behalf Of** TCCS_DLO
Sent: Monday, 10 February 2020 2:58 PM
To: Froehlich, Hanna <Hanna.Froehlich@act.gov.au>
Subject: RE: Urgent dot points - Cotter Road
Importance: High

UNCLASSIFIED Sensitive

Hi Hanna,

Please find below as requested.

Cotter Road Update

When will the final stage of the new line marking on Adelaide Avenue be completed?

The final resurfacing is currently programmed for the first two weeks of March, noting that this date has yet to be confirmed with the Contractor. This timescale will also depend upon having some favourable weather conditions. The final line marking would be reinstated approximately one week after the resurfacing take place.

What are the Government's plans to upgrade Dudley Street / build a new access road and how will this relate to the changes to the Cotter Road on-ramp?

Transport Canberra and City Services have completed the design of the Dudley Street upgrade and Canberra Brickworks access road. All environmental and planning approvals have been received for the project and the construction tender has been called. However, the Development Application decision is currently subject to an ACAT appeal. The ACAT Hearing was heard 9 and 10 January, and the decision is pending. This project cannot progress until the ACAT decision is received. The changes to the Cotter Road on-ramp do not affect the Dudley Street upgrade project, which only involves work on Dudley Street and makes no operational changes to the Cotter Road/ Dudley Street intersection.

Also, do we have any data that highlights how congested the Cotter Rod was becoming before this work - eg how many cars travel along it in the morning peak? (Not sure what the best format for data like this might be).

Traffic modelling undertaken prior to changes indicated traffic congestion (using travel times, rather than vehicle volumes) along Cotter Road would be improved by approximately 5 to 7 minutes whilst acknowledging a predicted very minor negative impact to traffic on Yarra Glen /

Adelaide Avenue, with a minor decrease in journey times predicted of 2 – 5 seconds. Once traffic patterns have settled into the new arrangements, post implementation surveys will be undertaken to confirm the impact.

Thanks
KK

Karen Kennedy | Directorate Liaison Officer
T - 6205 2790 | E - TCCS.DLO@act.gov.au
Office of Minister Steel MLA
Office of Minister Berry MLA
Transport Canberra and City Services | ACT Government
GPO Box 158 Canberra ACT 2601 | www.act.gov.au

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

From: Froehlich, Hanna <Hanna.Froehlich@act.gov.au>
Sent: Monday, 10 February 2020 10:28 AM
To: TCCS_DLO <TCCS.DLO@act.gov.au>
Subject: Urgent dot points - Cotter Road

Hi KK,

Can I please request dot points to the below questions:

When will the final stage of the new line marking on Adelaide Avenue be completed?

What are the Government's plans to upgrade Dudley Street / build a new access road and how will this relate to the changes to the Cotter Road on-ramp?

Also, do we have any data that highlights how congested the Cotter Rod was becoming before this work - eg how many cars travel along it in the morning peak? (Not sure what the best format for data like this might be).

If I can please have these by 3pm today that would be awesome.

Thank you,

Hanna

From: [McHugh, Ben](#)
To: [Ian Ross](#)
Subject: Fwd: Cotter Road/Yara Glen
Date: Thursday, 13 February 2020 1:21:20 PM

FYI.

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From: Pincombe, Neil <Neil.Pincombe@act.gov.au>
Sent: Thursday, February 13, 2020 1:19 pm
To: McHugh, Ben; Marshall, Ken
Cc: Gansel, Niklas; Hubbard, Benjamin; Gansel, Niklas
Subject: RE: Cotter Road/Yara Glen

UNOFFICIAL

Hi all,

I just received a quick update from Nik, who confirmed one of the cycle signs is already on site and the other is being implemented this afternoon. So by this evening, the cycle signs should be in place.

Regards,
Neil

From: Ian Ross <[REDACTED]@pedalpower.org.au>
Sent: Thursday, 13 February 2020 10:06 AM
To: McHugh, Ben <Ben.McHugh@act.gov.au>
Cc: Kate Mokrij <[REDACTED]@pedalpower.org.au>; [REDACTED]@gmail.com; [REDACTED]@msn.com>
Subject: RE: Cotter Road/Yara Glen

Good morning Ben.

Thanks for your support with this. Do you know what timeframes we are aiming for? Could we aim to get at least an initial feedback at the BAG meeting tomorrow?

Also can you advise if the warning signs for people riding bikes on Yarra Glen have gone up yet?
Ian

From: McHugh, Ben <Ben.McHugh@act.gov.au>
Sent: Thursday, 13 February 2020 6:56 AM
To: Ian Ross <[REDACTED]@pedalpower.org.au>
Cc: Kate Mokrij <[REDACTED]@pedalpower.org.au>; [REDACTED]@gmail.com
Subject: Re: Cotter Road/Yara Glen

Thanks for sharing this Ian,
I will pass this advice on to Roads ACT for consideration and response.
Regards
Ben

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From: Ian Ross <[REDACTED]@pedalpower.org.au>
Sent: Wednesday, February 12, 2020 3:41:44 PM
To: McHugh, Ben <Ben.McHugh@act.gov.au>
Cc: Kate Mokrij <[REDACTED]@pedalpower.org.au>; [REDACTED]@gmail.com <[REDACTED]@gmail.com>
Subject: Cotter Road/Yarra Glen

Hi Ben

Further to our conversation yesterday, please find attached the notes and pictures of our observation of the new of the new traffic arrangements for the Cotter Road on-ramp onto Yarra Glen. The team observed the traffic flow and the impact on the people commuting by bike along Yarra Glen. I have also listed below a sample of some of the comments that pedal power has received over the weekend. Pedal Power continues to receive daily engagement from our members on this matter

Pedal Power remains concerned that the changed traffic arrangements have increased risk to people commuting along Yarra Glen/Adelaide Avenue... During the peak period vehicles are traveling at approximately 60kph there were fewer gaps of sufficient length to safely cross.. and the "watch for Gaps" strategy promoted risk taking behaviour from riders impatient to cross.

To immediately address these issues we are recommending that:

- Increasing the green time on Dudley St lights
- The speed limit between Dudley Street and Adelaide Avenue should be lowered to 60km/hr at maximum

We are also recommending that similar observations be carried out over a couple of days in another month to assess the impact on people riding across this intersection, and further options be considered if these changes do not improve the safety for canberra riders.

Some comments Pedal Power ACT has received:

- 'I think the new marking will cause a greater level of angst between cyclists and motorists, particularly given the significantly larger volumes of traffic carried by Cotter Road since it's upgrade and the advent of the new suburbs at Stromlo'
- 'The lack of consultation was a given as the proposed and now incepted junction is barely workable and extremely unsafe'
- 'The modelling is flawed as the traffic races each other from the lights thereby generally negating any likelihood of a gap and indeed increasing the velocity of 'blending' traffic'
- 'Because of the generally aggressive nature of the Cotter Road traffic they have limited vision or concern for cyclists as they are fixated on getting into the fastest lane possible on Adelaide Avenue'
- 'All in all an appalling outcome which shows scant concern for a major cycle commuting route in the weekday mornings'

- 'There was no warning signage to cyclists to avoid the area during the roadworks'
- 'There is loose gravel in the bike lane that needs to be re-swept'
- 'There is no longer a 'green bike zone' at the Hopetoun off ramp - is this going to be re-painted?'
- 'I too was surprised when I came across this new line marking and pavement work this week (presume it's only a couple weeks old – was on holidays for a couple weeks) as I commute past this point daily'

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