



ACT
Government

Transport Canberra and
City Services

FREEDOM OF INFORMATION COVERSHEET

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

FOI reference: TCCSFOI 2018-013

Information to be published	Status
1. Access application	Published
2. Decision notice and schedule	Published
3. Documents	Published
4. Additional information identified	No
5. Fees	n/a
6. Processing time (in working days)	32 days (extension granted)
7. Decision made by Ombudsman	n/a
8. Additional information identified by Ombudsman	n/a
9. Decision made by ACAT	n/a
10. Additional information identified by ACAT	n/a

From: [REDACTED]
Sent: Tuesday, 6 March 2018 10:14 AM
To: TCCS FreedomOfInformation
Subject: RE: FOI Request [SEC=UNCLASSIFIED]

Thank you for ringing me and for this email.

[REDACTED] wishes information similar to that provided in this collection of documents: http://www.cmd.act.gov.au/data/assets/pdf_file/0003/455745/Document-1.pdf.

Specifically:

- minutes of the Black Spot Program Consultative Panel where the Tillyard/Ginninderra Drives intersection may have been discussed
- any documents that informed those discussions
- approval given by the Black Spot Consultative Panel
- nomination for improvements to this intersection (which was probably part of a block funding application to the Commonwealth Government)
- the Commonwealth Government's response to the nomination
- and any updates or grant acquittals made by the ACT Government to the Commonwealth Government in relation to the implementation and/or completion of the funded improvements to the intersection of Tillyard and Ginninderra Drives (which seems not to have been included in the link above)

Please let me know if any of these requests are unclear.

Many thanks for your assistance!

Kind regards,
[REDACTED]

From: TCCS_FreedomOfInformation
Sent: Thursday, 1 March 2018 5:55 PM
To: [REDACTED]@parliament.act.gov.au
Subject: FOI Request [SEC=UNCLASSIFIED]

Dear [REDACTED]

Thank you for your time today to discuss the scope [REDACTED] request relating to the black spot funding for the improvement of Tillyard Drive and Ginninderra Drive intersection. I understand [REDACTED] is seeking a copy of the:

- nomination made by Roads ACT for improvements of this intersection under the ACT Black Spot Road Safety program; and
- the approval given by ACT Black Spot Panel Consultative Panel.

Please advise if this is the correct interpretation of the scope of the request. If you agree, we will provide you with a decision on access to documents within the terms of the request within 20 working days, being on 28 March 2018.

Third Party Consultation

In processing your application, consultation with relevant third parties may be required. If this is the case, you will be notified to this effect and advised of a revised decision due date in respect of your application. In line with the Act, if third party consultation is required, the due date may be extended by 15 working days.

Charges

Please be aware that processing charges may be payable in relation to your request. Should you be liable to pay a processing charge, you will be notified in writing of the preliminary assessment and given an opportunity to make an application that the charge should be remitted in whole or in part. This may affect the time within which your application is processed.

Open Access Information

The FOI Act requires that details regarding your request such as your application, decision notices, and information released to you, must be recorded in the agency disclosure log and be made publically available three working days after a decision on access has been given to you. Please be aware that while no personal information will be included in the published information all other information will be published on www.tccs.act.gov.au/about-us/freedom_of_information.

Should you have any queries in relation to your request please contact the FOI Coordinator on telephone 6205 5408.

Regards

From: [REDACTED]
Sent: Friday, 9 February 2018 9:43 AM
To: Taylor, Rachael <Rachael.Taylor@act.gov.au>
Subject: FOI Request

Good afternoon,

On behalf of [REDACTED] a member of the ACT Legislative Assembly, I write to request under the Freedom of Information ACT 1989 (FOI Act) documents generated or received by the ACT Government and/or the Federal Government in relation to the Black Spot funding for the improvement of the Tillyard Drive and Ginninderra drive

intersection. I request the following documents. The grant application for Black Spot funding, the grant application acquittal and the Federal Government response to the initial application.

I make this request pursuant to section 30 of the FOI Act.

I ask that any fees and charges associated with this request be waived pursuant to section 107 (e) of the Act. I do so on the basis that it is in the public interest that I be given access to these documents and there has been a long-standing convention, at a Commonwealth, State and Territory level that members of parliament are not to be charged for access to documents requested under FOI legislation.

Should you require any further information or clarification about my request, please contact my office on [REDACTED]

Kind regards,





ACT
Government

Transport Canberra and
City Services



Dear 

Freedom of information request: Reference 18-013

I refer to your application made under the *Freedom of Information Act 2016* (the FOI Act) on 9 February 2018 and 6 March 2018, in which you sought access to documents relating to the Black Spot funding for the improvement of the Tillyard Drive and Ginninderra Drive intersection, in particular:

1. minutes of the Black Spot Program Consultative Panel where the Tillyard and Ginninderra Drives intersection may have been discussed;
2. any documents that informed those discussions;
3. approval given by the Black Spot Consultative Panel;
4. nomination for improvements to this intersection (which was probably part of a black funding application to the Commonwealth Government);
5. the Commonwealth Government's response to the nomination;
6. and any updates or grant acquittals made by the ACT Government to the Commonwealth Government in relation to the implementation and/or completion of the funded improvements to the intersection of Tillyard and Ginninderra Drives.

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

I understand that you agreed to an extension on your access application by 28 March 2018.

Decision on access

Searches were completed for relevant documents and six documents were identified that fall within the scope of your request.

I have included as Attachment A to this decision the schedule of relevant documents. This provides a description of each document that falls within the scope of your request and the access decision for each of those documents.

Documents identified as relevant to your request contain information that I consider to be, on balance, contrary to the public interest to disclose under the test set out in section 17 of the Act.

I have decided to grant access, under section 50 of the Act, to copies of documents (Attachment B) with deletions applied to information that I consider would be contrary to the public interest to disclose.

Statement of Reasons

The information considered contrary to the public interest to disclose includes the name of third parties.

The material I have considered in the assessment of these documents includes:

- the FOI Act, in particular:
 - Schedule 2 (b)(i) – the person making the request
- the *Information Privacy Act 2014*; and
- the content of the documents that fall within the scope your request.

Document referenced number 4 of the identified documents has personal information of third parties. Disclosure of personal information is governed by the 'use and disclosure' privacy principles. Part 3 of the *Information Privacy Act 2014* (TTP 6.1) states that an agency that holds personal information about an individual that has been collected for a particular purpose, must not disclose the information to a third party unless the individual has consented to the use or disclosure of the information.

I have, therefore, decided that it is not in the public interest to disclose information that is considered as personal information.

You will note that the documents include out of scope information in relation to other Road projects. I have decided to include this information. In relation to part 6 of your request, I can confirm that the project nomination template (page 67) is completed by Roads after the panel meeting and is submitted to the Federal Department of Infrastructure, Auslink Program Management System (APMS) for consideration. The response to the ACT Government's project nominations is located at document 5 (page 63).

Charges

Your request has exceeded the threshold of 50 pages. I have however decided to waive any processing fees as the information is of special benefit to the public because your inquiries reflect community interest.

Online publishing – disclosure log

Under section 28 of the Act, TCCS maintains an online record of access applications called a disclosure log. Your original access application, my decision and documents in response to your access application will be published in the TCCS disclosure log from 3 days after the date of this decision. Your personal details will not be published.

You may view TCCS' disclosure log at www.tccs.act.gov.au/about-us/freedom_of_information.

Ombudsman review

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

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

The ACT Ombudsman
GPO Box 442
CANBERRA ACT 2601

Via email: ombudsman@ombudsman.gov.au

ACT Civil and Administrative Tribunal (ACAT) review

Under section 84 of the Act, if a decision is made under section 82(1) on an Ombudsman review, you may apply to the ACAT for review of the Ombudsman decision.

Further information may be obtained from ACAT at:

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

If you have any questions concerning the directorate's processing of your request, or would like further information, please contact the directorate's FOI Coordinator on 6205 5408 or email tccs.foi@act.gov.au.

Yours sincerely



Cherie Hughes
Information Officer
Transport Canberra and City Services

28 March 2018



FREEDOM OF INFORMATION SCHEDULE

PLEASE BE AWARE THAT UNDER THE FREEDOM OF INFORMATION ACT 2016, SOME OF THE INFORMATION PROVIDED TO YOU WILL BE RELEASED TO THE PUBLIC THROUGH THE ACT GOVERNMENT'S OPEN ACCESS SCHEME. THE OPEN ACCESS RELEASE STATUS COLUMN OF THE TABLE BELOW INDICATES WHAT DOCUMENTS ARE INTENDED FOR RELEASE ONLINE THROUGH OPEN ACCESS.

PERSONAL INFORMATION OR BUSINESS AFFAIRS INFORMATION WILL NOT BE MADE AVAILABLE UNDER THIS POLICY. IF YOU THINK THE CONTENT OF YOUR REQUEST WOULD CONTAIN SUCH INFORMATION, PLEASE INFORM THE CONTACT OFFICER IMMEDIATELY.

INFORMATION ABOUT WHAT IS PUBLISHED ON OPEN ACCESS IS AVAILABLE ONLINE AT: [HTTP://WWW.TCCS.ACT.GOV.AU/ABOUT-US/FREEDOM_OF_INFORMATION](http://www.tccs.act.gov.au/about-us/freedom_of_information)

FILE REFERENCE NO		WHAT ARE THE PARAMETERS OF THE REQUEST				STATUS	REASON FOR NON RELEASE OR DEFERRAL	OPEN ACCESS RELEASE STATUS
REF NO	NO OF FOLIOS	DESCRIPTION	DATE	STATUS	REASON FOR NON RELEASE OR DEFERRAL	OPEN ACCESS RELEASE STATUS		
TCCS FOI 18-019								
BLACK SPOT FUNDING TILLYARD AND GINNINDERRA DRIVES								
1	1-19	ACT BLACK SPOT CONSULTATIVE PANEL – MEETING NO 20	20 MAY 2010	FULL ACCESS		FULL ACCESS		
2	20-24	BLACK SPOT PROGRAMME ACT CONSULTATIVE PANEL	15 DECEMBER 2010	FULL ACCESS		FULL ACCESS		
3	25-37	ACT BLACK SPOT CONSULTATIVE PANEL – MEETING NO 21	15 DECEMBER 2010	FULL ACCESS		FULL ACCESS		
4	38-62	2010-2011 BLACK SPOT STUDY GINNINDERRA DRIVE / TILLYARD DRIVE	9 NOVEMBER 2010	PARTIAL ACCESS	INFORMATION PRIVACY ACT 2014	PARTIAL ACCESS		
5	63-66	FUNDING UNDER BLACK SPOT PROGRAM LETTER	13 JANUARY 2011	FULL ACCESS		FULL ACCESS		
6	67	BLACK SPOT NOMINATED AND RECOMMENDED PROJECTS		FULL ACCESS		FULL ACCESS		



**ACT BLACK SPOT
CONSULTATIVE PANEL**

Meeting No 20

**BRIEFING NOTES FOR MEETING
20 May 2010**

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1. INTRODUCTION

To date, 80 projects have been funded in the ACT under the AusLink / Nation Building Black Spot Programme. A list of these projects is at Appendix A.

The Black Spot program has been extended for another 6 years from July 2008. Under the umbrella of the Nation Building Program, funding has been increased by 33% per year Australia wide.

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

The value of Black Spot Nation Building funding for ACT in 20010/11 is \$966,000.

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

www.auslink.gov.au/publications/administration/index.aspx

The Department of Territory and Municipal Services' (TAMS) interpretations of these requirements are as follows:

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

2. ACT CRASH DEFINITIONS

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

Fatal crash	a motor vehicle crash which involves at least one fatality within 28 days of the crash taking place
Injury crash	a motor vehicle crash where at least one person receives injuries which require medical attention either at the scene of the crash, or in hospital
Property damage crash	a motor vehicle crash where no fatalities or injuries result

Typically in the ACT about 8000 on-road motor vehicle crashes occur annually. The associated breakdown of crash severity is:

Fatal	0.1%
Injury	5.0%
Property	94.9%

3. ACT BLACK SPOT IDENTIFICATION PROCESS

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

- 1) For intersections: identify locations which meet the crash rate criteria, the minimum eligibility criterion is a history of at least 3 casualty crashes over a 5 year period.

Locations where no positive controls exist are given preference for selection if crash rates and rankings are similar.

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

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

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

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

See the Nation Building Black Spot Programme Notes on Administration for further details.

- 3) As part of the application of the "safe system" / Vision Zero methodology, safety issues are increasingly being addressed at the network level using the "mass application of engineering treatments". Roads ACT recently completed a study to investigate what mass engineering treatments are most suitable to address the 3 most frequent crashes in the ACT (single vehicle, rear end, right angle) and has developed a program of works to address single vehicle crashes.

One of the treatments recommended by the study is the curve delineation improvements for the arterial road network.

Roads ACT proposes to carry out this work as part of the Black Spot program at an estimated cost of \$300,000 with approximate benefit cost ratio of 11:1.

4. PROGRESS REPORT ON PROJECTS

4.1 CURRENT STATUS OF 2008/09 PROJECTS

Table 1

Location	Treatment Type	Original Budget	Expenditure	Update
Black Spot Projects 2008/09 \$610,000				
#Athllon Dr/ Drakeford Dr	Intersection improvements.	\$252,250	\$253,413	Complete
Belconnen Way / Bindubi St	Intersection improvements.	\$70,450	\$74,561	Complete
Oaks Estate Road / Pialligo Avenue	Line marking improvements.	\$7,640	\$7,622	Complete
Ginninderra Drive / Ellenborough Street	Line marking & signage.	\$42,450	\$42,420	Complete
Brindabella Road (Cotter Rd – Uriarra Rd)	Signage	\$17,750	\$17,722	Complete
Cotter Road (Brindabella Rd – Winslade Property Entrance).	Signage	\$7,640	\$8,634	Complete
Athllon Drive (Beasley St – Sulwood Dr)	Edge line treatment	\$27,550	\$24,722	Complete
2008/09 Program: \$966,000 + \$483,000 – Nation Building 1 and 2				
Yamba / Mawson	New Signals (co-funded with ACT)	\$524,000	\$523,433	Complete
Hindmarsh / Dalrymple	Surface improvements and signage	\$287,450	\$287,071	Complete
Cooyong St / Mort St	Directional signage & line marking improvements	\$170,450	\$109,469	Complete
Northbourne Av / Morphett St	High angle approach	\$15,450	\$15,722	Complete
Ginninderra Dr / Kingsford Smith	Line marking and signage improvements	\$58,450	\$58,120	Complete
Drakeford Dr / Erindale Dr	Signal upgrade	\$325,450	\$291,430	Complete
William Hovell Dr (Coppins Crossing Rd / Drake Brockman Dr)	Edge line treatment	\$70,450	\$65,335	Complete
Luxton St / Lathlain St	New Signals	\$340,000	\$344,722	Complete
Total		\$2,217,430	\$2,124,396	

#Previously endorsed 2007/08 project to design stage, constructed with 08/09 program.

4.2 CURRENT STATUS OF 2009/10 PROJECTS

Table 2

Location	Treatment Type	Original Budget	Expenditure	Update
Black Spot Projects 2009/10 \$966,000				
Cowper St / Limestone Av	Signal improvements	15,000	\$5,526.00	Construction June
Parkes Way (Clunies Ross St - Edinburgh Av)	Signage, line marking	128,000	\$5,526.00	Construction June
Canberra Av / Eyre St	Signage and line of sight improvements	29,000	\$5,526.00	Construction June
Hindmarsh Dr / Yamba Dr	Left turn improvements	530,000	\$15,526.00	Construction June
Yamba Dr / Melrose Dr	Channelization / Line marking improvements	84,000	\$5,526.00	Construction June
Hindmarsh Dr / Melrose Dr	Intersection improvements (design only)	59,000	\$5,526.00	Construction June
Brierly St / Hindmarsh Dr	Signage and intersection improvements	45,000	\$5,526.00	Construction June
Tidbinbilla Rd (Corin Dam Rd - Point Hut Rd)	Signage barrier improvements	76,000	\$5,526.00	Construction June
Bolderwood Av / David St	Roundabout	128000	\$10,526.00	Construction June
Paddy's River Rd (Laurel Camp Rd - Discovery Dr)	Signage barrier improvements	159000	\$10,526.00	Construction June
Uriarra Rd (Coppins Crossing Rd - Cotter Rd)	Signage barrier improvements	59000	\$5,526.00	Construction June
2009/10 Program: \$966,000 Nation Building 2				
Northbourne Av / Antill St / Mouat St	Intersection improvements (Left Turns and surface approach)	\$555,000	155,526.00	Construction June
Kingsford Smith Dr / Kuringa Dr	Signage and intersection improvements	\$18,500	15,526.00	Construction June
Brisbane Av / State Circle	Signal & lighting improvements	\$28,000	5,526.00	Construction June
Wentworth Av / Burke Cres	Signage and intersection improvements	\$18,500	15,526.00	Construction June
Total		\$1,932,000	\$272,890	

5. PROJECTS FOR CONSIDERATION AT THIS MEETING

Tables in Appendix B lists the top intersection and midblock sites in the ACT which currently meet the black spot funding criteria based on crash rates over 5 years for the period 2005- 2009.

The value of Black Spot funding for ACT in 2010/2011 is \$966,000.

Based on internal discussions within Roads ACT, the following locations are suggested as potential Black Spot projects:

INTERSECTIONS OF

- COLLEGE ST / HAYDON DR
- DRAKEFORD DR / SUMMERLAND CRT South
- ATHLLON DR / DRAKEFORD DR / ISABELLA DR
- GINNINDERRA DR TILLYARD DR
- MUGGA LANE / LONG GULLY ROAD
- BELCONNEN WAY / SPRINGVALE DR
- MACARTHUR AVE / WATTLE ST

*ANZAC PARADE / BLAMEY – jointly funded with NCA. Required funding \$200,000

MASS ACTION TREATMENTS

- Curve delineation improvements – Required funding \$300,000

APPENDIX A

List of ACT Black Spot Funded Improvements

BSP No	Location of project	Treatment	Final project cost to Black Spot Program
A00001	Pialligo Ave / Ulinga Pl	roundabout	\$350,000
A00006	Mouat St / Archibald St	turning lane	\$50,000
A00003	Southern Cross Dr / Chewings St	turning lane	\$100,0000
A00002	Cotter Rd / Dudley St	reinforce priority	\$30,000
A00004	Empire Cir / Tasmania Cir	reinforce priority	\$100,000
A00009	Erindale Dr / Judkins St	turning lane	\$95,000
A00008	Northbourne Ave / Morphett St	pedestrian facilities	\$255,000
A000010	Johnson Dr / Monaro Highway	roundabout	\$380,000
A000013	Canberra Ave / Dominion Circuit	traffic islands	\$25,000
A000012	Kings Avenue / Parkes Way	line markings, signs, footpaths	\$60,000
A000014	Mugga Lane	line marking, signs, shoulder widening, removal of trees	\$173,000
A000015	Northbourne Ave / Elouera St	traffic lights	\$250,000
A000011	Limestone Ave / Anzac Parade	traffic lights	\$30,000 - design only
A000016	Captain Cook Cres / Stuart St	traffic lights	\$360,000
A000017	Cotter Rd / Dudley St	traffic lights	\$130,000
A000019	Ginninderra Drive/ William Webb Drive	traffic lights	\$350,000
A000021	Newman Morris Circuit/ Taverner Street	traffic lights	\$113,000
A000020	Wentworth Ave/ Mildura St	traffic islands	\$50,000
A03001	Limestone Ave / Anzac Parade	Roundabout	\$300,000
A03031	Cotter Rd / McCulloch St	traffic lights	\$315,000
A03003	Bowen Dr / King Edward Tce	intersection improvements	\$73,000
A03004	Hindmarsh Dr / Palmer St	traffic lights	\$400,000
A03011	Hindmarsh Dr / Tuggeranong Parkway East	intersection improvements	\$26,000
A03010	Erindale Dr / Sternberg Cres	intersection improvements	\$21,500

BSP No	Location of project	Treatment	Final project cost to Black Spot Program
A03009	Canberra Ave / Byre St	intersection improvements	\$41,000
A03008	Pialligo Ave / Sutton Rd	intersection improvements	\$27,500
A03007	Melrose St / Botany St	traffic lights	\$313,000
A03013	Moore St / Rudd St	intersection improvements	\$44,000
A03012	Antill St / Challis St	intersection improvements	\$29,000
A03006	Cotter Rd / Streeton Dr	intersection improvements	\$50,000
A03005	Parkes Way	Underpass design works	\$120,000
A03014	Sulwood Rd / Colquhoun Dr	Right turn lane	\$120,000 + \$90,000 var
A03015	Ashley Dr / Johnson Dr	Roundabout	\$200,000
A03016	Ashley Dr / Statton St	Sight distance improvements	\$25,000
A03017	Melrose Dr / Theodore Dr	Intersection improvements	\$27,000
A03018	Hindmarsh Dr / Eggleston Cres	Intersection improvements	\$21,000
A03019	Coulter Drive / Joynton Smith Drive	traffic lights	\$260,000
A03020	Streeton Drive / Darwinia Terrace	intersection improvements	\$108,000
A03021	Wentworth Avenue / Mildura Street and Leichhardt Street	intersection improvements	\$107,000
A03022	Sulwood Drive / Inkster Street	intersection improvements	\$87,000
A03023	Southern Cross Drive / Starke Street	intersection improvements	\$89,000
A03024	Coppins Crossing Road	Signage, barriers, lighting	\$22,000
A03025	Kuringa Drive / From Tillyard Drive to Kingsford Smith Drive	Signage and lighting	\$50,000
A03026	Emu Bank / From Eastern Valley Way to Soundy Close	Signage and lighting	\$15,500
A03027	Parkes Way/	Signage	\$19,000
A03028	Naas Road bridge approaches / Apollo Road to top of Naas Road	Signage and barriers	\$25,000
Nation Building			
	Captain Cook Cr / Stuart St	Signage, pavement improvements	\$43,467
	Point Hut Rd (Freshford Rd-Jim Pike Ave)	Signage & barriers	\$218,102
	Namatjira Dr / Streeton Dr	Signage & line marking	\$54,938
	Hindmarsh Dr / Tamar St	Pavement improvements	\$135,748
	Yamba Drive - Mawson Drive, Mawson	traffic lights	\$524,000
	Hindmarsh Drive - Dalrymple Street	Upgrade road surface & improve signage	\$287,450

BSP No	Location of project	Treatment	Final project cost to Black Spot Program
	Cooyong Street - Mort Street,	Install directional signage	\$170,450
	Northbourne Avenue - Morphett St	High angle approach for left turn from Morphett St	\$15,450
	Ginninderra Drive - Kingsford Smith Dr	Line marking & signage improvements	\$58,450
	Drakeford Drive - Erindale Drive	Upgrade traffic signals	\$325,450
	William Hovell Drive - Coppins Crossing Rd to Drake Brockman Dr	Upgrade edge lines	\$70,450
	Luxton Street - Lathlain Street,	Traffic lights	\$340,000
	Belconnen Way - Bindubi Street	Intersection improvements	\$70,450
	Athllon Drive - Drakeford Drive	Intersection improvements	\$252,250
	Oaks Estate Road - Pialligo Avenue,	Upgrade line marking	\$7,640
	Ginninderra Drive - Ellenborough St	Line marking & signage improvements	\$42,450
	Brindabella Road - Cotter Road to Uriarra Road	Upgrade signage	\$17,750
	Cotter Road - Brindabella Road to Winslade Property Entrance	Upgrade signage	\$7,640
	Athllon Drive - Sulwood Drive to Beasley Street	Upgrade edge lines	\$27,550
	Cowper Street - Limestone Avenue	Signal improvements	\$15,000
	Parks Way Clunies Ross St - Edinburgh Av	Signage and line marking improvements	\$128,000
	Canberra Avenue - Eyre Street	Signage / line marking	\$29,000
	Hindmarsh Drive - Yamba Drive	Left turn improvements	\$530,000
	Yamba Drive - Melrose Drive	Channelization on roundabout	\$84,000
	Hindmarsh Drive - Melrose Drive	Design for intersection improvements	\$59,000
	Brierly Street - Hindmarsh Drive	Signage and line marking improvements	\$45,000
	Tiddinbilla Road Corin Dam - Point Hut Rd	Signage and barrier improvements	\$76,000
	Bolderwood Avenue - David Street	Installation of roundabout	\$128,000
	Paddy's River Rd Laurel Camp Rd - Discovery Dr	Signage and barrier improvements	\$159,000
	Uriarra Road Coppins Crossing Rd - Cotter Rd	Signage and barrier improvements	\$59,000
	Northbourne Avenue - Antil Street	Left turn improvement and road resurfacing	\$555,000
	Kingsford Smith Drive - Kuringa Drive	Signage and intersection improvements	\$18,500
	Brisbane Avenue - State Circle	Signal, lighting improvements	\$28,000
	Wentworth Avenue - Burke Street	Signage and intersection improvements	\$21,800

APPENDIX B

BLACK SPOT PROGRAM
CRASHES 1.01.2005 – 31.12.2009 (5 YRS)

INTERSECTION	5 yrs crashes	Casualty crashes in 2 yrs	Casualty crashes in 3 yrs	Casualty crashes in 5 yrs	Fatal	Serious injury	Minor injury	Comments
KINGS AVE / PARKES WAY	472	5	7	14		2	12	Works in progress CW
BELCONNEN WAY / BINDUBI ST	130		6	10		2	8	09 Program
NORTHBOURNE AVE / ANTILL ST	225	5	8	8		1	7	Current program
GINNINDERRA DR / KINGSFORD SMITH DR	82		3	8		3	5	09 Program
DRAKEFORD DR / ERINDALE DR	104		4	8	1	2	5	09 Program
CORANDERRK ST / PARKES WAY	397		3	7			7	NCA Roundabout
COWPER ST / LIMESTONE AVE	51	5	5	7	1		6	Current Program
OAKS ESTATE RD / PIALIGO AVE	36		4	7		2	5	09 Program
MAWSON DR / YAMBA DR	58		3	7		1	6	09 Program
COLLEGE ST / HAYDON DR	65		4	7		3	4	Signals
SOUTHERN CROSS DR / STARKE ST West	48	5	5	7	1	2	4	Recent program
DRAKEFORD DR / SUMMERLAND CRT South	41	4	4	7		1	6	Signals
FLEMINGTON RD / SANDFORD ST	34	3	4	7		3	4	CW program
BARTON HWY / CURRAN DR	55	3	4	7		1	6	Considered at 07/08 BS Program
LANYON DR / MONARO HWY	95		4	7			7	Recent CW
KING EDWARD TCE / BOWEN DR	89		3	7		1	6	NCA Works
NORTHBOURNE AVE / MORPHETT ST	71		5	6		2	4	09 Program
NORTHBOURNE AVE / BARRY DR	209	3	3	6		1	5	Signals, Camera
ANZAC PDE / BLAMBY CR	39	3	4	6		1	5	NCA Works
ANZAC PDE / CONSTITUTION AVE	43		3	6		2	4	NCA Signals planned upgrade
MELROSE DR / YAMBA DR / YARRA GLEN	280	3	4	6			6	Current program
HINDMARSH DR / YAMBA DR	313		5	6			6	Current Program - Design Ready
BELCONNEN WAY / COULTER DR	155		5	6	1		5	Signals, Recent work in 2007
ATHLLON DR / DRAKEFORD DR / ISABELLA DR	185		3	6		2	4	Roundabout / Signal
GINNINDERRA DR / MOUAT ST	68			5		1	4	09 Program
BOLDREWOOD ST / DAVID ST	20		3	5		2	3	Current Program
DOORING ST / WAKEFIELD AVE	63		4	5		2	3	LDA Works
COOYONG ST / MORT ST	75		3	5		1	4	09 Program
NORTHBOURNE AVE / LONDON CCT	169		4	5			5	Signals Camera under investigation
DAIRY RD / MONARO HWY	17			5		2	3	Future CW

ANZAC PDE / PARKES WAY	352			5		2	3	NCA Roundabout
INTERSECTION	5 yrs crashes	Casualty crashes in 2 yrs	Casualty crashes in 3 yrs	Casualty crashes in 5 yrs	Fatal	Serious injury	Minor injury	Comments
ATHLLON DR / MAWSON DR	95		4	5		2	3	Considered at BS 08
NAMATJIRA DR / STREETON DR Weston	38			5			5	Recent Program
DIXON DR / STREETON DR	17	3	3	5		1	4	Future roundabout
BINDUBI ST / WILLIAM HOVELL DR	64		3	5		2	3	Signals
LADY DENMAN DR / LAKESIDE INT	29			5			5	Signalised recently
BALDWIN DR / MARIBYRNONG AVE south	27		4	5			5	Future entry to Lawson
COHEN ST / JOSEPHSON ST	35			5		1	4	Signalised recently
GINNINDERRA DR / TILLYARD DR	35	3	5	5		2	3	Signs
ASHLEY DR / CLIFT CR	45		3	5		1	4	Considered at 07/08 BS
LONG GULLY RD / MUGGA LN	23		3	5			4	Signs
BARTON HWY / GUNDAROO DR	346		4	5			5	Roundabout
GIRRAHWEEN ST / LIMESTONE AVE	20		3	4		1	3	
GIRRAHWEEN ST / TORRENS ST	20		3	4		1	3	
AINSLIE AVE / BALLUMBIR ST	73			4			4	
ALINGA ST / MOORE ST	33			4			4	Recent Upgrades
ALINGA ST / MARCUS CLARKE ST	24			4		1	3	
EDINBURGH AVE / LONDON CCT	31			4		1	3	Recent works on right turn by Roads ACT
ANTILL ST / FEDERAL HWY	59		4	4		1	3	Recent re-seal
MANUKA CIR / NEW SOUTHWALES CR / TELOPEA PARK	22	4	4	4		1	3	MNW 09
BURKE CR / WENTWORTH AVE	13			4			4	Current Program
CANBERRA AVE / DALBY ST	26	3	4	4			4	
CANBERRA AVE / NYRANG ST	66			4		1	3	
CANBERRA AVE / IPSWICH ST	86			4		2	2	
CANBERRA AVE / HINDMARSH R	182		3	4			4	
CANBERRA AVE / EYRE ST / LEFROY ST	32		3	4		1	3	Current Program
PIALLIGO AVE / SUTTON RD	12	4	4	4			4	
EGGLESTON CR / HINDMARSH DR	33		3	4			4	Considered in 05/06 BS
HINDMARSH DR / MELROSE DR	207	3	3	4		1	3	Current Program
COPPINS CROSSING RD / WILLIAM HOVELL DR	37		3	4		1	3	Signs
BALDWIN DR / GINNINDERRA DR	191		4	4		2	2	Lawson investigation
BELCONNEN WAY / HAYDON DR	132		3	4		1	3	Signals
BENJAMIN WAY / EMU BANK	38	3	3	4		2	2	Signals 09
BENJAMIN WAY / COLLEGE ST	37			4			4	

INTERSECTION	5 yrs crashes	Casualty crashes in 2 yrs	Casualty crashes in 3 yrs	Casualty crashes in 5 yrs	Fatal	Serious injury	Minor injury	Comments
AIKMAN DR / GINNINDERRA DR	105			4	1	1	2	
BELCONNEN WAY / SPRINGVALE DR	35	4	4	4		2	2	Signs
FROREY DR / SOUTHERN CROSS DR	35		4	4			4	
COPLAND DR / GINNINDERRA DR	49			4			4	
GINNINDERRA DR / WILLIAM WEBB DR	79			4	1	2	1	Recent re-seal
KINGSFORD SMITH DR / KURINGA DR	27		3	4		1	3	Current Program
BARRITT ST / BODDINGTON DR	15			4		1	3	
ASHLEY DR / ISABELLA DR	191			4		1	3	Roundabout
DRAKEFORD DR / WOODCOCK DR	101		3	4			4	Re-seal approach planned for 2010
BARTON HWY / GUNGAHLIN DR	27	3	3	4		2	2	
TUGGERANONG PWY / HINDMARSH DR Lyons	49			4			4	Recent work
ATHLLON DR / HINDMARSH DR	201			4		1	3	
DAVID ST / MACARTHUR AVE / WATTLE ST	70	3	3	3		1	2	Signals
BARTON HWY / NORTHBOURNE AVE	101			3			3	
BARRY DR / BELCONNEN WAY	27			3		1	2	
EBDEN ST / TYSON ST / OFFICER CR	8			3			3	
COWPER ST / SHERBROOKE ST	14			3		1	2	
NORTHBOURNE AVE / ELOUBERA ST	50			3		1	2	
AINSLIE AVE / DOONKUNA ST	27			3		1	2	
BARRY DR / NORTH RD / MCCAUGHEY ST	78	3	3	3			3	
BLLERY CR / MARCUS CLARKE ST	7			3		2	1	
AKUNA ST / BUNDA ST	32			3		1	2	
ALLAMBEE ST / GOOREEN ST	6			3		1	2	
FAIRBAIRN AVE / MORSHEAD DR	61			3			3	
FAIRBAIRN AVE / TRELOAR CR	11			3		1	2	
COMMONWEALTH AVE / CORONATION DR	104			3		1	2	
PERTH AVE / STATE CIR	17		3	3			3	
KINGS AVE / NATIONAL CCT	18			3		1	2	
CANBERRA AVE / DOMINION CCT	16			3		1	2	
CANBERRA AVE / EMPIRE CCT	16			3		1	2	
CAPTAIN COOK CR / STURT AVE	32		3	3			3	
CANBERRA AVE / RAMP MONARO HWY west	14			3			3	
CANBERRA AVE / DAWES ST	18			3			3	
LEICHHARDT ST / WENTWORTH AVE	21			3	1		2	
CARRUTHERS ST / YARRA GLEN Curtin	10		3	3		1	2	Recent works in 08

CORINNA ST / MELROSE DR	32		3	3		1	2	
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INTERSECTION	5 yrs crashes	Casualty crashes in 2 yrs	Casualty crashes in 3 yrs	Casualty crashes in 5 yrs	Fatal	Serious injury	Minor injury	Comments
LAUNCESTON ST / MELROSE DR	21			3		1	2	Signals
ATHLLON DR / MELROSE DR	48			3			3	Recent work 09
DOOKIE ST / YAMBA DR	6			3		2	1	
HINDMARSH DR / TUGGERANONG PWY	86			3			3	
EGGLESTON CR / MELROSE DR	23			3		3		
HINDMARS DR / BALL ST	44			3		1	2	
STREETON DR / HEYSEN ST	15			3			3	
HINDMARSH DR / BRIERLY ST	29		3	3		1	2	Current Program
HINDMARSH DR / WILLIAMSON ST	8			3		2	1	
STREETON DR / MULLEY ST	15		3	3			3	
HINDMARSH DR / STREETON DR	52			3		2	1	
HINDMARSH DR / NAMATJIRA DR	51			3		1	2	
BARTON HWY / KURINGA DR	36		3	3		2	1	
GINNINDERRA DR / COULTER DR	83			3			3	Signals Camera
BENJAMIN WAY / JOYNTON SMITH DR	29			3		1	2	
BENJAMIN WAY / CAMERON AVE	32			3		1	2	
BARNARD CCT / KREFFT ST	7	3	3	3			3	
COULTER DR / JOHN CLELAND CR	20		3	3		3		Re-sealed in 08
ROSS SMITH CR / SOUTHERN CROSS DR	8			3		3		
KINGSFORD SMITH DR / O'LOGHLEN ST	17			3		2	1	Signs
FLOREY DR / LHOTSKY ST	22			3		2	1	
WILLIAM SLIM DR / DUMAS ST	16			3		1	2	
ATHLLON DR / SULWOOD DR	89			3		1	2	
BODDINGTON CR / DRAKEFORD DR	107		3	3		1	2	
COMRIE ST / STERNBERG CR	23			3	1		2	
ATHLLON DR / DRAKEFORD DR Kambah	209			3		1	2	09 Program
ERINDALE DR / TAVERNER ST	27	3	3	3			3	
ASHLEY DR / ERINADALE DR	168			3	1		2	
CASTLETON CR / STERNBERG CR	41			3			3	
BUGDEN AVE / CASTLETON CR	11		3	3		1	2	
LAWRENCE WACKETT CR / THARWA DR / WERE ST	32			3		2	1	
DRAKEFORD DR / NOOROOMA ST	18		3	3		1	2	
BOX HILL AVE / THARWA DR / WOODCOCK DR	67		3	3		2	1	
ANKETELL ST / ATHLLON DR	32		3	3			3	

GUNDAROO DR / GUNGAHLIN DR	102		3	3			3	
INTERSECTION	5 yrs crashes	Casualty crashes in 2 yrs	Casualty crashes in 3 yrs	Casualty crashes in 5 yrs	Fatal	Serious injury	Minor injury	Comments
GUNGAHLIN DR / KOSCIUSZKO AVE	19		3	3		1	2	
SYDNEY AVE / STATE CIR	20			3		3		
CANBERRA AVE / WOODS LN	28			3			3	
GUNGAHLIN DR / SANDFORD ST	45			3		1	2	
GUNDAROO DR / GINN ST	36			3		1	2	
HIBBERSON ST / GUNGAHLIN PL	7			3		2	1	

142 INTERSECTIONS

MIDBLOCKS
CRASHES 1.01.2005 – 31.12.2009 (5 YRS)

MIDBLOCK	5 yrs crashes	Casualty crashes in 2 yrs	Casualty crashes in 3 yrs	Casualty crashes in 5 yrs	Fatal	Serious injury	Minor injury	Comments
TUGGERANONG PKWY (COTTER RD-LAKESIDE INT)	83	8	9	13		3	10	Recent Camera installation in 08
COPPINS CROSSING RD (URIARRA RD-WILLIAM HOVELL DR)	65	5	9	12		4	8	Recent Program 08
PARKES WAY (CLUNIES ROSS ST-GLENLOCH INT)	85	7	8	12			12	Recent Program 08
TUGGERANONG PWY (HINDMARSH DR-SULWOOD DR)	135	4	8	12		6	6	Re-seal planned for 2010
KINGS HWY (BORDER ACT/NSW-BORDER ACT/NSW)	22	5	7	9	1	4	4	Capital Works program
TUGGERANONG PWY (HINDMARSH DR-COTTER RD)	139	3	6	9	1	2	6	Recent Camera installation in 08
ATHLLON DR (BEASLEY ST-SULWOOD DR)	34	4	7	8	1	3	4	09 Program
LADY DENMAN DR (COTTER RD-BARRENJOBY DR)	51	6	7	8		1	7	Re-seal planned for 2010
PADDYS RIVER RD (LAUREL CAMP RD-TIDBINBILLA TRACKING STN)	14	3	4	8	1	3	4	Current Program
WILLIAM HOVELL DR (COPPINS CROSSING RD-DRAKE BROCKMAN DR)	57	3	3	7	1	1	5	09 Program
PARKES WAY (CLUNIES ROSS ST-BDINBURG AVE)	63	3	3	6			6	Current Program
MAJURA RD (MUSTANG RD-AVONLEY RD)	26			6		3	3	Capital Works program
BRINDABELLA RD (COTTER RD-URIARRA RD)	18			5		2	3	09 Program
COTTER RD (BRINDABELLA RD-WINSLADE PROPERTY ENT.)	13		4	5		3	2	09 Program
COTTER RD (MOUNT STROMLO RD-WINSLADE PROPERTY ENT.)	11	3	5	5		2	3	
OAKS ESTATE RD (RAILWAY ST-PIALLIGO AVE)	19			5		2	3	
POINT HUT RD (JIM PIKE AVE-TIDBINBILLA RD)	10	4	5	5	1	2	2	09 Program
PADDYS RIVER RD (COTTER RD-LAUREL CAMP RD)	9		4	5			5	
ADELAIDE AVE (NATIONAL CCT-STATE CIR)	18		3	4		1	3	
BLACK MOUNTAIN DR (BLACK MOUNTAIN TOWER-CLUNIES ROSS ST)	7	4	4	4		2	2	
BOBOYAN RD (NAAS RD-ORRORAL RD)	11		3	4	1	1	2	
CORIN RD (SMOKERS TRL-TIDBINBILLA RD)	7	3	4	4		2	2	
COTTER RD (STREETON DR-URIARRA RD)	13			4		2	2	
COTTER RD (MCCULLOCH ST-TUGGERANONG PWY)	20		4	4		2	2	
HINDMARSH DR (TYAGARAH ST-TAMAR ST)	33	4	4	4		3	1	

MIDBLOCK	5 yrs crashes	Casualty crashes in 2 yrs	Casualty crashes in 3 yrs	Casualty crashes in 5 yrs	Fatal	Serious injury	Minor injury	Comments
LONG GULLY RD (BRINDALE DR-MUGGA LN)	27			4	1	1	2	
MONARO HWY (MUGGA LN-ISABELLA DR)	41		3	4		1	3	
MUGGA LN (HINDMARSH DR- NARRABUNDAH LN)	16			4			4	
TIDBINBILLA RD (CORIN RD-POINT HUT RD)	7			4		1	3	Current Program
TUGGERANONG PWY (GLENLOCH INT-LAKESIDE INT)	82			4		1	3	GDE Project
THARWA DR (LAWRENCE WACKETT CR- LAWRENCE WACKETT CR)	7	3	4	4		2	2	
MONARO HWY HINDMARSH DR-LANYON DR)	39		3	4		2	2	
MAJURA RD (AVONLEY RD-MOUNT MAJURA ACCESS RD)	26			4	1	1	2	
POINT HUT RD (FRESHFORD RD-JIM PIKE AVE)	5			4	1	2	1	
AIKMAN DR (EMU BANK-TOWNSEND PL)	52			3			3	
BARRY DR (BOLDREWOOD ST-CLUNIES ROSS ST)	18			3		1	2	
BARTON HWY (GOLD CREEK RD-GUNDAROO DR)	7	3	3	3		1	2	
BELCONNEN WAY (BARRY DR-CASWELL DR)	38		3	3			3	
BELCONNEN WAY (BINDUBI ST-HAYDON DR)	35			3			3	
BELTANA RD (PIALLIGO AVE-KALLAROO RD)	7			3			3	
BINDUB I ST (WILLIAM HOVELL DR- BANDJALONG CR)	25			3		1	2	
BOWEN DR (BRISBANE AVE-KINGS AVE)	15		3	3		1	2	
BRINDABELLA RD (BULLOCK PADDOCK RD- URIARRA RD)	5			3		2	1	
BRINDALE DR (LONG GULLY RD-SULWOOD DR)	29			3		1	2	
FAIRFAX ST (BAUHINIA ST-MILLER ST)	6			3		1	2	
GUNDAROO DR (BARTON HWY-NUDURR DR)	14			3		1	2	
KURINGA DR (KINGSFORD SMITH DR- TILLYARD DR)	28			3	1		2	
LIMESTONE AVE (ANGAS ST-WAKEFIELD AVE)	16			3	1	2		
MAJURA RD (FEDERAL HWY-MOUNT MAJURA RD)	16		3	3		1	2	
NAMATJIRA DR KAMBAH POOL RD-KAPUNGA ST)	11			3		3		

MIDBLOCK	5 yrs crashes	Casualty crashes in 2 yrs	Casualty crashes in 3 yrs	Casualty crashes in 5 yrs	Fatal	Serious injury	Minor injury	Comments
NORTHBOURNE AVE (ANTILL ST-MURDOCH ST)	47	3	3	3			3	
NORTHBOURNE AVE (ALINGA ST-BUNDA ST)	23			3		1	2	
SMITHS RD (ANGLE CROSSING RD-NAAS RD)	7	3	3	3		2	1	
LANYON DR (SHEPPARD ST-BORDER ACT/NSW)	14			3	1	1	1	
URIARRA RD (COPPINS CROSSING RD-COTTER RD)	10		3	3		2	1	
WILLIAM HOVELL DR (BINDUBI ST-COULTER DR)	53			3			3	
ISABELLA DR (COYNE ST-MONARO HWY)	24			3			3	
THARWA DR (DRAKEFORD DR-MENTONE VIEW)	19			3	1		2	Re-seal planned for 2010
GUNDAROO DR (GINN ST-GUNGAHLIN DR)	43		3	3			3	
MUGGA LN (JOHN CORY RD-LONG GULLY RD)	19		3	3			3	
CORINNA ST (BREWER ST-JULIANA PL)	25			3		2	1	
COMMONWEALTH AVE (ALBERT ST-COMMPARKWRM RAMP)	10		3	3	1		2	

TOTAL MIDBLOCKS - 62

TOTAL LOCATIONS = 204 (142 intersections)

BLACK SPOT PROGRAMME ACT CONSULTATIVE PANEL

Meeting No 21

15 Dec 2010

2:00 – 3:30pm

Level 7, Macarthur House, Lyneham ACT

Attendees

Andrew Leigh MP - Chair
 Murray Hall (Department of Infrastructure, Transport, Regional Development and Local Government, DITRDLG)
 Greg Moxon (DITRDLG)
 Geoff Quayle (Australasian College of Road Safety)
 Peter Major (Motorcycle Riders Association ACT)
 John Armstrong (Pedal Power)
 Anton Velt, (National Capital Authority, NCA)
 Rifaat Shoukrallah (Roads ACT)
 Pawel Potapowicz (Roads ACT)
 David Quinlan (Transport Planning)
 Jayanthi Vikneson (Transport Planning)

Apologies

Ron Collins (NRMA Motoring and Services)

1. Introduction and confirmation of draft agenda

Mr Leigh welcomed members to the meeting. The following items were added to the draft agenda:

- Overview of the Black Spot program, and
- Timeline for future meetings

2. Matters arising from Minutes of meeting on 20 May 2010

The minutes from the previous meeting were accepted.

3. Overview of Black Spot Program

Roads ACT provided the following information:

The Traffic Management & Safety unit collects and analyses all ACT crash data to provide information for ACT's own road safety improvement programs as well as for other programs such as the Black Spot initiative. There is usually a lag of about 2-3 months for the collection, input and analysis of all crash data from the previous year.

This current analysis is then used to select locations for the next year's Black Spot program. A Black Spot Panel meeting is held in May to brainstorm the selected sites, and agree on progressing feasibility studies for some or all of them.

The November/December Panel meeting is then presented with the results of the feasibility studies and Roads ACT's recommendations. The Panel further discusses the findings and finalises the projects to be undertaken for that year.

DITRDLG noted that the ACT's meeting structure was out-of-sync with that of the other states. Also, the ACT seemed to be still finalising projects for 2010/11 while the other states were already looking at projects for 2011/12.

Roads ACT explained that the ACT has 2 meetings per year as opposed to the 1 meeting held in other states, and current data is used to determine site selection. The ACT's projects are also low-cost measures that can be completed in a shorter period.

Roads ACT advised that feasibility studies have been completed on a number of projects, and the Panel could discuss the 2010/2011 and 2011/2012 programs at this meeting.

3. Progress update on 2009/10 projects

Roads ACT advised that all construction projects in the 2009/10 program had been completed. The Hindmarsh Dr/Melrose Dr project was 'Design Only' and should be completed by the end of the year.

4. Results of the Feasibility studies for the 2010/11 program

Roads ACT tabled a summary of the feasibility studies done on the 7 locations selected at the last meeting (refer to Table 3 of the Briefing Notes for Meeting of 15 December 2010):

INTERSECTIONS OF:

- DRAKEFORD DR / SUMMERLAND CRT South
- ATHLLON DR / DRAKEFORD DR / ISABELLA DR
- COLLEGE ST / HAYDON DR
- GINNINDERRA DR / TILLYARD DR
- BELCONNEN WAY / SPRINGVALE DR
- MACARTHUR AVE / WATTLE ST
- MUGGA LANE / LONG GULLY ROAD

Preliminary sketch plans for individual sites were circulated, and the intersections were projected on the screen for discussion.

All projects qualified for Black Spot funding, and Roads ACT had selected a suite of projects for 2010/11 based on their Benefit Cost Ratios (BCR) that was also within the allocation of funds available.

Roads ACT advised that the total allocation of funds for 2010/11 was \$966,000, and about 50% of the funding had already been allocated to 2 other projects at the last meeting.

Pedal Power requested that all projects be discussed before agreeing on a program for 2010/11.

Roads ACT advised that the 2 projects have been discussed in the last meeting.

The Panel discussed the treatment options recommended for each of the investigated locations.

5. Panels' consideration of projects for 2009/10 program

Roads ACT advised that the total cost of completing all 7 locations exceeded the 2010/11 budget, and proposed allocating the combined funds of 2010/11 and 2011/12 towards this program.

The Panel discussed this proposal, and felt that this option would not provide the public with the opportunity to propose projects for the 2011/12 program. It was decided to proceed only with the 2010/11 program; and the Panel agreed with Roads ACT's recommendation of the following projects for the 2010/11 program:

Location	Treatment Type	Budget (\$)
Athllon Drive / Drakeford Drive / Isabella Drive	Signage and intersection improvements	31,418
Ginninderra Drive / Tillyard Drive	Signage and intersection improvements	159,818
Belconnen Way / Springvale Drive	Signage and intersection improvements	66,318
Mugga Lane / Long Gully Road	Signage and intersection improvements	235,818
*Anzac Parade / Blamey Crescent	New signals	200,000
**Mass Action Treatments	High visibility warning signs, Curve delineation improvements, and Hazard removal/protection	300,000
TOTAL		993,372

*Previously approved location; jointly funded with NCA

**Jointly funded with Roads ACT (\$250,000)

Roads ACT advised that the total cost of this program, including all procurement fees, will be \$1,013,107. Roads ACT's total allocation of funds for 2010/11 is \$966,000,

but there are some savings from the 2009/2010 program that will be rolled over to make up the difference.

6. Other business

Mr Quayle enquired about the timeline for the proposed improvements (roundabout installation) to the Starke Street/Southern Cross Drive and Florey Drive/Southern Cross Drive intersections. Roads ACT advised that the works will not be undertaken this year, but have been included in the Capital Works program for 2011/12 pending funding approval.

Roads ACT requested members to forward any public requests for road improvements so that they can be checked against current crash analysis and rankings.

7. Next meeting

Mr Leigh advised that the timeline for future meetings will be discussed offline, and Panel members will be duly informed.

Mr Leigh thanked the Panel members for attending and closed the meeting.

8. Discussion subsequent to the meeting

Mr Leigh has put forward a suggested schedule for the 2011 to get ACT more in sync with the other jurisdictions by the end of 2011 which involves allocating 2011-12 monies before 1/7/11, and allocating 2012-13 monies in Nov 2011.

Jan 2011: Request proposals for Black Spots from community (deadline end-Jan). Mr Leigh office to coordinate.

Early-Feb 2011: TAMS circulates via email a list of locations that meet the fatality/injury criteria, along with a suggested list of sites for which feasibility studies will be conducted. Committee members approve this via email.

May 2011: Committee meets to allocate funding for 2011-12. (Note: it is important that this be done before 1/7/11.)

July 2011: Request proposals for Black Spots from community (deadline end-July). Mr Leigh office to coordinate.

Early-Aug 2011: TAMS circulates via email a list of locations that meet the fatality/injury criteria, along with a suggested list of sites for which feasibility studies will be conducted. Committee members approve this via email.

Nov 2011: Committee meets to allocate funding for 2012-13.

Roads ACT agreed to do its best to meet this schedule and noted that older crash data may be used to finalise nomination early February to achieve an early start for the

2011. As the expected level of construction activity in the ACT for next year will be high, the new schedule will also be dependent on the availability of the consulting and construction personal during the year.



**ACT BLACK SPOT
CONSULTATIVE PANEL**

Meeting No 21

**BRIEFING NOTES FOR MEETING
15 DECEMBER 2010**

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1. INTRODUCTION

To date, 80 projects have been funded in the ACT under the AusLink / Nation Building Black Spot Programme. A list of these projects is at Appendix A.

The Black Spot program has been extended for another 6 years from July 2008. Under the umbrella of the Nation Building Program, funding has been increased by 33% per year Australia wide.

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

The value of Black Spot Nation Building funding for ACT in 20010/11 is \$966,000.

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

www.auslink.gov.au/publications/administration/index.aspx

The Department of Territory and Municipal Services' (TAMS) interpretations of these requirements are as follows:

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

2. ACT CRASH DEFINITIONS

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

Fatal crash	a motor vehicle crash which involves at least one fatality within 28 days of the crash taking place
Injury crash	a motor vehicle crash where at least one person receives injuries which require medical attention either at the scene of the crash, or in hospital
Property damage crash	a motor vehicle crash where no fatalities or injuries result

Typically in the ACT about 8000 on-road motor vehicle crashes occur annually. The associated breakdown of crash severity is:

Fatal	0.1%
Injury	5.0%
Property	94.9%

3. ACT BLACK SPOT IDENTIFICATION PROCESS

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

- 1) For intersections: identify locations which meet the crash rate criteria, the minimum eligibility criterion is a history of at least 3 casualty crashes over a 5 year period.

Locations where no positive controls exist are given preference for selection if crash rates and rankings are similar.

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

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

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

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

See the Nation Building Black Spot Programme Notes on Administration for further details.

- 3) As part of the application of the "safe system" / Vision Zero methodology, safety issues are increasingly being addressed at the network level using the "mass application of engineering treatments". Roads ACT recently completed a study to investigate what mass engineering treatments are most suitable to address the 3 most frequent crashes in the ACT (single vehicle, rear end, right angle) and has developed a program of works to address single vehicle crashes.

The treatments recommended by the study included the use of high visibility warning signs, curve delineation improvements and hazard removal/protection.

4. PROGRESS REPORT ON 2009/10 PROJECTS

Table 1

Location	Treatment Type	Original Budget	Expenditure	Update
Black Spot Projects 2009/10 \$966,000				
Cowper St / Limestone Av	Signal improvements	15,000	\$8,760	Completed
Parkes Way (Clunies Ross St - Edinburgh Av)	Signage, line marking	128,000	\$115,526	Completed
Canberra Av / Eyre St	Signage and line of sight improvements	29,000	\$11,590	Completed
Hindmarsh Dr / Yamba Dr	Left turn improvements	530,000	\$503,002	Completed
Yamba Dr / Melrose Dr	Channelization / Line marking improvements	84,000	\$83,526	Completed
Hindmarsh Dr / Melrose Dr	Intersection improvements (design only)	59,000	\$32,307	Design
Brierly St / Hindmarsh Dr	Signage and intersection improvements	45,000	\$45,526	Completed
Tidbinbilla Rd (Corin Dam Rd - Point Hut Rd)	Signage barrier improvements	76,000	\$65,256	Completed
Bolderwood Av / David St	Roundabout	128,000	\$128,526	Completed
Paddy's River Rd (Laurel Camp Rd - Discovery Dr)	Signage barrier improvements	159,000	\$150,526	Completed
Uriarra Rd (Coppins Crossing Rd - Cotter Rd)	Signage barrier improvements	59,000	\$50,526	Completed
2009/10 Program: \$966,000 Nation Building 2				
Northbourne Av / Antill St / Mouat St	Intersection improvements (Left Turns and surface approach)	\$555,000	\$545,526	Completed
Kingsford Smith Dr / Kuringa Dr	Signage and intersection improvements	\$18,500	\$19,026	Completed
Brisbane Av / State Circle	Signal & lighting improvements	\$28,000	\$28,026	Completed
Wentworth Av / Burke Cres	Signage and intersection improvements	\$18,500	\$19,050	Completed
Total		\$1,932,000	\$1,812,225	

5. PROGRESS REPORT ON 2010/11 PROGRAM**Table 2**

Location	Treatment Type	Original Budget	Expenditure	Update
*ANZAC PARADE / BLAMEY	New Signals	\$200,000	\$100,000	Design
**Mass Action Treatments	high visibility warning signs, curve delineation improvements and hazard removal/protection	\$300,000	\$0	Design

*Previously approved location, jointly funded with NCA.

**Jointly funded with Roads ACT \$250,000

6. UPDATE ON THE FEASIBILITY STUDIES FOR 2010/11 PROGRAM

The total allocation of Nation Building Black Spot Program funding for ACT in 2010/2011 is \$966,000.

As requested by the Black Spot Panel the following locations were investigated further with the summary of the results shown in Table 3 below.

INTERSECTIONS OF:

- DRAKEFORD DR / SUMMERLAND CRT South
- ATHLLON DR / DRAKEFORD DR / ISABELLA DR
- COLLEGE ST / HAYDON DR
- GINNINDERRA DR TILLYARD DR
- BELCONNEN WAY / SPRINGVALE DR
- MACARTHUR AVE / WATTLE ST
- MUGGA LANE / LONG GULLY ROAD

Table 3. Summary of Feasibility Studies

Location	Est. BCR	Study Recommendations	Est. Cost (\$)	Roads ACT Position	*Req. Funding \$
Drakeford Drive / Summerland Circuit / O'Halloran Circuit (south)	2.12	Signal & lighting upgrade & improvements	193,300	For future 2011/12 program	0
Drakeford Drive / Isabella Drive / Athlon Drive	21.68	Minor line marking / signage improvements	24,600	Recommended option by the study is supported	31,418
Haydon Drive / College Street	2.50	Signage and intersection improvements including pavement surface	282,000	For future 2011/12 program	0
Ginninderra Drive / Tillyard Drive	3.72	Signage and intersection concrete island improvements	153,000	Recommended option by the study is supported	159,818
Belconnen Way / Springvale Drive	6.64	Signage and intersection improvements	59,500	Recommended option by the study is supported	66,318
Macarthur Avenue / Wattle Street / David Street	2.00	Intersection modelling, analysis & design; signage and signal improvements	105,000	For future 2011/12 program	0
Mingga Lane / Long Gully Road	2.03	Signage and intersection improvements including pavement	229,000	Recommended option by the study is supported. (Roads ACT to carry out resurfacing as part of reseal program)	235,818
TOTAL			<u>\$1,046,400</u>		<u>\$493,372</u>

*Required funding includes the cost of feasibility studies component \$6818 per site.

7. SUGGESTED PROGRAM FOR THE 2010/11 BLACK SPOT PROGRAM

Table 4

Location	Treatment Type	Budget	Expenditure	Update
*ANZAC PARADE / BLAMEY	New Signals	\$200,000	\$100,000	Design
**Mass Action Treatments	High visibility warning signs, curve delineation improvements and hazard removal/protection	\$300,000	\$0	Design
Drakeford Drive / Isabella Drive / Athllon Drive	Minor line marking / signage improvements	\$31,418	\$0	Awaiting Panel Approval
Ginninderra Drive / Tillyard Drive	Signage and intersection concrete island improvements	\$159,818	\$0	Awaiting Panel Approval
Belconnen Way / Springvale Drive	Signage and intersection improvements	\$66,318	\$0	Awaiting Panel Approval
Mugga Lane / Long Gully Road	Signage and intersection improvements	\$235,818	\$0	Awaiting Panel Approval
TOTAL		\$993,372	\$100,000	

*Previously approved location, jointly funded with NCA.

**Jointly funded with Roads ACT \$250,000

APPENDIX A

List of ACT Black Spot Funded Improvements

BSP No	Location of project	Treatment	Final project cost to Black Spot Program
A00001	Pialligo Ave / Ulinga Pl	roundabout	\$350,000
A00006	Mouat St / Archibald St	turning lane	\$50,000
A00003	Southern Cross Dr / Chewings St	turning lane	\$100,000
A00002	Cotter Rd / Dudley St	reinforce priority	\$30,000
A00004	Empire Cir / Tasmania Cir	reinforce priority	\$100,000
A00009	Erindale Dr / Judkins St	turning lane	\$95,000
A00008	Northbourne Ave / Morphett St	pedestrian facilities	\$255,000
A000010	Johnson Dr / Monaro Highway	roundabout	\$380,000
A000013	Canberra Ave / Dominion Circuit	traffic islands	\$25,000
A000012	Kings Avenue / Parkes Way	line markings, signs, footpaths	\$60,000
A000014	Mugga Lane	line marking, signs, shoulder widening, removal of trees	\$173,000
A000015	Northbourne Ave / Elouera St	traffic lights	\$250,000
A000011	Limestone Ave / Anzac Parade	traffic lights	\$30,000 - design only
A000016	Captain Cook Cres / Stuart St	traffic lights	\$360,000
A000017	Cotter Rd / Dudley St	traffic lights	\$130,000
A000019	Ginninderra Drive/ William Webb Drive	traffic lights	\$350,000
A000021	Newman Morris Circuit/ Taverner Street	traffic lights	\$113,000
A000020	Wentworth Ave/ Mildura St	traffic islands	\$50,000
A03001	Limestone Ave / Anzac Parade	Roundabout	\$300,000
A03031	Cotter Rd / McCulloch St	traffic lights	\$315,000
A03003	Bowen Dr / King Edward Tce	intersection improvements	\$73,000
A03004	Hindmarsh Dr / Palmer St	traffic lights	\$400,000
A03011	Hindmarsh Dr / Tuggeranong Parkway East	intersection improvements	\$26,000
A03010	Erindale Dr / Sternberg Cres	intersection improvements	\$21,500

BSP No	Location of project	Treatment	Final project cost to Black Spot Program
A03009	Canberra Ave / Eyre St	intersection improvements	\$41,000
A03008	Pialligo Ave / Sutton Rd	intersection improvements	\$27,500
A03007	Melrose St / Botany St	traffic lights	\$313,000
A03013	Moore St / Rudd St	intersection improvements	\$44,000
A03012	Antill St / Challis St	intersection improvements	\$29,000
A03006	Cotter Rd / Streeton Dr	intersection improvements	\$50,000
A03005	Parkes Way	Underpass design works	\$120,000
A03014	Sulwood Rd / Colquhoun Dr	Right turn lane	\$120,000 + \$90,000 var
A03015	Ashley Dr / Johnson Dr	Roundabout	\$200,000
A03016	Ashley Dr / Statton St	Sight distance improvements	\$25,000
A03017	Melrose Dr / Theodore Dr	Intersection improvements	\$27,000
A03018	Hindmarsh Dr / Eggleston Cres	Intersection improvements	\$21,000
A03019	Coulter Drive / Joynton Smith Drive	traffic lights	\$260,000
A03020	Streeton Drive / Darwinia Terrace	intersection improvements	\$108,000
A03021	Wentworth Avenue / Mildura Street and Leichhardt Street	intersection improvements	\$107,000
A03022	Sulwood Drive / Inkster Street	intersection improvements	\$87,000
A03023	Southern Cross Drive / Starke Street	intersection improvements	\$89,000
A03024	Coppins Crossing Road	Signage, barriers, lighting	\$22,000
A03025	Kuringa Drive / From Tillyard Drive to Kingsford Smith Drive	Signage and lighting	\$50,000
A03026	Emu Bank / From Eastern Valley Way to Soundy Close	Signage and lighting	\$15,500
A03027	Parkes Way/	Signage	\$19,000
A03028	Naas Road bridge approaches / Apollo Road to top of Naas Road	Signage and barriers	\$25,000
Nation Building			
	Captain Cook Cr / Stuart St	Signage, pavement improvements	\$43,467
	Point Hut Rd (Freshford Rd-Jim Pike Ave)	Signage & barriers	\$218,102
	Namatjira Dr / Streeton Dr	Signage & line marking	\$54,938
	Hindmarsh Dr / Tamar St	Pavement improvements	\$135,748
	Yamba Drive - Mawson Drive, Mawson	traffic lights	\$524,000

BSP No	Location of project	Treatment	Final project cost to Black Spot Program
	Hindmarsh Drive - Dalrymple Street	Upgrade road surface & improve signage	\$287,450
	Cooyong Street - Mort Street,	Install directional signage	\$170,450
	Northbourne Avenue - Morphett St	High angle approach for left turn from Morphett St	\$15,450
	Ginninderra Drive - Kingsford Smith Dr	Line marking & signage improvements	\$58,450
	Drakeford Drive - Erindale Drive	Upgrade traffic signals	\$325,450
	William Hovell Drive - Coppins Crossing Rd to Drake Brockman Dr	Upgrade edge lines	\$70,450
	Luxton Street - Lathlain Street,	Traffic lights	\$340,000
	Belconnen Way - Bindubi Street	Intersection improvements	\$70,450
	Athillon Drive - Drakeford Drive	Intersection improvements	\$252,250
	Oaks Estate Road - Pialligo Avenue,	Upgrade line marking	\$7,640
	Ginninderra Drive - Ellenborough St	Line marking & signage improvements	\$42,450
	Brindabella Road - Cotter Road to Uriarra Road	Upgrade signage	\$17,750
	Cotter Road - Brindabella Road to Winslade Property Entrance	Upgrade signage	\$7,640
	Athillon Drive - Sulwood Drive to Beasley Street	Upgrade edge lines	\$27,550
	Cowper Street - Limestone Avenue	Signal improvements	\$15,000
	Parks Way Clunies Ross St - Edinburgh Av	Signage and line marking improvements	\$128,000
	Canberra Avenue - Eyre Street	Signage / line marking	\$29,000
	Hindmarsh Drive - Yamba Drive	Left turn improvements	\$530,000
	Yamba Drive - Melrose Drive	Channelization on roundabout	\$84,000
	Hindmarsh Drive - Melrose Drive	Design for intersection improvements	\$59,000
	Brierly Street - Hindmarsh Drive	Signage and line marking improvements	\$45,000
	Tidbinbilla Road Corin Dam - Point Hut Rd	Signage and barrier improvements	\$76,000
	Bolderwood Avenue - David Street	Installation of roundabout	\$128,000
	Paddy's River Rd Laurel Camp Rd - Discovery Dr	Signage and barrier improvements	\$159,000
	Uriarra Road Coppins Crossing Rd - Cotter Rd	Signage and barrier improvements	\$59,000
	Northbourne Avenue - Antil Street	Left turn improvement and road resurfacing	\$555,000
	Kingsford Smith Drive - Kuringa Drive	Signage and intersection improvements	\$18,500
	Brisbane Avenue - State Circle	Signal, lighting improvements	\$28,000
	Wentworth Avenue - Burke Street	Signage and intersection improvements	\$21,800



2010 - 2011 BLACK SPOT STUDY

GINNINDERRA DRIVE / TILLYARD DRIVE



Consulting Engineers



2010 - 2011 BLACK SPOT STUDY

GINNINDERRA DRIVE / TILLYARD DRIVE



Consulting Engineers

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EXECUTIVE SUMMARY

This intersection of Ginninderra Drive, an arterial road with an 80 km/h speed limit and Tillyard Drive, a major collector road with a 60 km/h speed limit is controlled by standard priority arrangements.

The predominant feature of the performance of this intersection is the collisions between vehicles turning right into Tillyard Drive and oncoming traffic.

There is potential for the incidence of these collisions to be reduced by improved definition of vehicle paths through the intersection. This can be achieved primarily by extending the existing kerbed islands to remove areas currently defined by linemarking,

These modifications are estimated to cost \$168,500 inclusive of GST and a 30% contingency.

These modifications have been assessed as providing a Benefit Cost ratio of 3.72 and has a Nett Present Value of \$402,883 at 6% over 10 years.

1. PREAMBLE

1.1 Objective

1.1.1 The objective of this study is to undertake a preliminary engineering feasibility study to assist in the assessment process for improvements under the ACT Black Spot Road safety program. This program is funded by the Commonwealth Government.

1.2 The Brief

1.2.1 1.2.1 The brief covers the following intersections;

- Drakeford Drive / Summerland Circuit (South);
- Drakeford Drive / Isabella Drive / Athllon Drive;
- Haydon Drive / College Street;
- Ginninderra Drive / Tillyard Drive;
- Belconnen Way / Springvale Drive;
- Macarthur Avenue / Wattle Street / David Street; and
- Mugga Lane / Long Gully Road.

1.2.2 Separate reports have been prepared for each of these locations. This report covers the intersection of Ginninderra Drive / Tillyard Drive.

1.2.3 The location of the intersection the subject of this report is shown in Figure 1.2.1.

1.2.4 The scope of the brief is to undertake the following:

- Produce a collision diagram of the crash data for the last five (5) years (for each site), with consideration of individual traffic lanes.
- Assess the traffic conditions at each site and the extent that road conditions may be contributing to crashes. Day and night road safety audit checks of the surrounding environment are required.
- Document any deficiencies with current layouts for the volume of traffic passing through the site. Undertake an assessment in the short and medium term of traffic growth at each location or other planning issues which may have a traffic impact.
- Develop a range of practical options to address the deficiencies identified. While no detailed survey is required of service requirements or pavement reconstruction, defects should be identified and assessed. Options are to consider safe systems philosophy and specific needs of all road users such as public transport, commercial vehicles, emergency vehicles, pedestrians, on road cyclists and motorcyclists. If changes to the traffic signal phasing are one of the proposed options for improvement, SIDRA analysis will be required.
- Prepare a cost estimate for each option including preliminaries and contingencies (at least 30%). Work treatments should be compatible with the Black Spot budget. Treatments that have no chance of being implemented due to likely financial limitations should not be considered.
- The economic analysis (Benefit to Cost Ratio) is to be prepared at a later stage for the agreed option using the base case as the "do nothing" situation. The analysis should consider the benefits and disbenefits over the life of the improvement works, which can be assumed to be 10 years and Nett Present Value (NPV) @ 7% as per Roads ACT ratio matrix (copy to be provided

later). The average costs of crashes by accident type are to be used in estimating the benefits which result from crash reductions.

- 1.2.5 In assessing conflicts occurring at these locations and particularly when identifying and assessing possible measures to reduce the incidence of collisions, particular attention has also been given to reducing the injury consequences of collisions consistent with the safe systems philosophy. Simply reducing the number of accidents contributes to this philosophy, but additionally other factors can also be relevant particularly in reducing the severity of accidents when they do occur.
- 1.2.6 For example, particular consideration is given to the location and placement of street furniture, sign posts and light poles to minimise the potential for them to increase the injury potential of a collision at the location.

1.3 The Project Team

1.3.1 1.3.1 The client is Roads ACT and the client's representative is Mr Pawel Potapowicz.

1.3.2 1.3.2 The R D Gossip Pty Ltd project team is:



Project Manager and Senior Traffic Engineer
Senior Traffic Engineer
Senior Designer
Senior Draftsman

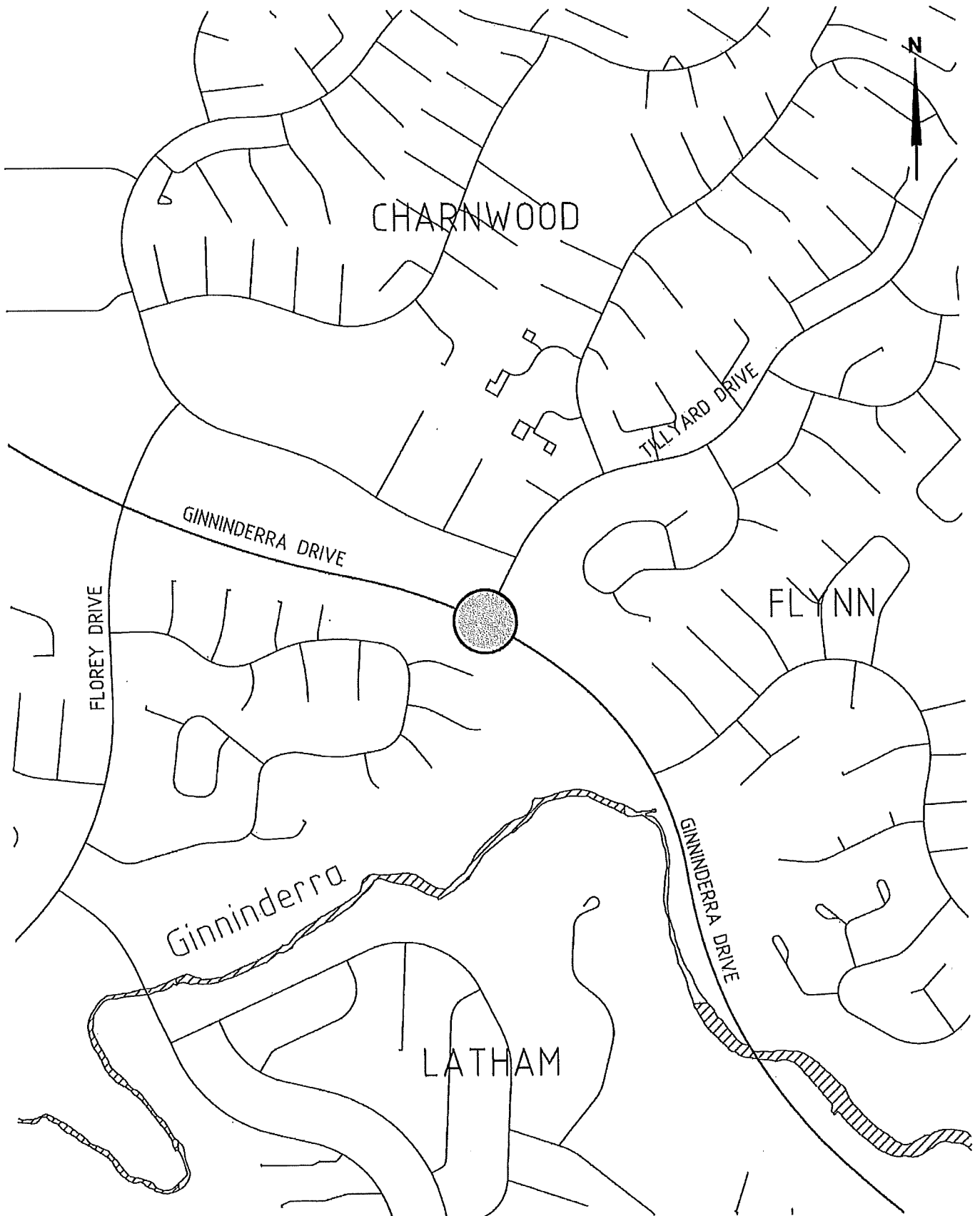


Figure 1.2.1
Locality Plan

2 EXISTING CONDITIONS

2.1 Road Hierarchy

- 2.1.1 Ginninderra Drive is classified as an arterial road with a speed limit of 80 km/h in this location. Tillyard Drive is a major collector with a speed limit of 60 km/h.

2.2 Geometric Layout

- 2.2.1 This is a three way unsignalised intersection with Ginninderra Drive being the major road and Tillyard Drive being the terminating road. A layout of the existing intersection is shown on Figure 2.2.1.
- 2.2.2 Ginninderra Drive is a dual carriageway. Westbound there are two lanes merging into one west of the intersection. Eastbound there is one through lane until east of the intersection and a cycle lane. The median varies in width but close to the intersection is at least 10 metres wide.
- 2.2.3 The intersection is on a large radius curve with Tillyard Drive located on the outside of the curve. The grade through the intersection is generally level.
- 2.2.4 Tillyard Drive is also a dual carriageway road for several hundred metres on the westbound approach to the intersection. At the intersection the median is approximately 6 metres wide.
- 2.2.5 The layout adopted is the preferred rural seagull layout with right side merge as depicted in Austroads Guide to Road Design Part 4A Unsignalised and Signalised Intersections Figure 7.14.
- 2.2.6 Both the left turn movements have left turn slip lanes. The left turn into Tillyard Drive has been configured as a 70 degree approach. The left turn into Ginninderra Drive is a large radius curve entering Ginninderra Drive as a protected (auxiliary) lane.
- 2.2.7 There are on road bicycle provisions through the intersection in both directions as well as on the Tillyard Drive approach.

2.3 Traffic Volumes

- 2.3.1 Traffic volume data was not available for this intersection. However observations during peak and off peak times indicate that the intersection activity is light to busy throughout the day and evening.
- 2.3.2 During the morning peak period the predominant movements are eastbound through the intersection on Ginninderra Drive as well as left turning to eastbound out of Tillyard Drive. The separation of these traffic flows functions very effectively particularly in the morning peak.
- 2.3.3 During the afternoon peak the predominant flows are reversed although there is also a significant movement eastbound on Ginninderra Drive, and particularly turning left into Tillyard Drive as people access the nearby shopping centre.
- 2.3.4 A notable feature of the traffic flows is the high proportion of traffic turning right from Ginninderra Drive into Tillyard Drive. This movement appeared to be a significant proportion of the traffic movements each time the site was visited.

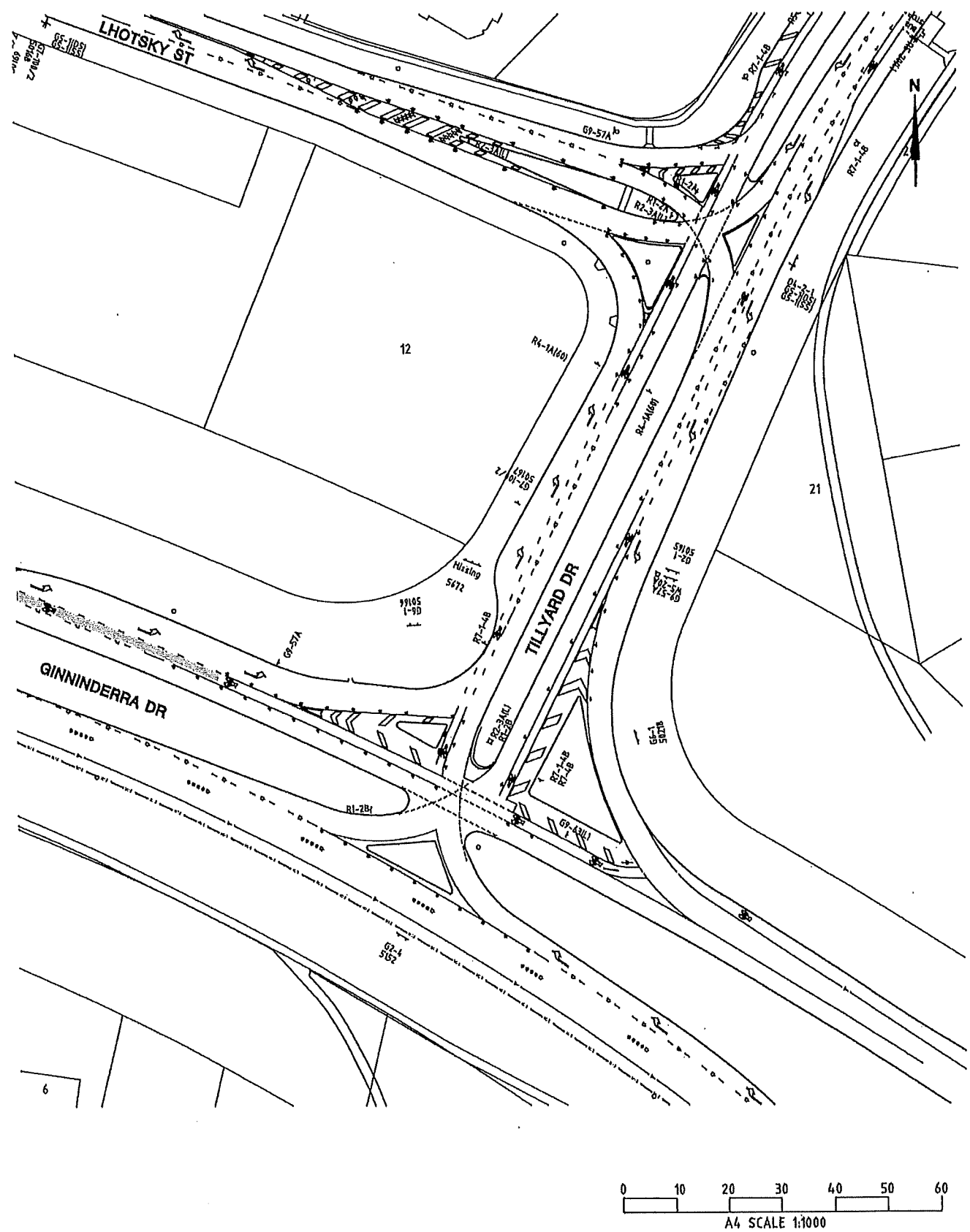


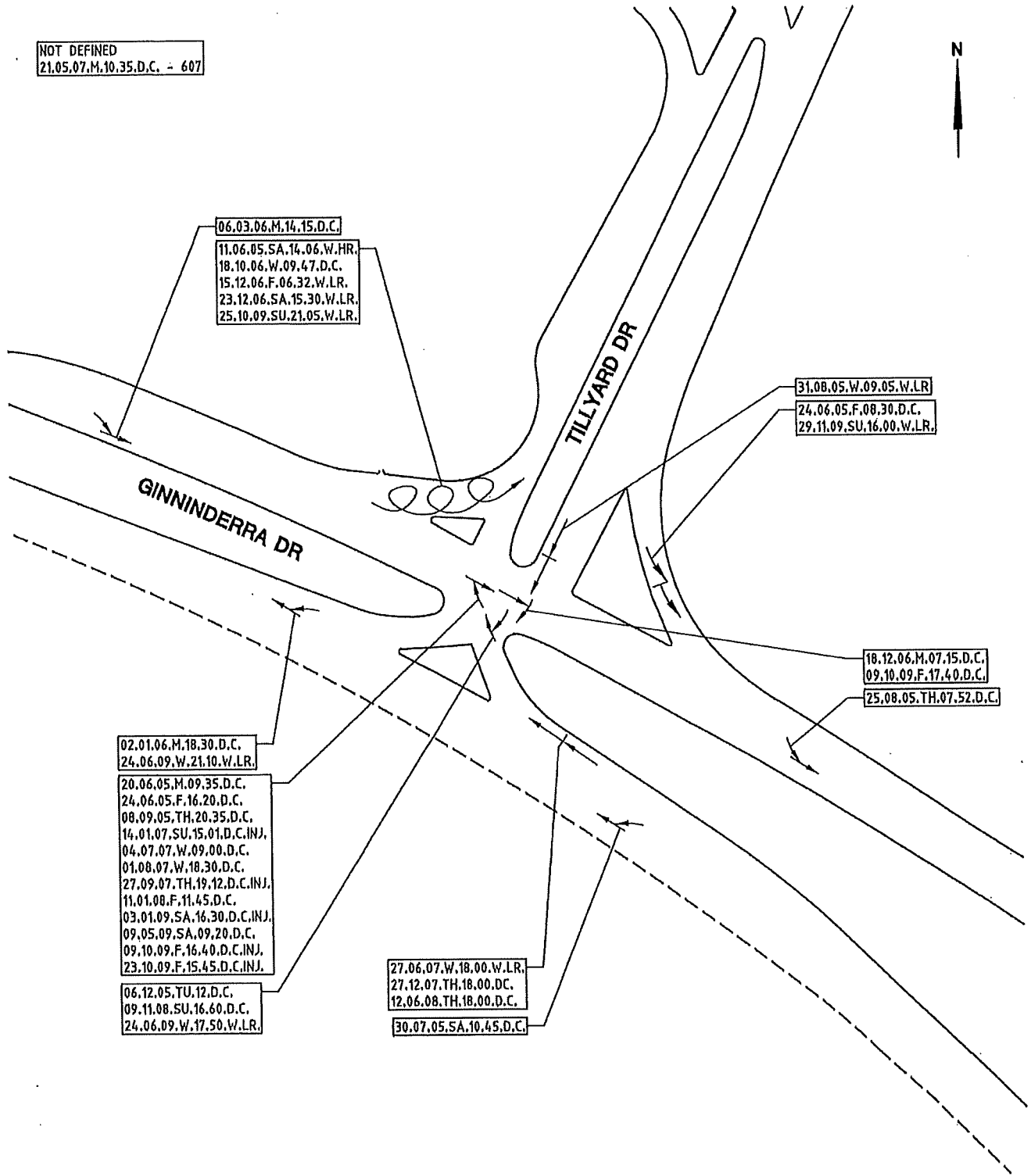
Figure 2.2.1 Existing Layout



2.4 Collision Statistics

- 2.4.1 A rough guide to the performance of this intersection compared to the average for the ACT in 2000 can be obtained from the following approximate percentages for the ACT as a whole:
- approximately 14.7% of collisions occur in wet weather;
 - approximately 23.5% occur in the peak hours, taken as 8.00-9.00 and 17.00-18.00.
 - approximately 20% occur in the hours of darkness - this involves the approximation that the average hours of darkness for the ACT figures as a whole are 18.30 - 6.00 (accurate figures are available for the hours of darkness but the time of all collisions to provide an hour by hour base is not available)
- 2.4.2 A total of 35 accidents occurred in the five year period from 1 January 2005 to 31 December 2009 inclusive. These included 5 injury collisions. Figure 2.4.1 provides a collision diagram.
- 2.4.3 Additionally Table 2.4.1 is a collision factor matrix used to highlight particularly recurring features of the collision history. Note that this matrix does not incorporate all recorded collisions since the data provided includes all property and injury collisions. Only those collisions that indicated some clustering were recorded in the collision matrix
- 2.4.4 8 collisions (23%) occurred in wet weather noticeably more than the average.
- 2.4.5 6 collisions (17.5%) occurred in the peak periods, a little below the average.
- 2.4.6 4 collisions (11%) occurred in hours of darkness, significantly less than the average.
- 2.4.7 The most striking feature of the collisions at this intersection is the number of right turn into oncoming type collisions involving the right turn from Ginninderra Drive into Tillyard Drive.
- 2.4.8 This movement accounts for 12 of the 35 (34%) collisions. Also all five of the injury collisions were sustained in this movement.
- 2.4.9 The only other movement that exhibits a cluster of collisions is the left turn out of Ginninderra Drive into Tillyard Drive. There were 5 single vehicle out of control type of collisions within this movement and of these four were in wet conditions.
- 2.4.10 Additionally there were five collisions involving vehicles turning right out of Tillyard Drive, three involving right turning vehicles from Ginninderra Drive and two involving eastbound vehicles on Ginninderra Drive.
- 2.4.11 These statistics highlight the high proportion of collisions involving turning vehicles in the middle of the intersection. It appears that drivers are experiencing difficulty judging the gaps to potentially conflicting vehicles.
- 2.4.12 The statistics do not feature any particular day as predominant with collisions occurring evenly spread over all days of the week including weekends.

NOT DEFINED
21.05.07.M.10.35.D.C. = 607



06.03.06.M.14.15.D.C.
11.06.05.SA.14.06.W.HR.
18.10.06.W.09.47.D.C.
15.12.06.F.06.32.W.LR.
23.12.06.SA.15.30.W.LR.
25.10.09.SU.21.05.W.LR.

31.08.05.W.09.05.W.LR
24.06.05.F.08.30.D.C.
29.11.09.SU.16.00.W.LR.

18.12.06.M.07.15.D.C.
09.10.09.F.17.40.D.C.
25.08.05.TH.07.52.D.C.

02.01.06.M.18.30.D.C.
24.06.09.W.21.10.W.LR.

20.06.05.M.09.35.D.C.
24.06.05.F.16.20.D.C.
08.09.05.TH.20.35.D.C.
14.01.07.SU.15.01.D.C.INJ.
04.07.07.W.09.00.D.C.
01.08.07.W.18.30.D.C.
27.09.07.TH.19.12.D.C.INJ.
11.01.08.F.11.45.D.C.
03.01.09.SA.16.30.D.C.INJ.
09.05.09.SA.09.20.D.C.
09.10.09.F.16.40.D.C.INJ.
23.10.09.F.15.45.D.C.INJ.

06.12.05.TU.12.D.C.
09.11.08.SU.16.60.D.C.
24.06.09.W.17.50.W.LR.

27.06.07.W.18.00.W.LR.
27.12.07.TH.18.00.DC.
12.06.08.TH.18.00.D.C.
30.07.05.SA.10.45.D.C.

ABBREVIATION AND SYMBOL SCHEDULE

DAY	ROAD SURFACE	WEATHER	SEVERITY	SYMBOLS
M : Monday	D : Dry	C : Clear	INJ : Injury	⊗ : Pedestrian
TU : Tuesday	W : Wet	H.R : Heavy Rain	F : Fatal	
W : Wednesday		L.R : Light Rain		
TH : Thursday				
F : Friday				
S : Saturday				
SU : Sunday				

ACCIDENT DATA PERIOD
01/01/05 TO 31/12/09

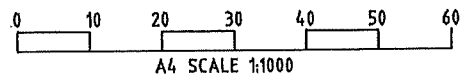


Figure 2.4.1
Collision Diagram



CRASH FACTOR MATRIX
 LOCATION: Ginninderra / Tillyard

DCA CODE (Dominant ones first)	KEY DIRECTION (To)	NUMBER OF ACCIDENTS EACH YEAR					TOTAL for this combination of DCA Code & Key Direction	DIRECTION OF OTHER VEHICLE				TYPES OF ROAD USERS							SURFACE				LIGHT CONDITION				TYPE OF DAY			
		Insert years in consecutive order						To North	To East	To South	To West	Car or similar	Van, Lt Truck	Truck	Bus	Motorcycle	Pedal Cycle	Pedestrian	Dry	Wet	Dawn	Daylight	Dusk	Dark	Weekday	Saturday	Sunday	Most Common day (if any)		
		2005	2006	2007	2008	2009		12	2	4	12	12	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
202	W/N	3	4	4	1	4	12										12			9	3		9	2	1					
303, 305	W/N	1		2	1		4				4						3	1		1	1		3	1						
302, 303	E	2				1	3		2		1						1	2		3			2		1					
105	N	1			1		3				3						2	1		2			2		1					
706, 804	N	1	3			1	5										1	4		4			2	2	1					
TOTALS		8	3	6	3	7	27	14	8		8						19	8		19	4	4	18	5	4					

Table 2.4.1
 Crash Factor Matrix



2.5 Pedestrians

2.5.1 There is very little pedestrian activity at this intersection and no pedestrian activity was seen during site visits. There is a pedestrian underpass under Ginninderra Drive approximately 250 metres west of the intersection which would be used by pedestrians between Latham and the Charnwood shops. Pedestrians are not evident in the collision statistics.

2.6 Cyclists

2.6.1 There are on-road cycle facilities throughout this intersection. Cycle accidents do not feature in the collision statistics.

2.7 Public Transport

2.7.1 Buses use all legs of this intersection. To our knowledge drivers have not reported any difficulties with any movement through this intersection.

2.8 Lateral Clearance Issues

2.8.1 There are a number of direct buried 'non frangible' steel light columns located in and around the intersection median noses within 3m of the kerbs. None of the recurring types of collisions appear to have involved these light poles however they are a safety risk and should be replaced with frangible poles.

2.9 Pavement

2.9.1 Generally the pavement is in good condition with the exception of some deficiencies in the Ginninderra Drive right turn lane. This lane has some crocodile cracking over most of its length particularly adjacent to the median kerb. However these defects do not appear to be contributing to the collision statistics.

2.9.2 The pavement in the left turn lane where there is a history of single vehicle out of control collisions in wet conditions appears to be in reasonable condition. However given the collision history it would be appropriate to have the skid resistance of this pavement tested.

2.10 Traffic Control Devices

2.10.1 Linemarking is in generally reasonable condition.

2.10.2 There are a number of regulatory, guide signs within the intersection area. The regulatory signs are generally acceptable.

2.11 Future Traffic Volumes

2.11.1 There does not appear to be any reason why traffic volumes through this intersection might increase significantly in the future. The location is towards the north western extremity of Belconnen close to the NSW/ACT border.

2.11.2 There are no plans currently to extend ACT development across the border into NSW and the development currently taking place west of Dunlop is limited by proximity of the border.

2.11.3 Consequently traffic volumes at this intersection are not likely to increase significantly in the near future.

3 DISCUSSION OF SAFETY AND OPERATING CONDITIONS

3.1 On Site Impressions

- 3.1.1 Generally this intersection is open with no impediments to sight distance between conflicting vehicle paths. The intersection is located within a wide landscaped road corridor and although there are houses not far from the intersection, they are not visible from the intersection and the impression gained is that the location is in a rural area.
- 3.1.2 The intersection layout is generally consistent with the layout proposed by Austroads for a rural T intersection with the exception that the vehicles turning right into Ginninderra Drive do not have an acceleration lane. Despite that deficiency, this movement has only experienced two collisions in the five year period surveyed.
- 3.1.3 Traffic volumes are not heavy and there is no congestion leading to unreasonable delays to vehicles passing through the intersection. The movement experiencing most delay is the right turn into Tillyard Drive.

3.2 Predominant Conflicts and Collisions

- 3.2.1 The most predominant collision is the right turn into oncoming involving vehicles turning right into Tillyard Drive. All five injury accidents involved this movement. There is also smaller group of right angle collisions involving vehicles turning right out of Tillyard Drive.
- 3.2.2 These collisions all occur in a relatively confined area in the centre of the intersection where the single lane vehicle paths intersect.
- 3.2.3 The other significant group is the single vehicle out of control collisions turning left from Ginninderra Drive into Tillyard Drive.

3.3 Opportunities for Accident Reduction

- 3.3.1 Given that there is good sight distance in all directions it seems that drivers are misjudging the path and timing of opposing vehicles compared with their own ability to clear the conflict point without collision.
- 3.3.2 This suggests that better definition of the conflict point would have significant potential to reduce the collisions occurring.
- 3.3.3 Some realignment of the right turn path for vehicles turning right into Tillyard Drive would improve the safe execution of this turn. This path could be better delineated so that drivers are able to focus more on the task of selecting a gap in the approaching traffic rather than negotiating their path through the intersection.
- 3.3.4 For vehicles turning right from Tillyard Drive, there is a confusing set of what could be yield lines. One is an old line that has not been eradicated properly; one identifies the outer edge of the cycle lane. Drivers can also see another line parallel to these that is the yield line along the median kerb not far away. On this approach there is a Give Way sign mounted on a light pole in the median but this is located approximately seven metres from the actual yield line.
- 3.3.5 This layout could be significantly improved by extending the existing median and splitter island so that the available vehicle paths are substantially reduced. This would also permit Give Way signs to be used to clearly label the yield points. In conjunction with these alterations the intersection linemarking and RRPMS should be renewed.

- 3.3.6 The other significant category is the single vehicle out of control collisions involving left turners into Tillyard Drive.
- 3.3.7 Although the left turn lane has been adjusted so that it encourages a 70 degree approach direction, there is still scope for vehicles to complete the turn using a large radius. Although the road space that permits this is required for large vehicles, it would be possible to use linemarking and RRPMS to more precisely define the desired vehicle path.
- 3.3.8 However most of these particular accidents occur in wet weather. This suggests that the road pavement surface might have less skid resistance than appropriate. Although the pavement appears to be in reasonable condition, the skid resistance should be tested.
- 3.3.9 The presence of non-frangible steel light poles close to the edges of this intersection does not appear to be a feature of the collision history and are not in locations where it is likely that errant vehicle might be expected to strike them.

4 PROPOSED IMPROVEMENTS

4.1 Remedial Modifications

- 4.1.1 The following modifications are recommended:
- 4.1.2 Extend the median and splitter islands to reduce the road space available as pathways through the intersection.
- 4.1.3 Provide improved delineation for right turners into Tillyard Drive by extending the island noses and using linemarking and reflective markers.
- 4.1.4 Provide improved delineation of the 70 degree approach for left turners using linemarking and reflective markers.
- 4.1.5 Renew linemarking throughout the intersection.
- 4.1.6 Arrange for the skid resistance of the left turn lane into Tillyard Drive and the adjoining section of Tillyard Drive to be measured.
- 4.1.7 Relocate the guide sign on the south side of Ginninderra Drive to better align with drivers approaching on Tillyard Drive.
- 4.1.8 Replace existing non frangible poles.

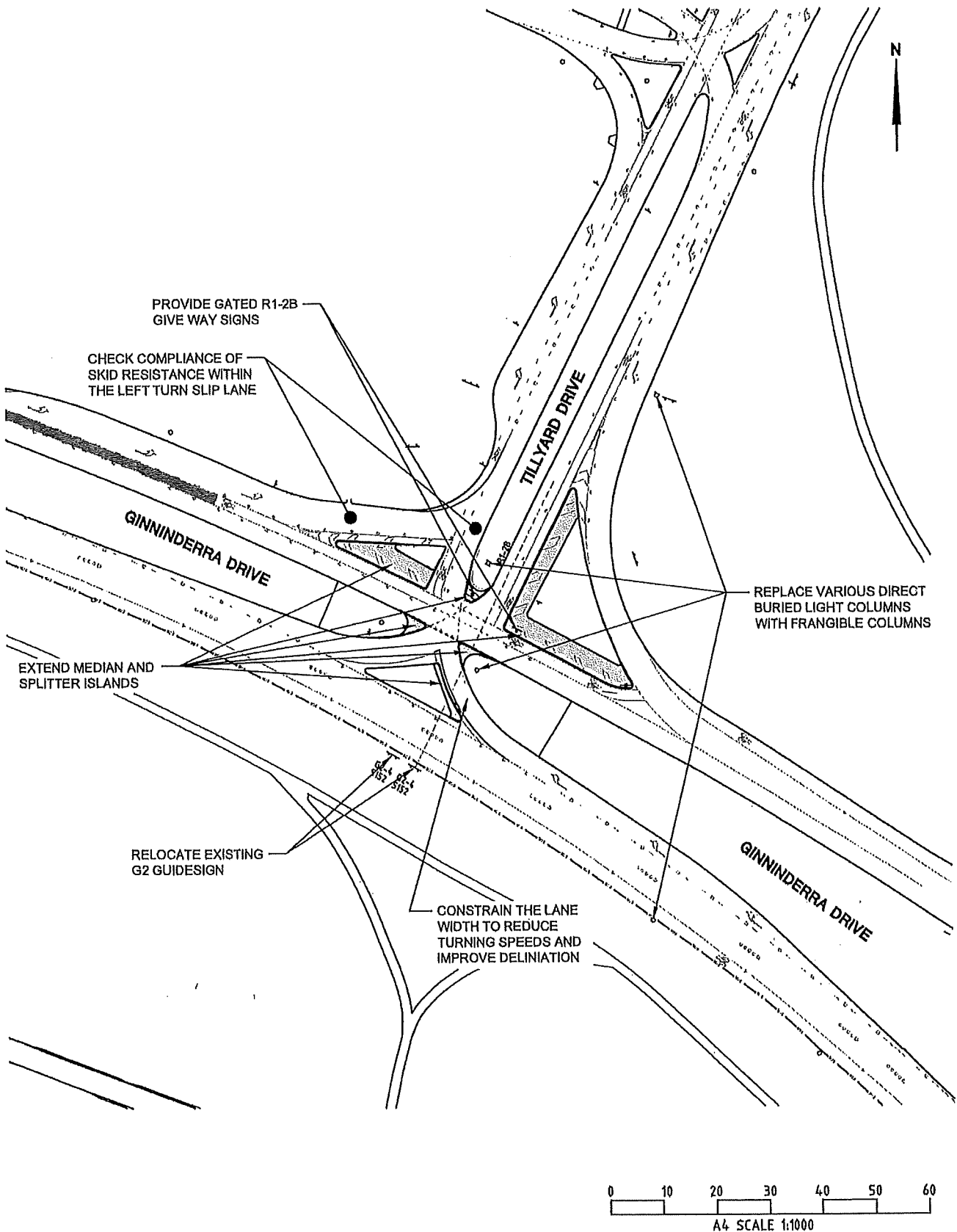


Figure 4.1.1
Proposed treatment

5 FINANCIAL ANALYSIS

5.1 Financial Analysis Assumptions

- 5.1.1 An assessment of the financial merit of undertaking the modifications identified in the previous section has been undertaken.
- 5.1.2 The analysis used data on accident costs provided by Roads ACT. This valued reductions in accidents as follows:

Fatal Accidents	\$2,075,788
Serious Injury Accidents	\$341,792
Minor Injury Accidents	\$53,967
Property Damage accidents	\$17,790

CRASH TYPE CODE	DESCRIPTIPON	AVERAGE COST
101 - 109	Adjacent approaches	\$32,845
201	Head on	\$100,406
202 - 206	Opposing turns	\$33,497
301 - 304	Rear End	\$19,516
305 - 307	Lane change	\$19,209
001 - 003	Vehicle hits pedestrian	\$181,613
706 - 707	Loss of control	\$66,199
401 - 402	Hit Parked / Parking vehicle	\$18,380
601	Hit Parked Vehicle	\$20,506
501 - 506	Overtaking	\$30,130
901	Fell from moving vehicle	\$93,842

- 5.1.3 The approach taken with the financial analysis is to identify the collision types recorded in the data and expected to be reduced by the proposed remedial actions, assess the historical cost of those collisions and then assess the collision cost reductions (the benefits) expected to result from the remedial works and compare these benefits with the cost of remedial works.
- 5.1.4 Assumptions of the effectiveness of countermeasures in reducing recorded accidents were taken where possible from the Austroads publication Guide to Traffic Engineering Practice Part 4 Treatment of Crash Locations, Table 9.5. In cases where particular improvements were not listed in that table, engineering judgement was exercised to be consistent with the improvements implied by the table. The assessment is summarised in the table below.

Accident Type	Annual Accident Cost \$	Proportion Reduction	Annual Benefit \$
101 – 109 Adjacent approaches	\$52,552	0.51	\$26,800
202 – 206 Opposing turns	\$80,392	0.36	\$28,940
300 – Rear End	\$31,225	0.4	\$12,490
700 – Loss of Control	\$66,199	0.1	\$6,620
TOTAL			\$74,850

5.1.5 The analysis covered a 10 year period based on a 6% discount rate. The analysis was also undertaken using 4% and 8% discount rates to check sensitivity of the results.

5.2 Financial Analysis Results

5.2.1 The assessment for the Ginninderra Drive / Tillyard Drive intersection improvements is influenced by the significant value of the reductions in the major injury collisions at this intersection over a five year period.

5.2.2 The results of the analysis is presented at Appendix 3.

5.2.3 The analysis indicated a B/C ratio of 3.72 and a Nett Present Value at 6% over 10 years of \$402,883.

6 RECOMMENDATIONS

- 6.1.1 It is recommended that action be taken to implement the remedial measures outlined in section 4.1 and shown in Figure 4.1.1.
- 6.1.2 These works are estimated to cost \$168,500 inclusive of GST and a 30% contingency.
- 6.1.3

APPENDIX 1

PHOTOGRAPHS



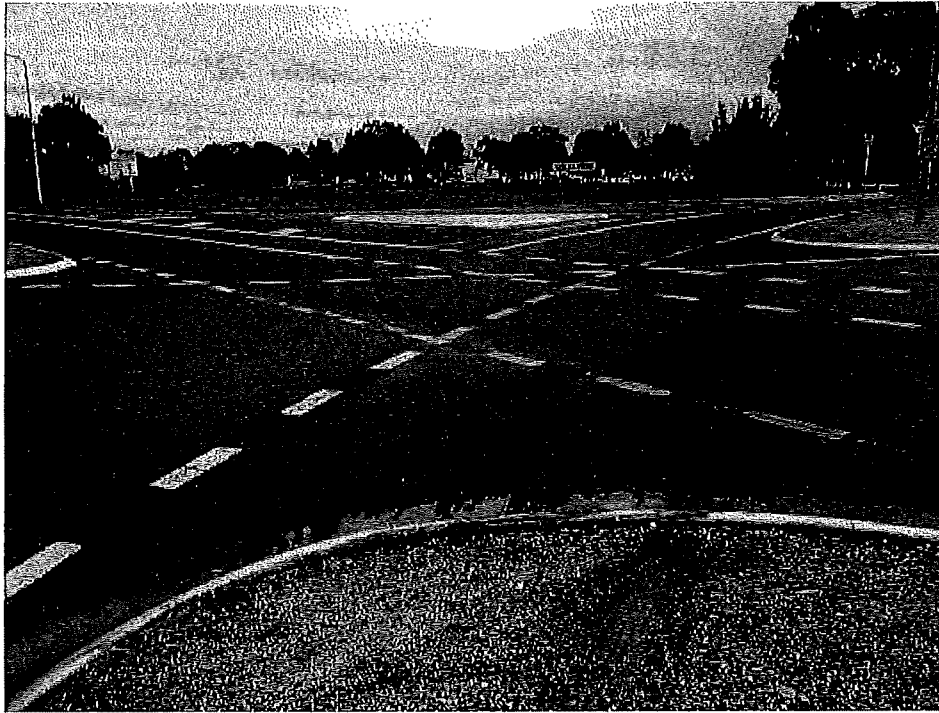
Photograph 1

Poor delineation of travel paths through median particularly at night and in wet weather

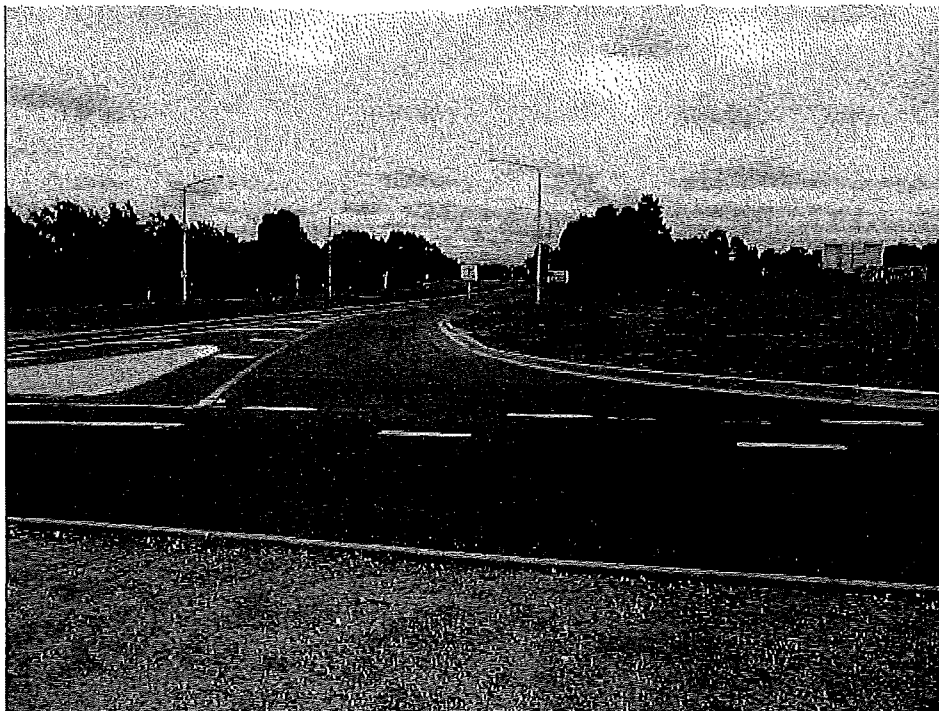


Photograph 2

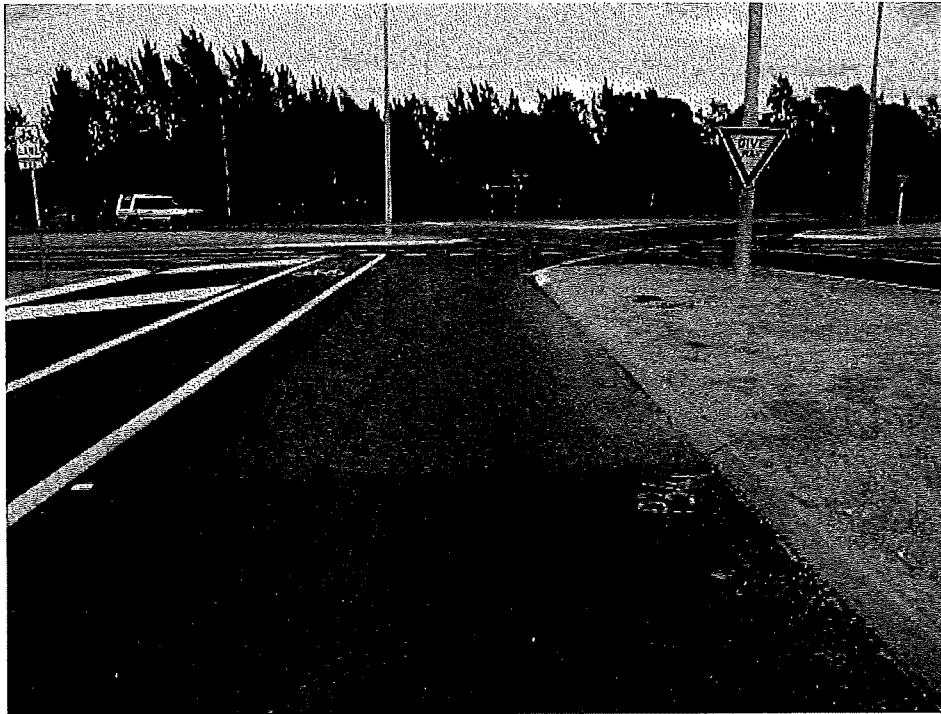
Limitation of the use of large areas of pavement defined just by line marking



Photograph 3
Poor delineation of vehicle paths through the intersection



Photograph 4
Existing left turn into Tillyard Drive has 70 degree approach but large radius kerb on left edge



Photograph 5
Tillyard Drive approach



Photograph 6
Tillyard Drive approach with poorly defined hold line

APPENDIX 2

COST ESTIMATES

Item	Estimate
Preliminaries	\$21,000
Provision for Traffic	\$ 8,000
Underground Services	\$ 2,000
Concrete Kerbs, Footpaths and Minor Works	\$60,000
Road Signs	\$2,000
Pavement Marking	\$2,000
Streetlighting	<u>\$17,500</u>
	SUB – TOTAL \$112,500
	Consultancy Fees (15%) \$17,000
	Contingency (30%) <u>\$39,000</u>
	TOTAL (incl GST) \$168,500
	TOTAL (excl GST) \$153,000

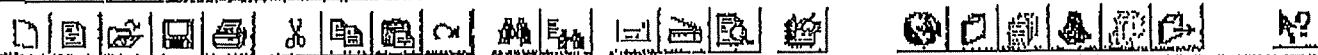
APPENDIX 3

FINANCIAL ASSESSMENT



201100368 - PDMS Ministerials [Update]

File Edit Select Help



Minister: <input type="text" value="116"/>	Priority: <input type="text" value="FAA"/>	Register Date: <input type="text" value="15/02/2011"/>
Division: <input type="text" value="TI"/>	Reply Level: <input type="text"/>	Due Date: <input type="text"/>
Branch: <input type="text" value="ROADS"/>	Status: <input type="text" value="FIN"/>	Finalised Date: <input type="text" value="15/02/2011"/>

Ministerial Details | Diary Text/History | Related Information | View Division | View Schedule

Non Standard

Sender Details

Title:

First Name:

Surname:

Position:

Street:

Suburb:

State: Postcode:

Correspondence Date:

On Behalf Of:

Organisation From:

Subject:

Comments:

VIP Correspondence Attachments To Follow

Enter or select the minister's code.

Administrator | ARAH BOURN | NUM | CAF'S | IN\$



RECEIVED



The Hon Anthony Albanese MP

Minister for Infrastructure and Transport
Leader of the House

Reference: 07107-2010

Mr Jon Stanhope MLA
Chief Minister
Minister for Transport
ACT Legislative Assembly
GPO Box 1020
CANBERRA ACT 2601

*Appropriate
action
11/10/2*



Dear Chief Minister *Jon,*

I am pleased to advise the Australian Government funding under the Black Spot Program for six projects within the Australian Capital Territory (ACT) for the 2010-11 program year.

I have:

- approved, under Section 70 of the *Nation Building Program (National Land Transport) Act 2009* (the Act), the projects listed in the schedules to the attached approval instrument APT7014 as Black Spot Projects for the purposes of the Act; and
- approved the provision of funding for these projects under Section 78 of the Act.

Details of the approved projects are set out in the attached instrument and schedules.

I look forward to continuing to work with your Government to deliver these important safety upgrades to roads in the ACT.

Yours sincerely

Anthony Albanese

ANTHONY ALBANESE

Enc:



Australian Government

Department of Infrastructure and Transport

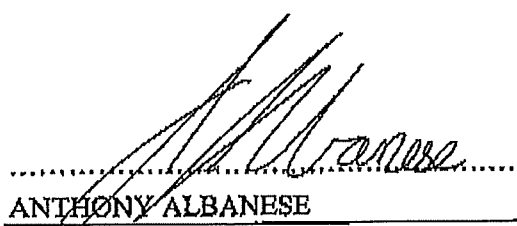
Nation Building Program (National Land Transport) Act 2009

Black Spot Projects

Approval No. APT7014

I, ANTHONY NORMAN ALBANESE, Minister for Infrastructure and Transport:

- (a) being satisfied that the projects identified and described in Columns 1 and 2 of the Schedules (the Projects) are eligible for approval in accordance with section 71 of the *Nation Building Program (National Land Transport) Act 2009* (the Act) and considering that it is appropriate to approve the Projects in accordance with section 72 of the Act, approve the Projects as Black Spot Projects under subsection 70(1) of the Act; and
- (b) approve, under subsection 78(1) of the Act, the provision of Commonwealth funding for the Projects to the corresponding eligible funding recipient identified in Column 4 of the Schedules.


.....
ANTHONY ALBANESE

13.1.11.

Schedule

State: ACT

Instrument: APT7014

Project Number and Name	Project Description	Maximum Funding Amount that the Commonwealth may Contribute	Eligible Funding Recipient
041377-10ACT-BS Anzac Parade Blamey Crescent CAMPBELL	Signals	\$200,000	Department of Territory & Municipal Services
041378-10ACT-BS Drakeford Drive Isabella Drive MONASH	Signage and linemarking improvements	\$32,675	Department of Territory & Municipal Services
041379-10ACT-BS Ginninderra Drive Tillyard Drive CHARNWOOD	Signage, linemarking and concrete island improvements and non frangible poles upgrade	\$166,210	Department of Territory & Municipal Services
041380-10ACT-BS Belconnen Way Springvale Drive HAWKER	Linemarking improvements and frangible poles upgrade	\$68,970	Department of Territory & Municipal Services
041381-10ACT-BS Mugga Lane Long Gully Road HUME	Increase left turn storage, delineation improvements and frangible poles upgrade	\$245,250	Department of Territory & Municipal Services
041382-10ACT-BS Multiple sites CANBERRA	High visibility warning signs, curve delineation improvements, hazard removal	\$300,000	Department of Territory & Municipal Services



ACT
Government

Transport Canberra and
City Services

FREEDOM OF INFORMATION COVERSHEET

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

FOI reference: TCCSFOI 2018-013

Information to be published	Status
1. Access application	Published
2. Decision notice and schedule	Published
3. Documents	Published
4. Additional information identified	No
5. Fees	n/a
6. Processing time (In working days)	32 days (extension granted)
7. Decision made by Ombudsman	n/a
8. Additional information identified by Ombudsman	n/a
9. Decision made by ACAT	n/a
10. Additional information identified by ACAT	n/a

Can this please be actioned as a priority.

Thanks

From: FITZHARRIS
Sent: Friday, 12 January 2018 4:14 PM
To: TCCS_DLO <TCCS.DLO@act.gov.au>
Subject: CORRO [REDACTED] FOI Request
Importance: High

Hi [REDACTED]

Can this request please be forwarded to the relevant FOI area within TCCS.

Thank you,

From: [REDACTED]
Sent: Friday, 17 November 2017 3:11 PM
To: FITZHARRIS <FITZHARRIS@act.gov.au>
Subject: FOI Request

Good afternoon,

I write to request under the Freedom of Information ACT 1989 (FOI Act) documents generated or received by the ACT Government and/or AECOM in relation to the Local Area Traffic Management (LATM) study on Tillyard Drive including final reports, correspondence, contract details, intermediary findings, recommendations and other relevant material.

I make this request pursuant to section 14 of the FOI Act.

I ask that any fees and charges associated with this request be waived pursuant to section 29 and 30 of the Act. I do so on the basis that it is in the public interest that I be given access to these documents and there has been a long-standing convention, at a Commonwealth, State and Territory level that members of parliament are not to be charge for access to documents requested under FOI legislation.

Should you require any further information or clarification about my request, please contact my office on [REDACTED]

Kind regards,

[REDACTED]

[REDACTED]



ACT
Government

Transport Canberra and
City Services



Dear 

Freedom of information request: Reference 18-013

I refer to your application made under the *Freedom of Information Act 2016* (the FOI Act) on 9 February 2018 and 6 March 2018, in which you sought access to documents relating to the Black Spot funding for the improvement of the Tillyard Drive and Ginninderra Drive intersection, in particular:

1. minutes of the Black Spot Program Consultative Panel where the Tillyard and Ginninderra Drives intersection may have been discussed;
2. any documents that informed those discussions;
3. approval given by the Black Spot Consultative Panel;
4. nomination for improvements to this intersection (which was probably part of a black funding application to the Commonwealth Government);
5. the Commonwealth Government's response to the nomination;
6. and any updates or grant acquittals made by the ACT Government to the Commonwealth Government in relation to the implementation and/or completion of the funded improvements to the intersection of Tillyard and Ginninderra Drives.

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

I understand that you agreed to an extension on your access application by 28 March 2018.

Decision on access

Searches were completed for relevant documents and six documents were identified that fall within the scope of your request.

I have included as Attachment A to this decision the schedule of relevant documents. This provides a description of each document that falls within the scope of your request and the access decision for each of those documents.

Documents identified as relevant to your request contain information that I consider to be, on balance, contrary to the public interest to disclose under the test set out in section 17 of the Act.

I have decided to grant access, under section 50 of the Act, to copies of documents (Attachment B) with deletions applied to information that I consider would be contrary to the public interest to disclose.

Statement of Reasons

The information considered contrary to the public interest to disclose includes the name of third parties.

The material I have considered in the assessment of these documents includes:

- the FOI Act, in particular:
 - Schedule 2 (b)(i) – the person making the request
- the *Information Privacy Act 2014*; and
- the content of the documents that fall within the scope your request.

Document referenced number 4 of the identified documents has personal information of third parties. Disclosure of personal information is governed by the 'use and disclosure' privacy principles. Part 3 of the *Information Privacy Act 2014* (TTP 6.1) states that an agency that holds personal information about an individual that has been collected for a particular purpose, must not disclose the information to a third party unless the individual has consented to the use or disclosure of the information.

I have, therefore, decided that it is not in the public interest to disclose information that is considered as personal information.

You will note that the documents include out of scope information in relation to other Road projects. I have decided to include this information. In relation to part 6 of your request, I can confirm that the project nomination template (page 67) is completed by Roads after the panel meeting and is submitted to the Federal Department of Infrastructure, Auslink Program Management System (APMS) for consideration. The response to the ACT Government's project nominations is located at document 5 (page 63).

Charges

Your request has exceeded the threshold of 50 pages. I have however decided to waive any processing fees as the information is of special benefit to the public because your inquiries reflect community interest.

Online publishing – disclosure log

Under section 28 of the Act, TCCS maintains an online record of access applications called a disclosure log. Your original access application, my decision and documents in response to your access application will be published in the TCCS disclosure log from 3 days after the date of this decision. Your personal details will not be published.

You may view TCCS' disclosure log at www.tccs.act.gov.au/about-us/freedom_of_information.

Ombudsman review

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

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

The ACT Ombudsman
GPO Box 442
CANBERRA ACT 2601

Via email: ombudsman@ombudsman.gov.au

ACT Civil and Administrative Tribunal (ACAT) review

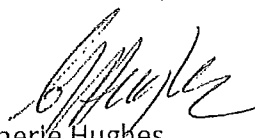
Under section 84 of the Act, if a decision is made under section 82(1) on an Ombudsman review, you may apply to the ACAT for review of the Ombudsman decision.

Further information may be obtained from ACAT at:

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

If you have any questions concerning the directorate's processing of your request, or would like further information, please contact the directorate's FOI Coordinator on 6205 5408 or email tccs.foi@act.gov.au.

Yours sincerely



Cherie Hughes
Information Officer
Transport Canberra and City Services

March 2018



ACT
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Transport Canberra and
City Services

Attachment A

FREEDOM OF INFORMATION SCHEDULE

PLEASE BE AWARE THAT UNDER THE FREEDOM OF INFORMATION ACT 2016, SOME OF THE INFORMATION PROVIDED TO YOU WILL BE RELEASED TO THE PUBLIC THROUGH THE ACT GOVERNMENT'S OPEN ACCESS SCHEME. THE OPEN ACCESS RELEASE STATUS COLUMN OF THE TABLE BELOW INDICATES WHAT DOCUMENTS ARE INTENDED FOR RELEASE ONLINE THROUGH OPEN ACCESS.

PERSONAL INFORMATION OR BUSINESS AFFAIRS INFORMATION WILL NOT BE MADE AVAILABLE UNDER THIS POLICY. IF YOU THINK THE CONTENT OF YOUR REQUEST WOULD CONTAIN SUCH INFORMATION, PLEASE INFORM THE CONTACT OFFICER IMMEDIATELY.

INFORMATION ABOUT WHAT IS PUBLISHED ON OPEN ACCESS IS AVAILABLE ONLINE AT: [HTTP://WWW.TCCS.ACT.GOV.AU/ABOUT-US/FREEDOM_OF_INFORMATION](http://www.tccs.act.gov.au/about-us/freedom_of_information)

FILE REFERENCE NO WHAT ARE THE PARAMETERS OF THE REQUEST

REF NO	NO OF FOLIOS	DESCRIPTION	DATE	STATUS	REASON FOR NON-RELEASE OR DEFERRAL	OPEN ACCESS RELEASE STATUS
TCCS FOI 18-019						
BLACK SPOT FUNDING TILLYARD AND GINNINDERRA DRIVES						
1	1-19	ACT BLACK SPOT CONSULTATIVE PANEL - MEETING NO 20	20 MAY 2010	FULL ACCESS		FULL ACCESS
2	20-24	BLACK SPOT PROGRAMME ACT CONSULTATIVE PANEL	15 DECEMBER 2010	FULL ACCESS		FULL ACCESS
3	25-37	ACT BLACK SPOT CONSULTATIVE PANEL - MEETING NO 21	15 DECEMBER 2010	FULL ACCESS		FULL ACCESS
4	38-62	2010-2011 BLACK SPOT STUDY GINNINDERRA DRIVE / TILLYARD DRIVE	9 NOVEMBER 2010	PARTIAL ACCESS	INFORMATION PRIVACY ACT 2014	PARTIAL ACCESS
5	63-66	FUNDING UNDER BLACK SPOT PROGRAM LETTER	13 JANUARY 2011	FULL ACCESS		FULL ACCESS
6	67	BLACK SPOT NOMINATIONED AND RECOMMENDED PROJECTS		FULL ACCESS		FULL ACCESS



**ACT BLACK SPOT
CONSULTATIVE PANEL**

Meeting No 20

**BRIEFING NOTES FOR MEETING
20 May 2010**

CONTENTS

1. INTRODUCTION	3
2. ACT CRASH DEFINITIONS	4
3. ACT BLACK SPOT IDENTIFICATION PROCESS	5
4. PROGRESS REPORT ON PROJECTS	6
4.1 CURRENT STATUS OF 2008/09 PROJECTS	
4.2 CURRENT STATUS OF 2009/10 PROJECTS	
5. PROJECTS FOR CONSIDERATION AT THIS MEETING	8
Appendix A – List of ACT Black Spot Funded Improvements	9
Appendix B – Black Spot Ranking Tables - 5 Years	11

1. INTRODUCTION

To date, 80 projects have been funded in the ACT under the AusLink / Nation Building Black Spot Programme. A list of these projects is at Appendix A.

The Black Spot program has been extended for another 6 years from July 2008. Under the umbrella of the Nation Building Program, funding has been increased by 33% per year Australia wide.

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

The value of Black Spot Nation Building funding for ACT in 20010/11 is \$966,000.

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

www.auslink.gov.au/publications/administration/index.aspx

The Department of Territory and Municipal Services' (TAMS) interpretations of these requirements are as follows:

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

2. ACT CRASH DEFINITIONS

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

Fatal crash	a motor vehicle crash which involves at least one fatality within 28 days of the crash taking place
Injury crash	a motor vehicle crash where at least one person receives injuries which require medical attention either at the scene of the crash, or in hospital
Property damage crash	a motor vehicle crash where no fatalities or injuries result

Typically in the ACT about 8000 on-road motor vehicle crashes occur annually. The associated breakdown of crash severity is:

Fatal	0.1%
Injury	5.0%
Property	94.9%

3. ACT BLACK SPOT IDENTIFICATION PROCESS

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

- 1) For intersections: identify locations which meet the crash rate criteria, the minimum eligibility criterion is a history of at least 3 casualty crashes over a 5 year period.

Locations where no positive controls exist are given preference for selection if crash rates and rankings are similar.

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

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

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

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

See the Nation Building Black Spot Programme Notes on Administration for further details.

- 3) As part of the application of the "safe system" / Vision Zero methodology, safety issues are increasingly being addressed at the network level using the "mass application of engineering treatments". Roads ACT recently completed a study to investigate what mass engineering treatments are most suitable to address the 3 most frequent crashes in the ACT (single vehicle, rear end, right angle) and has developed a program of works to address single vehicle crashes.

One of the treatments recommended by the study is the curve delineation improvements for the arterial road network.

Roads ACT proposes to carry out this work as part of the Black Spot program at an estimated cost of \$300,000 with approximate benefit cost ratio of 11:1.

4. PROGRESS REPORT ON PROJECTS

4.1 CURRENT STATUS OF 2008/09 PROJECTS

Table 1

Location	Treatment Type	Original Budget	Expenditure	Update
Black Spot Projects 2008/09 \$610,000				
#Athllon Dr/ Drakeford Dr	Intersection improvements.	\$252,250	\$253,413	Complete
Belconnen Way / Bindubi St	Intersection improvements.	\$70,450	\$74,561	Complete
Oaks Estate Road / Pialligo Avenue	Line marking improvements.	\$7,640	\$7,622	Complete
Ginninderra Drive / Ellenborough Street	Line marking & signage.	\$42,450	\$42,420	Complete
Brindabella Road (Cotter Rd – Uriarra Rd)	Signage	\$17,750	\$17,722	Complete
Cotter Road (Brindabella Rd – Winslade Property Entrance).	Signage	\$7,640	\$8,634	Complete
Athllon Drive (Beasley St – Sulwood Dr)	Edge line treatment	\$27,550	\$24,722	Complete
2008/09 Program: \$966,000 + \$483,000 – Nation Building 1 and 2				
Yamba / Mawson	New Signals (co-funded with ACT)	\$524,000	\$523,433	Complete
Hindmarsh / Dalrymple	Surface improvements and signage	\$287,450	\$287,071	Complete
Cooyong St / Mort St	Directional signage & line marking improvements	\$170,450	\$109,469	Complete
Northbourne Av / Morphett St	High angle approach	\$15,450	\$15,722	Complete
Ginninderra Dr / Kingsford Smith	Line marking and signage improvements	\$58,450	\$58,120	Complete
Drakeford Dr / Erindale Dr	Signal upgrade	\$325,450	\$291,430	Complete
William Hovell Dr (Coppins Crossing Rd / Drake Brockman Dr)	Edge line treatment	\$70,450	\$65,335	Complete
Luxton St / Lathlain St	New Signals	\$340,000	\$344,722	Complete
Total		\$2,217,430	\$2,124,396	

#Previously endorsed 2007/08 project to design stage, constructed with 08/09 program.

4.2 CURRENT STATUS OF 2009/10 PROJECTS

Table 2

Location	Treatment Type	Original Budget	Expenditure	Update
Black Spot Projects 2009/10 \$966,000				
Cowper St / Limestone Av	Signal improvements	15,000	\$5,526.00	Construction June
Parkes Way (Clunies Ross St - Edinburgh Av)	Signage, line marking	128,000	\$5,526.00	Construction June
Canberra Av / Eyre St	Signage and line of sight improvements	29,000	\$5,526.00	Construction June
Hindmarsh Dr / Yamba Dr	Left turn improvements	530,000	\$15,526.00	Construction June
Yamba Dr / Melrose Dr	Channelization / Line marking improvements	84,000	\$5,526.00	Construction June
Hindmarsh Dr / Melrose Dr	Intersection improvements (design only)	59,000	\$5,526.00	Construction June
Brierly St / Hindmarsh Dr	Signage and intersection improvements	45,000	\$5,526.00	Construction June
Tidbinbilla Rd (Corin Dam Rd - Point Hut Rd)	Signage barrier improvements	76,000	\$5,526.00	Construction June
Bolderwood Av / David St	Roundabout	128000	\$10,526.00	Construction June
Paddy's River Rd (Laurel Camp Rd - Discovery Dr)	Signage barrier improvements	159000	\$10,526.00	Construction June
Uriarra Rd (Coppins Crossing Rd - Cotter Rd)	Signage barrier improvements	59000	\$5,526.00	Construction June
2009/10 Program: \$966,000 Nation Building 2				
Northbourne Av / Antill St / Mouat St	Intersection improvements (Left Turns and surface approach)	\$555,000	155,526.00	Construction June
Kingsford Smith Dr / Kuringa Dr	Signage and intersection improvements	\$18,500	15,526.00	Construction June
Brisbane Av / State Circle	Signal & lighting improvements	\$28,000	5,526.00	Construction June
Wentworth Av / Burke Cres	Signage and intersection improvements	\$18,500	15,526.00	Construction June
Total		\$1,932,000	\$272,890	

5. PROJECTS FOR CONSIDERATION AT THIS MEETING

Tables in Appendix B lists the top intersection and midblock sites in the ACT which currently meet the black spot funding criteria based on crash rates over 5 years for the period 2005- 2009.

The value of Black Spot funding for ACT in 2010/2011 is \$966,000.

Based on internal discussions within Roads ACT, the following locations are suggested as potential Black Spot projects:

INTERSECTIONS OF

- COLLEGE ST / HAYDON DR
- DRAKEFORD DR / SUMMERLAND CRT South
- ATHLLON DR / DRAKEFORD DR / ISABELLA DR
- GINNINDERRA DR TILLYARD DR
- MUGGA LANE / LONG GULLY ROAD
- BELCONNEN WAY / SPRINGVALE DR
- MACARTHUR AVE / WATTLE ST

*ANZAC PARADE / BLAMEY – jointly funded with NCA. Required funding \$200,000

MASS ACTION TREATMENTS

- Curve delineation improvements – Required funding \$300,000

APPENDIX A

List of ACT Black Spot Funded Improvements

BSP No	Location of project	Treatment	Final project cost to Black Spot Program
A00001	Pialligo Ave / Ulinga Pl	roundabout	\$350,000
A00006	Mouat St / Archibald St	turning lane	\$50,000
A00003	Southern Cross Dr / Chewings St	turning lane	\$100,0000
A00002	Cotter Rd / Dudley St	reinforce priority	\$30,000
A00004	Empire Cir / Tasmania Cir	reinforce priority	\$100,000
A00009	Erindale Dr / Judkins St	turning lane	\$95,000
A00008	Northbourne Ave / Morphett St	pedestrian facilities	\$255,000
A000010	Johnson Dr / Monaro Highway	roundabout	\$380,000
A000013	Canberra Ave / Dominion Circuit	traffic islands	\$25,000
A000012	Kings Avenue / Parkes Way	line markings, signs, footpaths	\$60,000
A000014	Mugga Lane	line marking, signs, shoulder widening, removal of trees	\$173,000
A000015	Northbourne Ave / Elouera St	traffic lights	\$250,000
A000011	Limestone Ave / Anzac Parade	traffic lights	\$30,000 - design only
A000016	Captain Cook Cres / Stuart St	traffic lights	\$360,000
A000017	Cotter Rd / Dudley St	traffic lights	\$130,000
A000019	Ginninderra Drive/ William Webb Drive	traffic lights	\$350,000
A000021	Newman Morris Circuit/ Taverner Street	traffic lights	\$113,000
A000020	Wentworth Ave/ Mildura St	traffic islands	\$50,000
A03001	Limestone Ave / Anzac Parade	Roundabout	\$300,000
A03031	Cotter Rd / McCulloch St	traffic lights	\$315,000
A03003	Bowen Dr / King Edward Tce	intersection improvements	\$73,000
A03004	Hindmarsh Dr / Palmer St	traffic lights	\$400,000
A03011	Hindmarsh Dr / Tuggeranong Parkway East	intersection improvements	\$26,000
A03010	Erindale Dr / Sternberg Cres	intersection improvements	\$21,500

BSP No	Location of project	Treatment	Final project cost to Black Spot Program
A03009	Canberra Ave / Byre St	intersection improvements	\$41,000
A03008	Pialligo Ave / Sutton Rd	intersection improvements	\$27,500
A03007	Melrose St / Botany St	traffic lights	\$313,000
A03013	Moore St / Rudd St	intersection improvements	\$44,000
A03012	Antill St / Challis St	intersection improvements	\$29,000
A03006	Cotter Rd / Streeton Dr	intersection improvements	\$50,000
A03005	Parkes Way	Underpass design works	\$120,000
A03014	Sulwood Rd / Colquhoun Dr	Right turn lane	\$120,000 + \$90,000 var
A03015	Ashley Dr / Johnson Dr	Roundabout	\$200,000
A03016	Ashley Dr / Statton St	Sight distance improvements	\$25,000
A03017	Melrose Dr / Theodore Dr	Intersection improvements	\$27,000
A03018	Hindmarsh Dr / Eggleston Cres	Intersection improvements	\$21,000
A03019	Coulter Drive / Joynton Smith Drive	traffic lights	\$260,000
A03020	Streeton Drive / Darwinia Terrace	intersection improvements	\$108,000
A03021	Wentworth Avenue / Mildura Street and Leichhardt Street	intersection improvements	\$107,000
A03022	Sulwood Drive / Inkster Street	intersection improvements	\$87,000
A03023	Southern Cross Drive / Starke Street	intersection improvements	\$89,000
A03024	Coppins Crossing Road	Signage, barriers, lighting	\$22,000
A03025	Kuringa Drive / From Tillyard Drive to Kingsford Smith Drive	Signage and lighting	\$50,000
A03026	Emu Bank / From Eastern Valley Way to Soundy Close	Signage and lighting	\$15,500
A03027	Parkes Way/	Signage	\$19,000
A03028	Naas Road bridge approaches / Apollo Road to top of Naas Road	Signage and barriers	\$25,000
Nation Building			
	Captain Cook Cr / Stuart St	Signage, pavement improvements	\$43,467
	Point Hut Rd (Freshford Rd-Jim Pike Ave)	Signage & barriers	\$218,102
	Namatjira Dr / Streeton Dr	Signage & line marking	\$54,938
	Hindmarsh Dr / Tamar St	Pavement improvements	\$135,748
	Yamba Drive - Mawson Drive, Mawson	traffic lights	\$524,000
	Hindmarsh Drive - Dalrymple Street	Upgrade road surface & improve signage	\$287,450

BSP No	Location of project	Treatment	Final project cost to Black Spot Program
	Cooyong Street - Mort Street,	Install directional signage	\$170,450
	Northbourne Avenue - Morphett St	High angle approach for left turn from Morphett St	\$15,450
	Ginninderra Drive - Kingsford Smith Dr	Line marking & signage improvements	\$58,450
	Drakeford Drive - Erindale Drive	Upgrade traffic signals	\$325,450
	William Hovell Drive - Coppins Crossing Rd to Drake Brockman Dr	Upgrade edge lines	\$70,450
	Luxton Street - Lathlain Street,	Traffic lights	\$340,000
	Belconnen Way - Bindubi Street	Intersection improvements	\$70,450
	Athllon Drive - Drakeford Drive	Intersection improvements	\$252,250
	Oaks Estate Road - Pialligo Avenue,	Upgrade line marking	\$7,640
	Ginninderra Drive - Ellenborough St	Line marking & signage improvements	\$42,450
	Brindabella Road - Cotter Road to Uriarra Road	Upgrade signage	\$17,750
	Cotter Road - Brindabella Road to Winslade Property Entrance	Upgrade signage	\$7,640
	Athllon Drive - Sulwood Drive to Beasley Street	Upgrade edge lines	\$27,550
	Cowper Street - Limestone Avenue	Signal improvements	\$15,000
	Parks Way Clunies Ross St - Edinburgh Av	Signage and line marking improvements	\$128,000
	Canberra Avenue - Eyre Street	Signage / line marking	\$29,000
	Hindmarsh Drive - Yamba Drive	Left turn improvements	\$530,000
	Yamba Drive - Melrose Drive	Channelization on roundabout	\$84,000
	Hindmarsh Drive - Melrose Drive	Design for intersection improvements	\$59,000
	Brierly Street - Hindmarsh Drive	Signage and line marking improvements	\$45,000
	Tiddinbilla Road Corin Dam - Point Hut Rd	Signage and barrier improvements	\$76,000
	Bolderwood Avenue - David Street	Installation of roundabout	\$128,000
	Paddy's River Rd Laurel Camp Rd - Discovery Dr	Signage and barrier improvements	\$159,000
	Uriarra Road Coppins Crossing Rd - Cotter Rd	Signage and barrier improvements	\$59,000
	Northbourne Avenue - Antil Street	Left turn improvement and road resurfacing	\$555,000
	Kingsford Smith Drive - Kuringa Drive	Signage and intersection improvements	\$18,500
	Brisbane Avenue - State Circle	Signal, lighting improvements	\$28,000
	Wentworth Avenue - Burke Street	Signage and intersection improvements	\$21,800

APPENDIX B

BLACK SPOT PROGRAM
CRASHES 1.01.2005 – 31.12.2009 (5 YRS)

INTERSECTION	5 yrs crashes	Casualty crashes in 2 yrs	Casualty crashes in 3 yrs	Casualty crashes in 5 yrs	Fatal	Serious injury	Minor injury	Comments
KINGS AVE / PARKES WAY	472	5	7	14		2	12	Works in progress CW
BELCONNEN WAY / BINDUBI ST	130		6	10		2	8	09 Program
NORTHBOURNE AVE / ANTILL ST	225	5	8	8		1	7	Current program
GINNINDERRA DR / KINGSFORD SMITH DR	82		3	8		3	5	09 Program
DRAKEFORD DR / ERINDALE DR	104		4	8	1	2	5	09 Program
CORANDERRK ST / PARKES WAY	397		3	7			7	NCA Roundabout
COWPER ST / LIMESTONE AVE	51	5	5	7	1		6	Current Program
OAKS ESTATE RD / PIALIGO AVE	36		4	7		2	5	09 Program
MAWSON DR / YAMBA DR	58		3	7		1	6	09 Program
COLLEGE ST / HAYDON DR	65		4	7		3	4	Signals
SOUTHERN CROSS DR / STARKE ST West	48	5	5	7	1	2	4	Recent program
DRAKEFORD DR / SUMMERLAND CRT South	41	4	4	7		1	6	Signals
FLEMINGTON RD / SANDFORD ST	34	3	4	7		3	4	CW program
BARTON HWY / CURRAN DR	55	3	4	7		1	6	Considered at 07/08 BS Program
LANYON DR / MONARO HWY	95		4	7			7	Recent CW
KING EDWARD TCE / BOWEN DR	89		3	7		1	6	NCA Works
NORTHBOURNE AVE / MORPHETT ST	71		5	6		2	4	09 Program
NORTHBOURNE AVE / BARRY DR	209	3	3	6		1	5	Signals, Camera
ANZAC PDE / BLAMBY CR	39	3	4	6		1	5	NCA Works
ANZAC PDE / CONSTITUTION AVE	43		3	6		2	4	NCA Signals planned upgrade
MELROSE DR / YAMBA DR / YARRA GLEN	280	3	4	6			6	Current program
HINDMARSH DR / YAMBA DR	313		5	6			6	Current Program - Design Ready
BELCONNEN WAY / COULTER DR	155		5	6	1		5	Signals, Recent work in 2007
ATHLLON DR / DRAKEFORD DR / ISABELLA DR	185		3	6		2	4	Roundabout / Signal
GINNINDERRA DR / MOUAT ST	68			5		1	4	09 Program
BOLDREWOOD ST / DAVID ST	20		3	5		2	3	Current Program
DOORING ST / WAKEFIELD AVE	63		4	5		2	3	LDA Works
COOYONG ST / MORT ST	75		3	5		1	4	09 Program
NORTHBOURNE AVE / LONDON CCT	169		4	5			5	Signals Camera under investigation
DAIRY RD / MONARO HWY	17			5		2	3	Future CW

ANZAC PDE / PARKES WAY	352			5		2	3	NCA Roundabout
INTERSECTION	5 yrs crashes	Casualty crashes in 2 yrs	Casualty crashes in 3 yrs	Casualty crashes in 5 yrs	Fatal	Serious injury	Minor injury	Comments
ATHLLON DR / MAWSON DR	95		4	5		2	3	Considered at BS 08
NAMATJIRA DR / STREETON DR Weston	38			5			5	Recent Program
DIXON DR / STREETON DR	17	3	3	5		1	4	Future roundabout
BINDUBI ST / WILLIAM HOVELL DR	64		3	5		2	3	Signals
LADY DENMAN DR / LAKESIDE INT	29			5			5	Signalised recently
BALDWIN DR / MARIBYRNONG AVE south	27		4	5			5	Future entry to Lawson
COHEN ST / JOSEPHSON ST	35			5		1	4	Signalised recently
GINNINDERRA DR / TILLYARD DR	35	3	5	5		2	3	Signs
ASHLEY DR / CLIFT CR	45		3	5		1	4	Considered at 07/08 BS
LONG GULLY RD / MUGGA LN	23		3	5			4	Signs
BARTON HWY / GUNDAROO DR	346		4	5			5	Roundabout
GIRRAHWEEN ST / LIMESTONE AVE	20		3	4		1	3	
GIRRAHWEEN ST / TORRENS ST	20		3	4		1	3	
AINSLIE AVE / BALLUMBIR ST	73			4			4	
ALINGA ST / MOORE ST	33			4			4	Recent Upgrades
ALINGA ST / MARCUS CLARKE ST	24			4		1	3	
EDINBURGH AVE / LONDON CCT	31			4		1	3	Recent works on right turn by Roads ACT
ANTILL ST / FEDERAL HWY	59		4	4		1	3	Recent re-seal
MANUKA CIR / NEW SOUTHWALES CR / TELOPEA PARK	22	4	4	4		1	3	MNW 09
BURKE CR / WENTWORTH AVE	13			4			4	Current Program
CANBERRA AVE / DALBY ST	26	3	4	4			4	
CANBERRA AVE / NYRANG ST	66			4		1	3	
CANBERRA AVE / IPSWICH ST	86			4		2	2	
CANBERRA AVE / HINDMARSH R	182		3	4			4	
CANBERRA AVE / EYRE ST / LEFROY ST	32		3	4		1	3	Current Program
PIALLIGO AVE / SUTTON RD	12	4	4	4			4	
EGGLESTON CR / HINDMARSH DR	33		3	4			4	Considered in 05/06 BS
HINDMARSH DR / MELROSE DR	207	3	3	4		1	3	Current Program
COPPINS CROSSING RD / WILLIAM HOVELL DR	37		3	4		1	3	Signs
BALDWIN DR / GINNINDERRA DR	191		4	4		2	2	Lawson investigation
BELCONNEN WAY / HAYDON DR	132		3	4		1	3	Signals
BENJAMIN WAY / EMU BANK	38	3	3	4		2	2	Signals 09
BENJAMIN WAY / COLLEGE ST	37			4			4	

INTERSECTION	5 yrs crashes	Casualty crashes in 2 yrs	Casualty crashes in 3 yrs	Casualty crashes in 5 yrs	Fatal	Serious injury	Minor injury	Comments
AIKMAN DR / GINNINDERRA DR	105			4	1	1	2	
BELCONNEN WAY / SPRINGVALE DR	35	4	4	4		2	2	Signs
FROREY DR / SOUTHERN CROSS DR	35		4	4			4	
COPLAND DR / GINNINDERRA DR	49			4			4	
GINNINDERRA DR / WILLIAM WEBB DR	79			4	1	2	1	Recent re-seal
KINGSFORD SMITH DR / KURINGA DR	27		3	4		1	3	Current Program
BARRITT ST / BODDINGTON DR	15			4		1	3	
ASHLEY DR / ISABELLA DR	191			4		1	3	Roundabout
DRAKEFORD DR / WOODCOCK DR	101		3	4			4	Re-seal approach planned for 2010
BARTON HWY / GUNGAHLIN DR	27	3	3	4		2	2	
TUGGERANONG PWY / HINDMARSH DR Lyons	49			4			4	Recent work
ATHLLON DR / HINDMARSH DR	201			4		1	3	
DAVID ST / MACARTHUR AVE / WATTLE ST	70	3	3	3		1	2	Signals
BARTON HWY / NORTHBOURNE AVE	101			3			3	
BARRY DR / BELCONNEN WAY	27			3		1	2	
EBDEN ST / TYSON ST / OFFICER CR	8			3			3	
COWPER ST / SHERBROOKE ST	14			3		1	2	
NORTHBOURNE AVE / ELOUBERA ST	50			3		1	2	
AINSLIE AVE / DOONKUNA ST	27			3		1	2	
BARRY DR / NORTH RD / MCCAUGHEY ST	78	3	3	3			3	
BLLERY CR / MARCUS CLARKE ST	7			3		2	1	
AKUNA ST / BUNDA ST	32			3		1	2	
ALLAMBEE ST / GOOREEN ST	6			3		1	2	
FAIRBAIRN AVE / MORSHEAD DR	61			3			3	
FAIRBAIRN AVE / TRELOAR CR	11			3		1	2	
COMMONWEALTH AVE / CORONATION DR	104			3		1	2	
PERTH AVE / STATE CIR	17		3	3			3	
KINGS AVE / NATIONAL CCT	18			3		1	2	
CANBERRA AVE / DOMINION CCT	16			3		1	2	
CANBERRA AVE / EMPIRE CCT	16			3		1	2	
CAPTAIN COOK CR / STURT AVE	32		3	3			3	
CANBERRA AVE / RAMP MONARO HWY west	14			3			3	
CANBERRA AVE / DAWES ST	18			3			3	
LEICHHARDT ST / WENTWORTH AVE	21			3	1		2	
CARRUTHERS ST / YARRA GLEN Curtin	10		3	3		1	2	Recent works in 08

CORINNA ST / MELROSE DR	32		3	3		1	2	
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INTERSECTION	5 yrs crashes	Casualty crashes in 2 yrs	Casualty crashes in 3 yrs	Casualty crashes in 5 yrs	Fatal	Serious injury	Minor injury	Comments
LAUNCESTON ST / MELROSE DR	21			3		1	2	Signals
ATHLLON DR / MELROSE DR	48			3			3	Recent work 09
DOOKIE ST / YAMBA DR	6			3		2	1	
HINDMARSH DR / TUGGERANONG PWY	86			3			3	
EGGLESTON CR / MELROSE DR	23			3		3		
HINDMARS DR / BALL ST	44			3		1	2	
STREETON DR / HEYSEN ST	15			3			3	
HINDMARSH DR / BRIERLY ST	29		3	3		1	2	Current Program
HINDMARSH DR / WILLIAMSON ST	8			3		2	1	
STREETON DR / MULLEY ST	15		3	3			3	
HINDMARSH DR / STREETON DR	52			3		2	1	
HINDMARSH DR / NAMATJIRA DR	51			3		1	2	
BARTON HWY / KURINGA DR	36		3	3		2	1	
GINNINDERRA DR / COULTER DR	83			3			3	Signals Camera
BENJAMIN WAY / JOYNTON SMITH DR	29			3		1	2	
BENJAMIN WAY / CAMERON AVE	32			3		1	2	
BARNARD CCT / KREFFT ST	7	3	3	3			3	
COULTER DR / JOHN CLELAND CR	20		3	3		3		Re-sealed in 08
ROSS SMITH CR / SOUTHERN CROSS DR	8			3		3		
KINGSFORD SMITH DR / O'LOGHLEN ST	17			3		2	1	Signs
FLOREY DR / LHOTSKY ST	22			3		2	1	
WILLIAM SLIM DR / DUMAS ST	16			3		1	2	
ATHLLON DR / SULWOOD DR	89			3		1	2	
BODDINGTON CR / DRAKEFORD DR	107		3	3		1	2	
COMRIE ST / STERNBERG CR	23			3	1		2	
ATHLLON DR / DRAKEFORD DR Kambah	209			3		1	2	09 Program
ERINDALE DR / TAVERNER ST	27	3	3	3			3	
ASHLEY DR / ERINADALE DR	168			3	1		2	
CASTLETON CR / STERNBERG CR	41			3			3	
BUGDEN AVE / CASTLETON CR	11		3	3		1	2	
LAWRENCE WACKETT CR / THARWA DR / WERE ST	32			3		2	1	
DRAKEFORD DR / NOOROOMA ST	18		3	3		1	2	
BOX HILL AVE / THARWA DR / WOODCOCK DR	67		3	3		2	1	
ANKETELL ST / ATHLLON DR	32		3	3			3	

GUNDAROO DR / GUNGAHLIN DR	102		3	3			3	
INTERSECTION	5 yrs crashes	Casualty crashes in 2 yrs	Casualty crashes in 3 yrs	Casualty crashes in 5 yrs	Fatal	Serious injury	Minor injury	Comments
GUNGAHLIN DR / KOSCIUSZKO AVE	19		3	3		1	2	
SYDNEY AVE / STATE CIR	20			3		3		
CANBERRA AVE / WOODS LN	28			3			3	
GUNGAHLIN DR / SANDFORD ST	45			3		1	2	
GUNDAROO DR / GINN ST	36			3		1	2	
HIBBERSON ST / GUNGAHLIN PL	7			3		2	1	

142 INTERSECTIONS

MIDBLOCKS
CRASHES 1.01.2005 – 31.12.2009 (5 YRS)

MIDBLOCK	5 yrs crashes	Casualty crashes in 2 yrs	Casualty crashes in 3 yrs	Casualty crashes in 5 yrs	Fatal	Serious injury	Minor injury	Comments
TUGGERANONG PKWY (COTTER RD-LAKESIDE INT)	83	8	9	13		3	10	Recent Camera installation in 08
COPPINS CROSSING RD (URIARRA RD-WILLIAM HOVELL DR)	65	5	9	12		4	8	Recent Program 08
PARKES WAY (CLUNIES ROSS ST-GLENLOCH INT)	85	7	8	12			12	Recent Program 08
TUGGERANONG PWY (HINDMARSH DR-SULWOOD DR)	135	4	8	12		6	6	Re-seal planned for 2010
KINGS HWY (BORDER ACT/NSW-BORDER ACT/NSW)	22	5	7	9	1	4	4	Capital Works program
TUGGERANONG PWY (HINDMARSH DR-COTTER RD)	139	3	6	9	1	2	6	Recent Camera installation in 08
ATHLLON DR (BEASLEY ST-SULWOOD DR)	34	4	7	8	1	3	4	09 Program
LADY DENMAN DR (COTTER RD-BARRENJOBY DR)	51	6	7	8		1	7	Re-seal planned for 2010
PADDYS RIVER RD (LAUREL CAMP RD-TIDBINBILLA TRACKING STN)	14	3	4	8	1	3	4	Current Program
WILLIAM HOVELL DR (COPPINS CROSSING RD-DRAKE BROCKMAN DR)	57	3	3	7	1	1	5	09 Program
PARKES WAY (CLUNIES ROSS ST-BDINBURG AVE)	63	3	3	6			6	Current Program
MAJURA RD (MUSTANG RD-AVONLEY RD)	26			6		3	3	Capital Works program
BRINDABELLA RD (COTTER RD-URIARRA RD)	18			5		2	3	09 Program
COTTER RD (BRINDABELLA RD-WINSLADE PROPERTY ENT.)	13		4	5		3	2	09 Program
COTTER RD (MOUNT STROMLO RD-WINSLADE PROPERTY ENT.)	11	3	5	5		2	3	
OAKS ESTATE RD (RAILWAY ST-PIALLIGO AVE)	19			5		2	3	
POINT HUT RD (JIM PIKE AVE-TIDBINBILLA RD)	10	4	5	5	1	2	2	09 Program
PADDYS RIVER RD (COTTER RD-LAUREL CAMP RD)	9		4	5			5	
ADELAIDE AVE (NATIONAL CCT-STATE CIR)	18		3	4		1	3	
BLACK MOUNTAIN DR (BLACK MOUNTAIN TOWER-CLUNIES ROSS ST)	7	4	4	4		2	2	
BOBOYAN RD (NAAS RD-ORRORAL RD)	11		3	4	1	1	2	
CORIN RD (SMOKERS TRL-TIDBINBILLA RD)	7	3	4	4		2	2	
COTTER RD (STREETON DR-URIARRA RD)	13			4		2	2	
COTTER RD (MCCULLOCH ST-TUGGERANONG PWY)	20		4	4		2	2	
HINDMARSH DR (TYAGARAH ST-TAMAR ST)	33	4	4	4		3	1	

MIDBLOCK	5 yrs crashes	Casualty crashes in 2 yrs	Casualty crashes in 3 yrs	Casualty crashes in 5 yrs	Fatal	Serious injury	Minor injury	Comments
LONG GULLY RD (BRINDALE DR-MUGGA LN)	27			4	1	1	2	
MONARO HWY (MUGGA LN-ISABELLA DR)	41		3	4		1	3	
MUGGA LN (HINDMARSH DR- NARRABUNDAH LN)	16			4			4	
TIDBINBILLA RD (CORIN RD-POINT HUT RD)	7			4		1	3	Current Program
TUGGERANONG PWY (GLENLOCH INT-LAKESIDE INT)	82			4		1	3	GDE Project
THARWA DR (LAWRENCE WACKETT CR- LAWRENCE WACKETT CR)	7	3	4	4		2	2	
MONARO HWY HINDMARSH DR-LANYON DR)	39		3	4		2	2	
MAJURA RD (AVONLEY RD-MOUNT MAJURA ACCESS RD)	26			4	1	1	2	
POINT HUT RD (FRESHFORD RD-JIM PIKE AVE)	5			4	1	2	1	
AIKMAN DR (EMU BANK-TOWNSEND PL)	52			3			3	
BARRY DR (BOLDREWOOD ST-CLUNIES ROSS ST)	18			3		1	2	
BARTON HWY (GOLD CREEK RD-GUNDAROO DR)	7	3	3	3		1	2	
BELCONNEN WAY (BARRY DR-CASWELL DR)	38		3	3			3	
BELCONNEN WAY (BINDUBI ST-HAYDON DR)	35			3			3	
BELTANA RD (PIALLIGO AVE-KALLAROO RD)	7			3			3	
BINDUB I ST (WILLIAM HOVELL DR- BANDJALONG CR)	25			3		1	2	
BOWEN DR (BRISBANE AVE-KINGS AVE)	15		3	3		1	2	
BRINDABELLA RD (BULLOCK PADDOCK RD- URIARRA RD)	5			3		2	1	
BRINDALE DR (LONG GULLY RD-SULWOOD DR)	29			3		1	2	
FAIRFAX ST (BAUHINIA ST-MILLER ST)	6			3		1	2	
GUNDAROO DR (BARTON HWY-NUDURR DR)	14			3		1	2	
KURINGA DR (KINGSFORD SMITH DR- TILLYARD DR)	28			3	1		2	
LIMESTONE AVE (ANGAS ST-WAKEFIELD AVE)	16			3	1	2		
MAJURA RD (FEDERAL HWY-MOUNT MAJURA RD)	16		3	3		1	2	
NAMATJIRA DR KAMBAH POOL RD-KAPUNGA ST)	11			3		3		

MIDBLOCK	5 yrs crashes	Casualty crashes in 2 yrs	Casualty crashes in 3 yrs	Casualty crashes in 5 yrs	Fatal	Serious injury	Minor injury	Comments
NORTHBOURNE AVE (ANTILL ST-MURDOCH ST)	47	3	3	3			3	
NORTHBOURNE AVE (ALINGA ST-BUNDA ST)	23			3		1	2	
SMITHS RD (ANGLE CROSSING RD-NAAS RD)	7	3	3	3		2	1	
LANYON DR (SHEPPARD ST-BORDER ACT/NSW)	14			3	1	1	1	
URIARRA RD (COPPINS CROSSING RD-COTTER RD)	10		3	3		2	1	
WILLIAM HOVELL DR (BINDUBI ST-COULTER DR)	53			3			3	
ISABELLA DR (COYNE ST-MONARO HWY)	24			3			3	
THARWA DR (DRAKEFORD DR-MENTONE VIEW)	19			3	1		2	Re-seal planned for 2010
GUNDAROO DR (GINN ST-GUNGAHLIN DR)	43		3	3			3	
MUGGA LN (JOHN CORY RD-LONG GULLY RD)	19		3	3			3	
CORINNA ST (BREWER ST-JULIANA PL)	25			3		2	1	
COMMONWEALTH AVE (ALBERT ST-COMMPARKWRM RAMP)	10		3	3	1		2	

TOTAL MIDBLOCKS - 62

TOTAL LOCATIONS = 204 (142 intersections)

BLACK SPOT PROGRAMME ACT CONSULTATIVE PANEL

Meeting No 21

15 Dec 2010

2:00 – 3:30pm

Level 7, Macarthur House, Lyneham ACT

Attendees

Andrew Leigh MP - Chair
 Murray Hall (Department of Infrastructure, Transport, Regional Development and Local Government, DITRDLG)
 Greg Moxon (DITRDLG)
 Geoff Quayle (Australasian College of Road Safety)
 Peter Major (Motorcycle Riders Association ACT)
 John Armstrong (Pedal Power)
 Anton Velt, (National Capital Authority, NCA)
 Rifaat Shoukrallah (Roads ACT)
 Pawel Potapowicz (Roads ACT)
 David Quinlan (Transport Planning)
 Jayanthi Vikneson (Transport Planning)

Apologies

Ron Collins (NRMA Motoring and Services)

1. Introduction and confirmation of draft agenda

Mr Leigh welcomed members to the meeting. The following items were added to the draft agenda:

- Overview of the Black Spot program, and
- Timeline for future meetings

2. Matters arising from Minutes of meeting on 20 May 2010

The minutes from the previous meeting were accepted.

3. Overview of Black Spot Program

Roads ACT provided the following information:

The Traffic Management & Safety unit collects and analyses all ACT crash data to provide information for ACT's own road safety improvement programs as well as for other programs such as the Black Spot initiative. There is usually a lag of about 2-3 months for the collection, input and analysis of all crash data from the previous year.

This current analysis is then used to select locations for the next year's Black Spot program. A Black Spot Panel meeting is held in May to brainstorm the selected sites, and agree on progressing feasibility studies for some or all of them.

The November/December Panel meeting is then presented with the results of the feasibility studies and Roads ACT's recommendations. The Panel further discusses the findings and finalises the projects to be undertaken for that year.

DITRDLG noted that the ACT's meeting structure was out-of-sync with that of the other states. Also, the ACT seemed to be still finalising projects for 2010/11 while the other states were already looking at projects for 2011/12.

Roads ACT explained that the ACT has 2 meetings per year as opposed to the 1 meeting held in other states, and current data is used to determine site selection. The ACT's projects are also low-cost measures that can be completed in a shorter period.

Roads ACT advised that feasibility studies have been completed on a number of projects, and the Panel could discuss the 2010/2011 and 2011/2012 programs at this meeting.

3. Progress update on 2009/10 projects

Roads ACT advised that all construction projects in the 2009/10 program had been completed. The Hindmarsh Dr/Melrose Dr project was 'Design Only' and should be completed by the end of the year.

4. Results of the Feasibility studies for the 2010/11 program

Roads ACT tabled a summary of the feasibility studies done on the 7 locations selected at the last meeting (refer to Table 3 of the Briefing Notes for Meeting of 15 December 2010):

INTERSECTIONS OF:

- DRAKEFORD DR / SUMMERLAND CRT South
- ATHLLON DR / DRAKEFORD DR / ISABELLA DR
- COLLEGE ST / HAYDON DR
- GINNINDERRA DR / TILLYARD DR
- BELCONNEN WAY / SPRINGVALE DR
- MACARTHUR AVE / WATTLE ST
- MUGGA LANE / LONG GULLY ROAD

Preliminary sketch plans for individual sites were circulated, and the intersections were projected on the screen for discussion.

All projects qualified for Black Spot funding, and Roads ACT had selected a suite of projects for 2010/11 based on their Benefit Cost Ratios (BCR) that was also within the allocation of funds available.

Roads ACT advised that the total allocation of funds for 2010/11 was \$966,000, and about 50% of the funding had already been allocated to 2 other projects at the last meeting.

Pedal Power requested that all projects be discussed before agreeing on a program for 2010/11.

Roads ACT advised that the 2 projects have been discussed in the last meeting.

The Panel discussed the treatment options recommended for each of the investigated locations.

5. Panels' consideration of projects for 2009/10 program

Roads ACT advised that the total cost of completing all 7 locations exceeded the 2010/11 budget, and proposed allocating the combined funds of 2010/11 and 2011/12 towards this program.

The Panel discussed this proposal, and felt that this option would not provide the public with the opportunity to propose projects for the 2011/12 program. It was decided to proceed only with the 2010/11 program; and the Panel agreed with Roads ACT's recommendation of the following projects for the 2010/11 program:

Location	Treatment Type	Budget (\$)
Athllon Drive / Drakeford Drive / Isabella Drive	Signage and intersection improvements	31,418
Ginninderra Drive / Tillyard Drive	Signage and intersection improvements	159,818
Belconnen Way / Springvale Drive	Signage and intersection improvements	66,318
Mugga Lane / Long Gully Road	Signage and intersection improvements	235,818
*Anzac Parade / Blamey Crescent	New signals	200,000
**Mass Action Treatments	High visibility warning signs, Curve delineation improvements, and Hazard removal/protection	300,000
TOTAL		993,372

*Previously approved location; jointly funded with NCA

**Jointly funded with Roads ACT (\$250,000)

Roads ACT advised that the total cost of this program, including all procurement fees, will be \$1,013,107. Roads ACT's total allocation of funds for 2010/11 is \$966,000,

but there are some savings from the 2009/2010 program that will be rolled over to make up the difference.

6. Other business

Mr Quayle enquired about the timeline for the proposed improvements (roundabout installation) to the Starke Street/Southern Cross Drive and Florey Drive/Southern Cross Drive intersections. Roads ACT advised that the works will not be undertaken this year, but have been included in the Capital Works program for 2011/12 pending funding approval.

Roads ACT requested members to forward any public requests for road improvements so that they can be checked against current crash analysis and rankings.

7. Next meeting

Mr Leigh advised that the timeline for future meetings will be discussed offline, and Panel members will be duly informed.

Mr Leigh thanked the Panel members for attending and closed the meeting.

8. Discussion subsequent to the meeting

Mr Leigh has put forward a suggested schedule for the 2011 to get ACT more in sync with the other jurisdictions by the end of 2011 which involves allocating 2011-12 monies before 1/7/11, and allocating 2012-13 monies in Nov 2011.

Jan 2011: Request proposals for Black Spots from community (deadline end-Jan). Mr Leigh office to coordinate.

Early-Feb 2011: TAMS circulates via email a list of locations that meet the fatality/injury criteria, along with a suggested list of sites for which feasibility studies will be conducted. Committee members approve this via email.

May 2011: Committee meets to allocate funding for 2011-12. (Note: it is important that this be done before 1/7/11.)

July 2011: Request proposals for Black Spots from community (deadline end-July). Mr Leigh office to coordinate.

Early-Aug 2011: TAMS circulates via email a list of locations that meet the fatality/injury criteria, along with a suggested list of sites for which feasibility studies will be conducted. Committee members approve this via email.

Nov 2011: Committee meets to allocate funding for 2012-13.

Roads ACT agreed to do its best to meet this schedule and noted that older crash data may be used to finalise nomination early February to achieve an early start for the

2011. As the expected level of construction activity in the ACT for next year will be high, the new schedule will also be dependent on the availability of the consulting and construction personal during the year.



**ACT BLACK SPOT
CONSULTATIVE PANEL**

Meeting No 21

**BRIEFING NOTES FOR MEETING
15 DECEMBER 2010**

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1. INTRODUCTION

To date, 80 projects have been funded in the ACT under the AusLink / Nation Building Black Spot Programme. A list of these projects is at Appendix A.

The Black Spot program has been extended for another 6 years from July 2008. Under the umbrella of the Nation Building Program, funding has been increased by 33% per year Australia wide.

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

The value of Black Spot Nation Building funding for ACT in 20010/11 is \$966,000.

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

www.auslink.gov.au/publications/administration/index.aspx

The Department of Territory and Municipal Services' (TAMS) interpretations of these requirements are as follows:

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

2. ACT CRASH DEFINITIONS

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

Fatal crash	a motor vehicle crash which involves at least one fatality within 28 days of the crash taking place
Injury crash	a motor vehicle crash where at least one person receives injuries which require medical attention either at the scene of the crash, or in hospital
Property damage crash	a motor vehicle crash where no fatalities or injuries result

Typically in the ACT about 8000 on-road motor vehicle crashes occur annually. The associated breakdown of crash severity is:

Fatal	0.1%
Injury	5.0%
Property	94.9%

3. ACT BLACK SPOT IDENTIFICATION PROCESS

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

- 1) For intersections: identify locations which meet the crash rate criteria, the minimum eligibility criterion is a history of at least 3 casualty crashes over a 5 year period.

Locations where no positive controls exist are given preference for selection if crash rates and rankings are similar.

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

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

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

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

See the Nation Building Black Spot Programme Notes on Administration for further details.

- 3) As part of the application of the "safe system" / Vision Zero methodology, safety issues are increasingly being addressed at the network level using the "mass application of engineering treatments". Roads ACT recently completed a study to investigate what mass engineering treatments are most suitable to address the 3 most frequent crashes in the ACT (single vehicle, rear end, right angle) and has developed a program of works to address single vehicle crashes.

The treatments recommended by the study included the use of high visibility warning signs, curve delineation improvements and hazard removal/protection.

4. PROGRESS REPORT ON 2009/10 PROJECTS

Table 1

Location	Treatment Type	Original Budget	Expenditure	Update
Black Spot Projects 2009/10 \$966,000				
Cowper St / Limestone Av	Signal improvements	15,000	\$8,760	Completed
Parkes Way (Clunies Ross St - Edinburgh Av)	Signage, line marking	128,000	\$115,526	Completed
Canberra Av / Eyre St	Signage and line of sight improvements	29,000	\$11,590	Completed
Hindmarsh Dr / Yamba Dr	Left turn improvements	530,000	\$503,002	Completed
Yamba Dr / Melrose Dr	Channelization / Line marking improvements	84,000	\$83,526	Completed
Hindmarsh Dr / Melrose Dr	Intersection improvements (design only)	59,000	\$32,307	Design
Brierly St / Hindmarsh Dr	Signage and intersection improvements	45,000	\$45,526	Completed
Tidbinbilla Rd (Corin Dam Rd - Point Hut Rd)	Signage barrier improvements	76,000	\$65,256	Completed
Bolderwood Av / David St	Roundabout	128,000	\$128,526	Completed
Paddy's River Rd (Laurel Camp Rd - Discovery Dr)	Signage barrier improvements	159,000	\$150,526	Completed
Uriarra Rd (Coppins Crossing Rd - Cotter Rd)	Signage barrier improvements	59,000	\$50,526	Completed
2009/10 Program: \$966,000 Nation Building 2				
Northbourne Av / Antill St / Mouat St	Intersection improvements (Left Turns and surface approach)	\$555,000	\$545,526	Completed
Kingsford Smith Dr / Kuringa Dr	Signage and intersection improvements	\$18,500	\$19,026	Completed
Brisbane Av / State Circle	Signal & lighting improvements	\$28,000	\$28,026	Completed
Wentworth Av / Burke Cres	Signage and intersection improvements	\$18,500	\$19,050	Completed
Total		\$1,932,000	\$1,812,225	

5. PROGRESS REPORT ON 2010/11 PROGRAM**Table 2**

Location	Treatment Type	Original Budget	Expenditure	Update
*ANZAC PARADE / BLAMEY	New Signals	\$200,000	\$100,000	Design
**Mass Action Treatments	high visibility warning signs, curve delineation improvements and hazard removal/protection	\$300,000	\$0	Design

*Previously approved location, jointly funded with NCA.

**Jointly funded with Roads ACT \$250,000

6. UPDATE ON THE FEASIBILITY STUDIES FOR 2010/11 PROGRAM

The total allocation of Nation Building Black Spot Program funding for ACT in 2010/2011 is \$966,000.

As requested by the Black Spot Panel the following locations were investigated further with the summary of the results shown in Table 3 below.

INTERSECTIONS OF:

- DRAKEFORD DR / SUMMERLAND CRT South
- ATHLLON DR / DRAKEFORD DR / ISABELLA DR
- COLLEGE ST / HAYDON DR
- GINNINDERRA DR TILLYARD DR
- BELCONNEN WAY / SPRINGVALE DR
- MACARTHUR AVE / WATTLE ST
- MUGGA LANE / LONG GULLY ROAD

Table 3. Summary of Feasibility Studies

Location	Est. BCR	Study Recommendations	Est. Cost (\$)	Roads ACT Position	*Req. Funding \$
Drakeford Drive / Summerland Circuit / O'Halloran Circuit (south)	2.12	Signal & lighting upgrade & improvements	193,300	For future 2011/12 program	0
Drakeford Drive / Isabella Drive / Athlon Drive	21.68	Minor line marking / signage improvements	24,600	Recommended option by the study is supported	31,418
Haydon Drive / College Street	2.50	Signage and intersection improvements including pavement surface	282,000	For future 2011/12 program	0
Ginninderra Drive / Tillyard Drive	3.72	Signage and intersection concrete island improvements	153,000	Recommended option by the study is supported	159,818
Belconnen Way / Springvale Drive	6.64	Signage and intersection improvements	59,500	Recommended option by the study is supported	66,318
Macarthur Avenue / Wattle Street / David Street	2.00	Intersection modelling, analysis & design; signage and signal improvements	105,000	For future 2011/12 program	0
Mingga Lane / Long Gully Road	2.03	Signage and intersection improvements including pavement	229,000	Recommended option by the study is supported. (Roads ACT to carry out resurfacing as part of reseal program)	235,818
TOTAL			<u>\$1,046,400</u>		<u>\$493,372</u>

*Required funding includes the cost of feasibility studies component \$6818 per site.

7. SUGGESTED PROGRAM FOR THE 2010/11 BLACK SPOT PROGRAM

Table 4

Location	Treatment Type	Budget	Expenditure	Update
*ANZAC PARADE / BLAMEY	New Signals	\$200,000	\$100,000	Design
**Mass Action Treatments	High visibility warning signs, curve delineation improvements and hazard removal/protection	\$300,000	\$0	Design
Drakeford Drive / Isabella Drive / Athllon Drive	Minor line marking / signage improvements	\$31,418	\$0	Awaiting Panel Approval
Ginninderra Drive / Tillyard Drive	Signage and intersection concrete island improvements	\$159,818	\$0	Awaiting Panel Approval
Belconnen Way / Springvale Drive	Signage and intersection improvements	\$66,318	\$0	Awaiting Panel Approval
Mugga Lane / Long Gully Road	Signage and intersection improvements	\$235,818	\$0	Awaiting Panel Approval
TOTAL		\$993,372	\$100,000	

*Previously approved location, jointly funded with NCA.

**Jointly funded with Roads ACT \$250,000

APPENDIX A

List of ACT Black Spot Funded Improvements

BSP No	Location of project	Treatment	Final project cost to Black Spot Program
A00001	Pialligo Ave / Ulinga Pl	roundabout	\$350,000
A00006	Mouat St / Archibald St	turning lane	\$50,000
A00003	Southern Cross Dr / Chewings St	turning lane	\$100,000
A00002	Cotter Rd / Dudley St	reinforce priority	\$30,000
A00004	Empire Cir / Tasmania Cir	reinforce priority	\$100,000
A00009	Erindale Dr / Judkins St	turning lane	\$95,000
A00008	Northbourne Ave / Morphett St	pedestrian facilities	\$255,000
A000010	Johnson Dr / Monaro Highway	roundabout	\$380,000
A000013	Canberra Ave / Dominion Circuit	traffic islands	\$25,000
A000012	Kings Avenue / Parkes Way	line markings, signs, footpaths	\$60,000
A000014	Mugga Lane	line marking, signs, shoulder widening, removal of trees	\$173,000
A000015	Northbourne Ave / Elouera St	traffic lights	\$250,000
A000011	Limestone Ave / Anzac Parade	traffic lights	\$30,000 - design only
A000016	Captain Cook Cres / Stuart St	traffic lights	\$360,000
A000017	Cotter Rd / Dudley St	traffic lights	\$130,000
A000019	Ginninderra Drive/ William Webb Drive	traffic lights	\$350,000
A000021	Newman Morris Circuit/ Taverner Street	traffic lights	\$113,000
A000020	Wentworth Ave/ Mildura St	traffic islands	\$50,000
A03001	Limestone Ave / Anzac Parade	Roundabout	\$300,000
A03031	Cotter Rd / McCulloch St	traffic lights	\$315,000
A03003	Bowen Dr / King Edward Tce	intersection improvements	\$73,000
A03004	Hindmarsh Dr / Palmer St	traffic lights	\$400,000
A03011	Hindmarsh Dr / Tuggeranong Parkway East	intersection improvements	\$26,000
A03010	Erindale Dr / Sternberg Cres	intersection improvements	\$21,500

BSP No	Location of project	Treatment	Final project cost to Black Spot Program
A03009	Canberra Ave / Eyre St	intersection improvements	\$41,000
A03008	Pialligo Ave / Sutton Rd	intersection improvements	\$27,500
A03007	Melrose St / Botany St	traffic lights	\$313,000
A03013	Moore St / Rudd St	intersection improvements	\$44,000
A03012	Antill St / Challis St	intersection improvements	\$29,000
A03006	Cotter Rd / Streeton Dr	intersection improvements	\$50,000
A03005	Parkes Way	Underpass design works	\$120,000
A03014	Sulwood Rd / Colquhoun Dr	Right turn lane	\$120,000 + \$90,000 var
A03015	Ashley Dr / Johnson Dr	Roundabout	\$200,000
A03016	Ashley Dr / Statton St	Sight distance improvements	\$25,000
A03017	Melrose Dr / Theodore Dr	Intersection improvements	\$27,000
A03018	Hindmarsh Dr / Eggleston Cres	Intersection improvements	\$21,000
A03019	Coulter Drive / Joynton Smith Drive	traffic lights	\$260,000
A03020	Streeton Drive / Darwinia Terrace	intersection improvements	\$108,000
A03021	Wentworth Avenue / Mildura Street and Leichhardt Street	intersection improvements	\$107,000
A03022	Sulwood Drive / Inkster Street	intersection improvements	\$87,000
A03023	Southern Cross Drive / Starke Street	intersection improvements	\$89,000
A03024	Coppins Crossing Road	Signage, barriers, lighting	\$22,000
A03025	Kuringa Drive / From Tillyard Drive to Kingsford Smith Drive	Signage and lighting	\$50,000
A03026	Emu Bank / From Eastern Valley Way to Soundy Close	Signage and lighting	\$15,500
A03027	Parkes Way/	Signage	\$19,000
A03028	Naas Road bridge approaches / Apollo Road to top of Naas Road	Signage and barriers	\$25,000
Nation Building			
	Captain Cook Cr / Stuart St	Signage, pavement improvements	\$43,467
	Point Hut Rd (Freshford Rd-Jim Pike Ave)	Signage & barriers	\$218,102
	Namatjira Dr / Streeton Dr	Signage & line marking	\$54,938
	Hindmarsh Dr / Tamar St	Pavement improvements	\$135,748
	Yamba Drive - Mawson Drive, Mawson	traffic lights	\$524,000

BSP No	Location of project	Treatment	Final project cost to Black Spot Program
	Hindmarsh Drive - Dalrymple Street	Upgrade road surface & improve signage	\$287,450
	Cooyong Street - Mort Street,	Install directional signage	\$170,450
	Northbourne Avenue - Morphett St	High angle approach for left turn from Morphett St	\$15,450
	Ginninderra Drive - Kingsford Smith Dr	Line marking & signage improvements	\$58,450
	Drakeford Drive - Erindale Drive	Upgrade traffic signals	\$325,450
	William Hovell Drive - Coppins Crossing Rd to Drake Brockman Dr	Upgrade edge lines	\$70,450
	Luxton Street - Lathlain Street,	Traffic lights	\$340,000
	Belconnen Way - Bindubi Street	Intersection improvements	\$70,450
	Athillon Drive - Drakeford Drive	Intersection improvements	\$252,250
	Oaks Estate Road - Pialligo Avenue,	Upgrade line marking	\$7,640
	Ginninderra Drive - Ellenborough St	Line marking & signage improvements	\$42,450
	Brindabella Road - Cotter Road to Uriarra Road	Upgrade signage	\$17,750
	Cotter Road - Brindabella Road to Winslade Property Entrance	Upgrade signage	\$7,640
	Athillon Drive - Sulwood Drive to Beasley Street	Upgrade edge lines	\$27,550
	Cowper Street - Limestone Avenue	Signal improvements	\$15,000
	Parks Way Clunies Ross St - Edinburgh Av	Signage and line marking improvements	\$128,000
	Canberra Avenue - Eyre Street	Signage / line marking	\$29,000
	Hindmarsh Drive - Yamba Drive	Left turn improvements	\$530,000
	Yamba Drive - Melrose Drive	Channelization on roundabout	\$84,000
	Hindmarsh Drive - Melrose Drive	Design for intersection improvements	\$59,000
	Brierly Street - Hindmarsh Drive	Signage and line marking improvements	\$45,000
	Tidbinbilla Road Corin Dam - Point Hut Rd	Signage and barrier improvements	\$76,000
	Bolderwood Avenue - David Street	Installation of roundabout	\$128,000
	Paddy's River Rd Laurel Camp Rd - Discovery Dr	Signage and barrier improvements	\$159,000
	Uriarra Road Coppins Crossing Rd - Cotter Rd	Signage and barrier improvements	\$59,000
	Northbourne Avenue - Antil Street	Left turn improvement and road resurfacing	\$555,000
	Kingsford Smith Drive - Kuringa Drive	Signage and intersection improvements	\$18,500
	Brisbane Avenue - State Circle	Signal, lighting improvements	\$28,000
	Wentworth Avenue - Burke Street	Signage and intersection improvements	\$21,800



2010 - 2011 BLACK SPOT STUDY GINNINDERRA DRIVE / TILLYARD DRIVE



Consulting Engineers



2010 - 2011 BLACK SPOT STUDY

GINNINDERRA DRIVE / TILLYARD DRIVE



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EXECUTIVE SUMMARY

This intersection of Ginninderra Drive, an arterial road with an 80 km/h speed limit and Tillyard Drive, a major collector road with a 60 km/h speed limit is controlled by standard priority arrangements.

The predominant feature of the performance of this intersection is the collisions between vehicles turning right into Tillyard Drive and oncoming traffic.

There is potential for the incidence of these collisions to be reduced by improved definition of vehicle paths through the intersection. This can be achieved primarily by extending the existing kerbed islands to remove areas currently defined by linemarking,

These modifications are estimated to cost \$168,500 inclusive of GST and a 30% contingency.

These modifications have been assessed as providing a Benefit Cost ratio of 3.72 and has a Nett Present Value of \$402,883 at 6% over 10 years.

1. PREAMBLE

1.1 Objective

1.1.1 The objective of this study is to undertake a preliminary engineering feasibility study to assist in the assessment process for improvements under the ACT Black Spot Road safety program. This program is funded by the Commonwealth Government.

1.2 The Brief

1.2.1 1.2.1 The brief covers the following intersections;

- Drakeford Drive / Summerland Circuit (South);
- Drakeford Drive / Isabella Drive / Athllon Drive;
- Haydon Drive / College Street;
- Ginninderra Drive / Tillyard Drive;
- Belconnen Way / Springvale Drive;
- Macarthur Avenue / Wattle Street / David Street; and
- Mugga Lane / Long Gully Road.

1.2.2 Separate reports have been prepared for each of these locations. This report covers the intersection of Ginninderra Drive / Tillyard Drive.

1.2.3 The location of the intersection the subject of this report is shown in Figure 1.2.1.

1.2.4 The scope of the brief is to undertake the following:

- Produce a collision diagram of the crash data for the last five (5) years (for each site), with consideration of individual traffic lanes.
- Assess the traffic conditions at each site and the extent that road conditions may be contributing to crashes. Day and night road safety audit checks of the surrounding environment are required.
- Document any deficiencies with current layouts for the volume of traffic passing through the site. Undertake an assessment in the short and medium term of traffic growth at each location or other planning issues which may have a traffic impact.
- Develop a range of practical options to address the deficiencies identified. While no detailed survey is required of service requirements or pavement reconstruction, defects should be identified and assessed. Options are to consider safe systems philosophy and specific needs of all road users such as public transport, commercial vehicles, emergency vehicles, pedestrians, on road cyclists and motorcyclists. If changes to the traffic signal phasing are one of the proposed options for improvement, SIDRA analysis will be required.
- Prepare a cost estimate for each option including preliminaries and contingencies (at least 30%). Work treatments should be compatible with the Black Spot budget. Treatments that have no chance of being implemented due to likely financial limitations should not be considered.
- The economic analysis (Benefit to Cost Ratio) is to be prepared at a later stage for the agreed option using the base case as the "do nothing" situation. The analysis should consider the benefits and disbenefits over the life of the improvement works, which can be assumed to be 10 years and Nett Present Value (NPV) @ 7% as per Roads ACT ratio matrix (copy to be provided

later). The average costs of crashes by accident type are to be used in estimating the benefits which result from crash reductions.

- 1.2.5 In assessing conflicts occurring at these locations and particularly when identifying and assessing possible measures to reduce the incidence of collisions, particular attention has also been given to reducing the injury consequences of collisions consistent with the safe systems philosophy. Simply reducing the number of accidents contributes to this philosophy, but additionally other factors can also be relevant particularly in reducing the severity of accidents when they do occur.
- 1.2.6 For example, particular consideration is given to the location and placement of street furniture, sign posts and light poles to minimise the potential for them to increase the injury potential of a collision at the location.

1.3 The Project Team

1.3.1 1.3.1 The client is Roads ACT and the client's representative is Mr Pawel Potapowicz.

1.3.2 1.3.2 The R D Gossip Pty Ltd project team is:



Project Manager and Senior Traffic Engineer
Senior Traffic Engineer
Senior Designer
Senior Draftsman

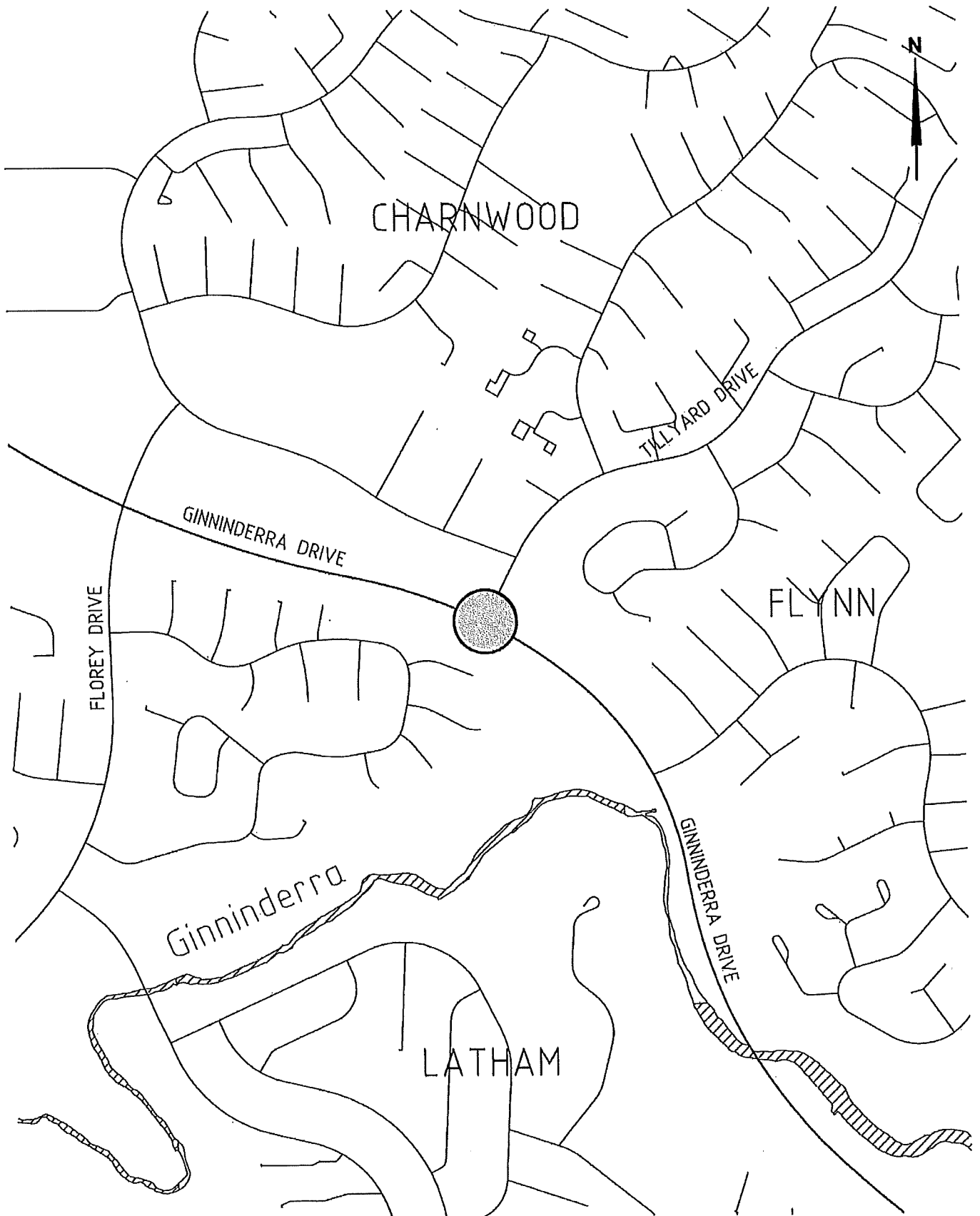


Figure 1.2.1
Locality Plan

2 EXISTING CONDITIONS

2.1 Road Hierarchy

- 2.1.1 Ginninderra Drive is classified as an arterial road with a speed limit of 80 km/h in this location. Tillyard Drive is a major collector with a speed limit of 60 km/h.

2.2 Geometric Layout

- 2.2.1 This is a three way unsignalised intersection with Ginninderra Drive being the major road and Tillyard Drive being the terminating road. A layout of the existing intersection is shown on Figure 2.2.1.
- 2.2.2 Ginninderra Drive is a dual carriageway. Westbound there are two lanes merging into one west of the intersection. Eastbound there is one through lane until east of the intersection and a cycle lane. The median varies in width but close to the intersection is at least 10 metres wide.
- 2.2.3 The intersection is on a large radius curve with Tillyard Drive located on the outside of the curve. The grade through the intersection is generally level.
- 2.2.4 Tillyard Drive is also a dual carriageway road for several hundred metres on the westbound approach to the intersection. At the intersection the median is approximately 6 metres wide.
- 2.2.5 The layout adopted is the preferred rural seagull layout with right side merge as depicted in Austroads Guide to Road Design Part 4A Unsignalised and Signalised Intersections Figure 7.14.
- 2.2.6 Both the left turn movements have left turn slip lanes. The left turn into Tillyard Drive has been configured as a 70 degree approach. The left turn into Ginninderra Drive is a large radius curve entering Ginninderra Drive as a protected (auxiliary) lane.
- 2.2.7 There are on road bicycle provisions through the intersection in both directions as well as on the Tillyard Drive approach.

2.3 Traffic Volumes

- 2.3.1 Traffic volume data was not available for this intersection. However observations during peak and off peak times indicate that the intersection activity is light to busy throughout the day and evening.
- 2.3.2 During the morning peak period the predominant movements are eastbound through the intersection on Ginninderra Drive as well as left turning to eastbound out of Tillyard Drive. The separation of these traffic flows functions very effectively particularly in the morning peak.
- 2.3.3 During the afternoon peak the predominant flows are reversed although there is also a significant movement eastbound on Ginninderra Drive, and particularly turning left into Tillyard Drive as people access the nearby shopping centre.
- 2.3.4 A notable feature of the traffic flows is the high proportion of traffic turning right from Ginninderra Drive into Tillyard Drive. This movement appeared to be a significant proportion of the traffic movements each time the site was visited.

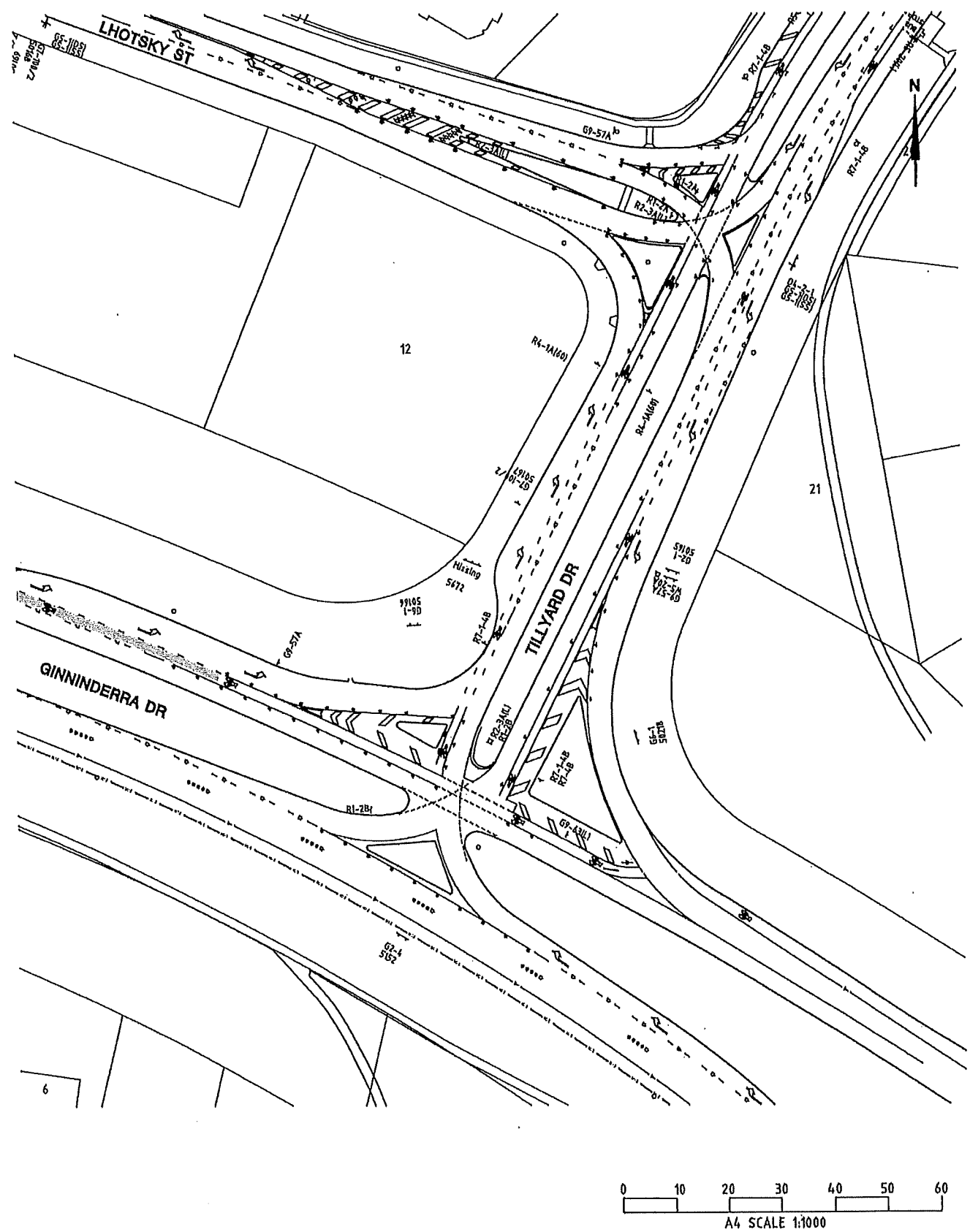


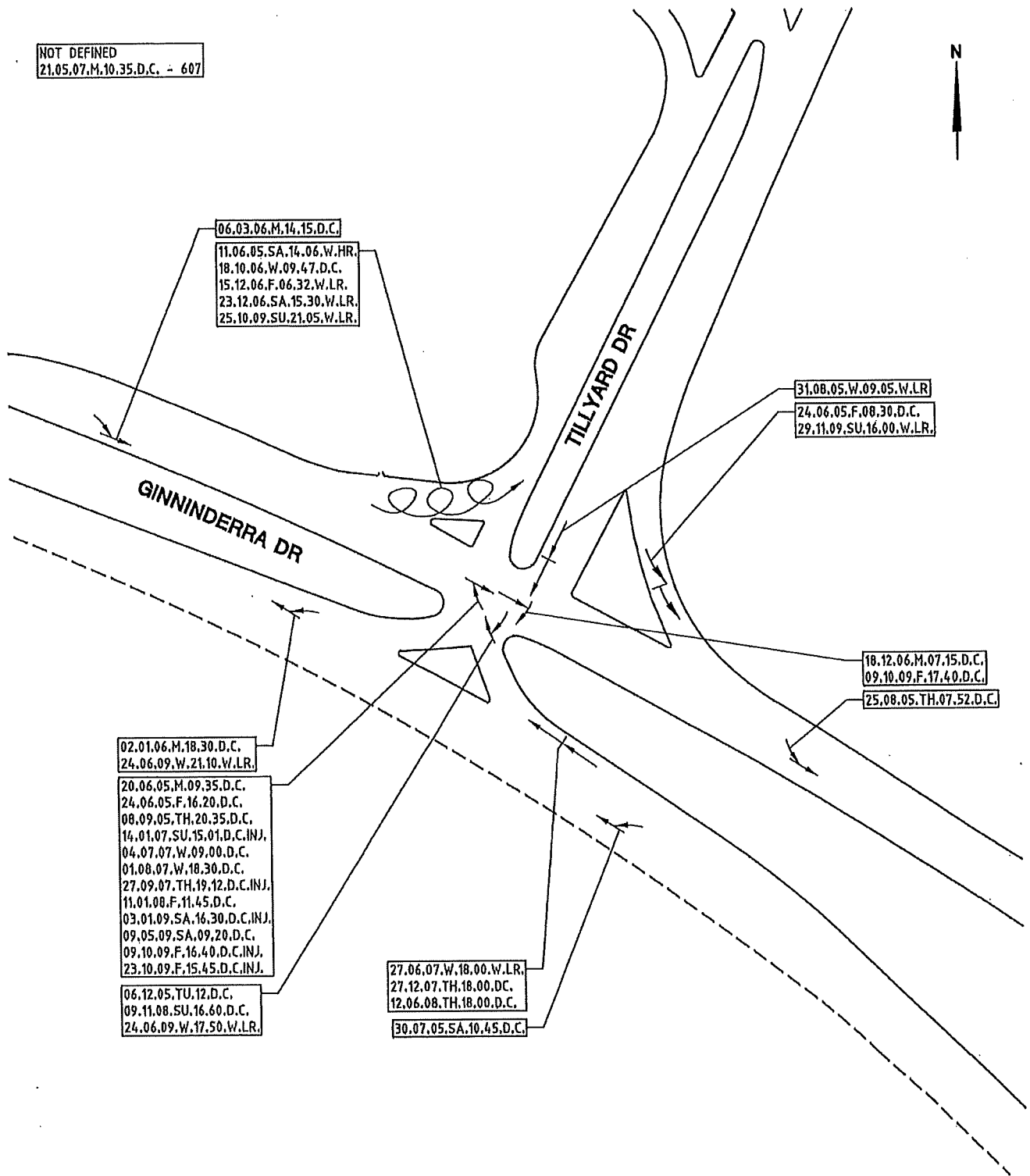
Figure 2.2.1 Existing Layout



2.4 Collision Statistics

- 2.4.1 A rough guide to the performance of this intersection compared to the average for the ACT in 2000 can be obtained from the following approximate percentages for the ACT as a whole:
- approximately 14.7% of collisions occur in wet weather;
 - approximately 23.5% occur in the peak hours, taken as 8.00-9.00 and 17.00-18.00.
 - approximately 20% occur in the hours of darkness - this involves the approximation that the average hours of darkness for the ACT figures as a whole are 18.30 - 6.00 (accurate figures are available for the hours of darkness but the time of all collisions to provide an hour by hour base is not available)
- 2.4.2 A total of 35 accidents occurred in the five year period from 1 January 2005 to 31 December 2009 inclusive. These included 5 injury collisions. Figure 2.4.1 provides a collision diagram.
- 2.4.3 Additionally Table 2.4.1 is a collision factor matrix used to highlight particularly recurring features of the collision history. Note that this matrix does not incorporate all recorded collisions since the data provided includes all property and injury collisions. Only those collisions that indicated some clustering were recorded in the collision matrix
- 2.4.4 8 collisions (23%) occurred in wet weather noticeably more than the average.
- 2.4.5 6 collisions (17.5%) occurred in the peak periods, a little below the average.
- 2.4.6 4 collisions (11%) occurred in hours of darkness, significantly less than the average.
- 2.4.7 The most striking feature of the collisions at this intersection is the number of right turn into oncoming type collisions involving the right turn from Ginninderra Drive into Tillyard Drive.
- 2.4.8 This movement accounts for 12 of the 35 (34%) collisions. Also all five of the injury collisions were sustained in this movement.
- 2.4.9 The only other movement that exhibits a cluster of collisions is the left turn out of Ginninderra Drive into Tillyard Drive. There were 5 single vehicle out of control type of collisions within this movement and of these four were in wet conditions.
- 2.4.10 Additionally there were five collisions involving vehicles turning right out of Tillyard Drive, three involving right turning vehicles from Ginninderra Drive and two involving eastbound vehicles on Ginninderra Drive.
- 2.4.11 These statistics highlight the high proportion of collisions involving turning vehicles in the middle of the intersection. It appears that drivers are experiencing difficulty judging the gaps to potentially conflicting vehicles.
- 2.4.12 The statistics do not feature any particular day as predominant with collisions occurring evenly spread over all days of the week including weekends.

NOT DEFINED
21.05.07.M.10.35.D.C. = 607



06.03.06.M.14.15.D.C.
11.06.05.SA.14.06.W.HR.
18.10.06.W.09.47.D.C.
15.12.06.F.06.32.W.LR.
23.12.06.SA.15.30.W.LR.
25.10.09.SU.21.05.W.LR.

31.08.05.W.09.05.W.LR
24.06.05.F.08.30.D.C.
29.11.09.SU.16.00.W.LR.

18.12.06.M.07.15.D.C.
09.10.09.F.17.40.D.C.
25.08.05.TH.07.52.D.C.

02.01.06.M.18.30.D.C.
24.06.09.W.21.10.W.LR.

20.06.05.M.09.35.D.C.
24.06.05.F.16.20.D.C.
08.09.05.TH.20.35.D.C.
14.01.07.SU.15.01.D.C.INJ.
04.07.07.W.09.00.D.C.
01.08.07.W.18.30.D.C.
27.09.07.TH.19.12.D.C.INJ.
11.01.08.F.11.45.D.C.
03.01.09.SA.16.30.D.C.INJ.
09.05.09.SA.09.20.D.C.
09.10.09.F.16.40.D.C.INJ.
23.10.09.F.15.45.D.C.INJ.

06.12.05.TU.12.D.C.
09.11.08.SU.16.60.D.C.
24.06.09.W.17.50.W.LR.

27.06.07.W.18.00.W.LR.
27.12.07.TH.18.00.DC.
12.06.08.TH.18.00.D.C.
30.07.05.SA.10.45.D.C.

ABBREVIATION AND SYMBOL SCHEDULE

DAY	ROAD SURFACE	WEATHER	SEVERITY	SYMBOLS
M : Monday	D : Dry	C : Clear	INJ : Injury	⊗ : Pedestrian
TU : Tuesday	W : Wet	H.R : Heavy Rain	F : Fatal	
W : Wednesday		L.R : Light Rain		
TH : Thursday				
F : Friday				
S : Saturday				
SU : Sunday				

ACCIDENT DATA PERIOD
01/01/05 TO 31/12/09

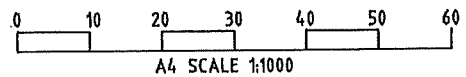


Figure 2.4.1
Collision Diagram



2.5 Pedestrians

2.5.1 There is very little pedestrian activity at this intersection and no pedestrian activity was seen during site visits. There is a pedestrian underpass under Ginninderra Drive approximately 250 metres west of the intersection which would be used by pedestrians between Latham and the Charnwood shops. Pedestrians are not evident in the collision statistics.

2.6 Cyclists

2.6.1 There are on-road cycle facilities throughout this intersection. Cycle accidents do not feature in the collision statistics.

2.7 Public Transport

2.7.1 Buses use all legs of this intersection. To our knowledge drivers have not reported any difficulties with any movement through this intersection.

2.8 Lateral Clearance Issues

2.8.1 There are a number of direct buried 'non frangible' steel light columns located in and around the intersection median noses within 3m of the kerbs. None of the recurring types of collisions appear to have involved these light poles however they are a safety risk and should be replaced with frangible poles.

2.9 Pavement

2.9.1 Generally the pavement is in good condition with the exception of some deficiencies in the Ginninderra Drive right turn lane. This lane has some crocodile cracking over most of its length particularly adjacent to the median kerb. However these defects do not appear to be contributing to the collision statistics.

2.9.2 The pavement in the left turn lane where there is a history of single vehicle out of control collisions in wet conditions appears to be in reasonable condition. However given the collision history it would be appropriate to have the skid resistance of this pavement tested.

2.10 Traffic Control Devices

2.10.1 Linemarking is in generally reasonable condition.

2.10.2 There are a number of regulatory, guide signs within the intersection area. The regulatory signs are generally acceptable.

2.11 Future Traffic Volumes

2.11.1 There does not appear to be any reason why traffic volumes through this intersection might increase significantly in the future. The location is towards the north western extremity of Belconnen close to the NSW/ACT border.

2.11.2 There are no plans currently to extend ACT development across the border into NSW and the development currently taking place west of Dunlop is limited by proximity of the border.

2.11.3 Consequently traffic volumes at this intersection are not likely to increase significantly in the near future.

3 DISCUSSION OF SAFETY AND OPERATING CONDITIONS

3.1 On Site Impressions

- 3.1.1 Generally this intersection is open with no impediments to sight distance between conflicting vehicle paths. The intersection is located within a wide landscaped road corridor and although there are houses not far from the intersection, they are not visible from the intersection and the impression gained is that the location is in a rural area.
- 3.1.2 The intersection layout is generally consistent with the layout proposed by Austroads for a rural T intersection with the exception that the vehicles turning right into Ginninderra Drive do not have an acceleration lane. Despite that deficiency, this movement has only experienced two collisions in the five year period surveyed.
- 3.1.3 Traffic volumes are not heavy and there is no congestion leading to unreasonable delays to vehicles passing through the intersection. The movement experiencing most delay is the right turn into Tillyard Drive.

3.2 Predominant Conflicts and Collisions

- 3.2.1 The most predominant collision is the right turn into oncoming involving vehicles turning right into Tillyard Drive. All five injury accidents involved this movement. There is also smaller group of right angle collisions involving vehicles turning right out of Tillyard Drive.
- 3.2.2 These collisions all occur in a relatively confined area in the centre of the intersection where the single lane vehicle paths intersect.
- 3.2.3 The other significant group is the single vehicle out of control collisions turning left from Ginninderra Drive into Tillyard Drive.

3.3 Opportunities for Accident Reduction

- 3.3.1 Given that there is good sight distance in all directions it seems that drivers are misjudging the path and timing of opposing vehicles compared with their own ability to clear the conflict point without collision.
- 3.3.2 This suggests that better definition of the conflict point would have significant potential to reduce the collisions occurring.
- 3.3.3 Some realignment of the right turn path for vehicles turning right into Tillyard Drive would improve the safe execution of this turn. This path could be better delineated so that drivers are able to focus more on the task of selecting a gap in the approaching traffic rather than negotiating their path through the intersection.
- 3.3.4 For vehicles turning right from Tillyard Drive, there is a confusing set of what could be yield lines. One is an old line that has not been eradicated properly; one identifies the outer edge of the cycle lane. Drivers can also see another line parallel to these that is the yield line along the median kerb not far away. On this approach there is a Give Way sign mounted on a light pole in the median but this is located approximately seven metres from the actual yield line.
- 3.3.5 This layout could be significantly improved by extending the existing median and splitter island so that the available vehicle paths are substantially reduced. This would also permit Give Way signs to be used to clearly label the yield points. In conjunction with these alterations the intersection linemarking and RRPMS should be renewed.

- 3.3.6 The other significant category is the single vehicle out of control collisions involving left turners into Tillyard Drive.
- 3.3.7 Although the left turn lane has been adjusted so that it encourages a 70 degree approach direction, there is still scope for vehicles to complete the turn using a large radius. Although the road space that permits this is required for large vehicles, it would be possible to use linemarking and RRPMS to more precisely define the desired vehicle path.
- 3.3.8 However most of these particular accidents occur in wet weather. This suggests that the road pavement surface might have less skid resistance than appropriate. Although the pavement appears to be in reasonable condition, the skid resistance should be tested.
- 3.3.9 The presence of non-frangible steel light poles close to the edges of this intersection does not appear to be a feature of the collision history and are not in locations where it is likely that errant vehicle might be expected to strike them.

4 PROPOSED IMPROVEMENTS

4.1 Remedial Modifications

- 4.1.1 The following modifications are recommended:
- 4.1.2 Extend the median and splitter islands to reduce the road space available as pathways through the intersection.
- 4.1.3 Provide improved delineation for right turners into Tillyard Drive by extending the island noses and using linemarking and reflective markers.
- 4.1.4 Provide improved delineation of the 70 degree approach for left turners using linemarking and reflective markers.
- 4.1.5 Renew linemarking throughout the intersection.
- 4.1.6 Arrange for the skid resistance of the left turn lane into Tillyard Drive and the adjoining section of Tillyard Drive to be measured.
- 4.1.7 Relocate the guide sign on the south side of Ginninderra Drive to better align with drivers approaching on Tillyard Drive.
- 4.1.8 Replace existing non frangible poles.

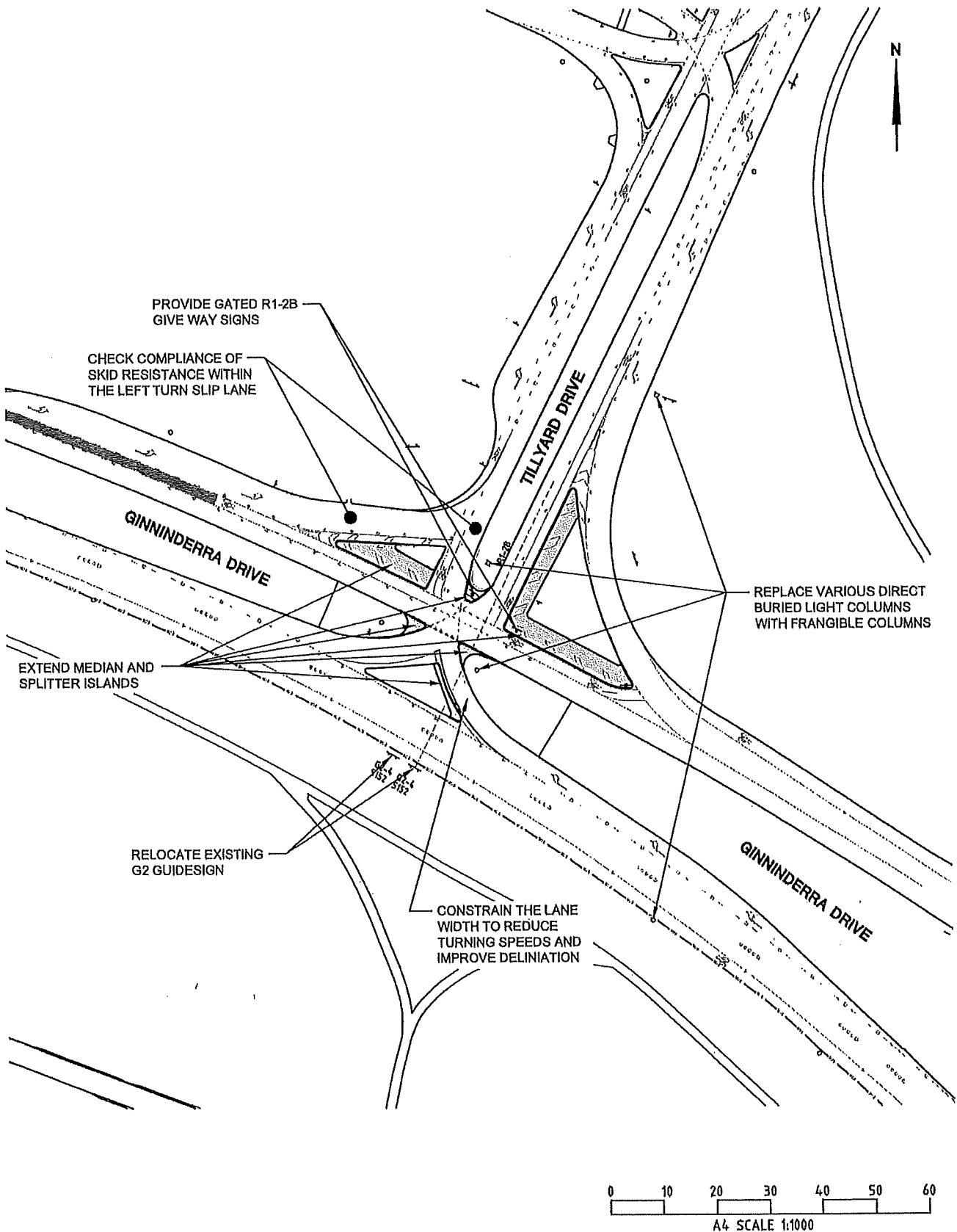


Figure 4.1.1
Proposed treatment

5 FINANCIAL ANALYSIS

5.1 Financial Analysis Assumptions

5.1.1 An assessment of the financial merit of undertaking the modifications identified in the previous section has been undertaken.

5.1.2 The analysis used data on accident costs provided by Roads ACT. This valued reductions in accidents as follows:

Fatal Accidents	\$2,075,788
Serious Injury Accidents	\$341,792
Minor Injury Accidents	\$53,967
Property Damage accidents	\$17,790

CRASH TYPE CODE	DESCRIPTIPON	AVERAGE COST
101 - 109	Adjacent approaches	\$32,845
201	Head on	\$100,406
202 - 206	Opposing turns	\$33,497
301 - 304	Rear End	\$19,516
305 - 307	Lane change	\$19,209
001 - 003	Vehicle hits pedestrian	\$181,613
706 - 707	Loss of control	\$66,199
401 - 402	Hit Parked / Parking vehicle	\$18,380
601	Hit Parked Vehicle	\$20,506
501 - 506	Overtaking	\$30,130
901	Fell from moving vehicle	\$93,842

5.1.3 The approach taken with the financial analysis is to identify the collision types recorded in the data and expected to be reduced by the proposed remedial actions, assess the historical cost of those collisions and then assess the collision cost reductions (the benefits) expected to result from the remedial works and compare these benefits with the cost of remedial works.

5.1.4 Assumptions of the effectiveness of countermeasures in reducing recorded accidents were taken where possible from the Austroads publication Guide to Traffic Engineering Practice Part 4 Treatment of Crash Locations, Table 9.5. In cases where particular improvements were not listed in that table, engineering judgement was exercised to be consistent with the improvements implied by the table. The assessment is summarised in the table below.

Accident Type	Annual Accident Cost \$	Proportion Reduction	Annual Benefit \$
101 – 109 Adjacent approaches	\$52,552	0.51	\$26,800
202 – 206 Opposing turns	\$80,392	0.36	\$28,940
300 – Rear End	\$31,225	0.4	\$12,490
700 – Loss of Control	\$66,199	0.1	\$6,620
TOTAL			\$74,850

5.1.5 The analysis covered a 10 year period based on a 6% discount rate. The analysis was also undertaken using 4% and 8% discount rates to check sensitivity of the results.

5.2 Financial Analysis Results

5.2.1 The assessment for the Ginninderra Drive / Tillyard Drive intersection improvements is influenced by the significant value of the reductions in the major injury collisions at this intersection over a five year period.

5.2.2 The results of the analysis is presented at Appendix 3.

5.2.3 The analysis indicated a B/C ratio of 3.72 and a Nett Present Value at 6% over 10 years of \$402,883.

6 RECOMMENDATIONS

- 6.1.1 It is recommended that action be taken to implement the remedial measures outlined in section 4.1 and shown in Figure 4.1.1.
- 6.1.2 These works are estimated to cost \$168,500 inclusive of GST and a 30% contingency.
- 6.1.3

APPENDIX 1

PHOTOGRAPHS



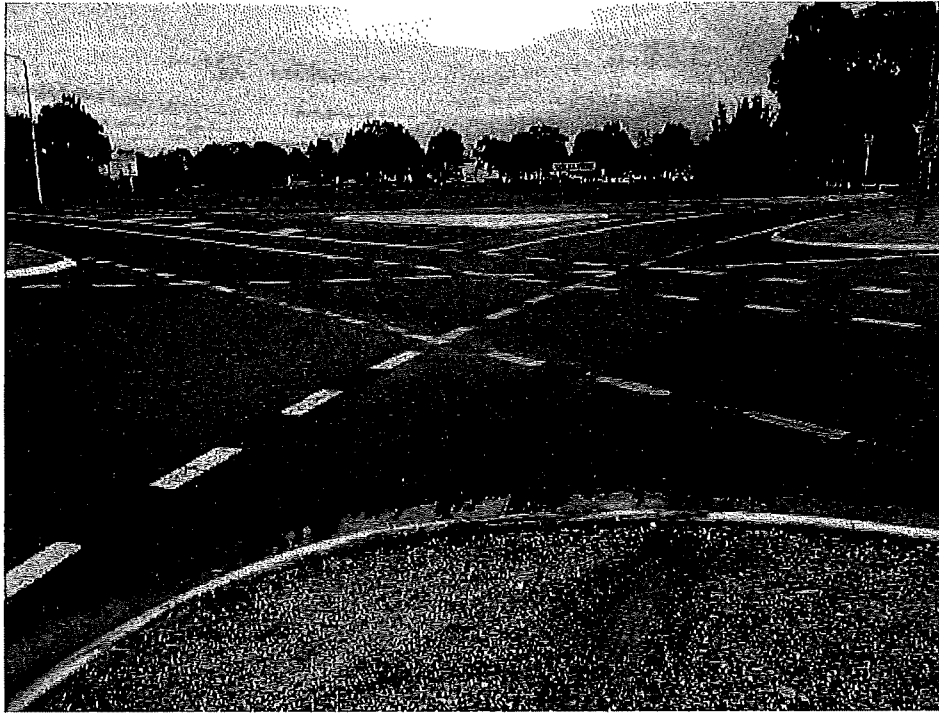
Photograph 1

Poor delineation of travel paths through median particularly at night and in wet weather

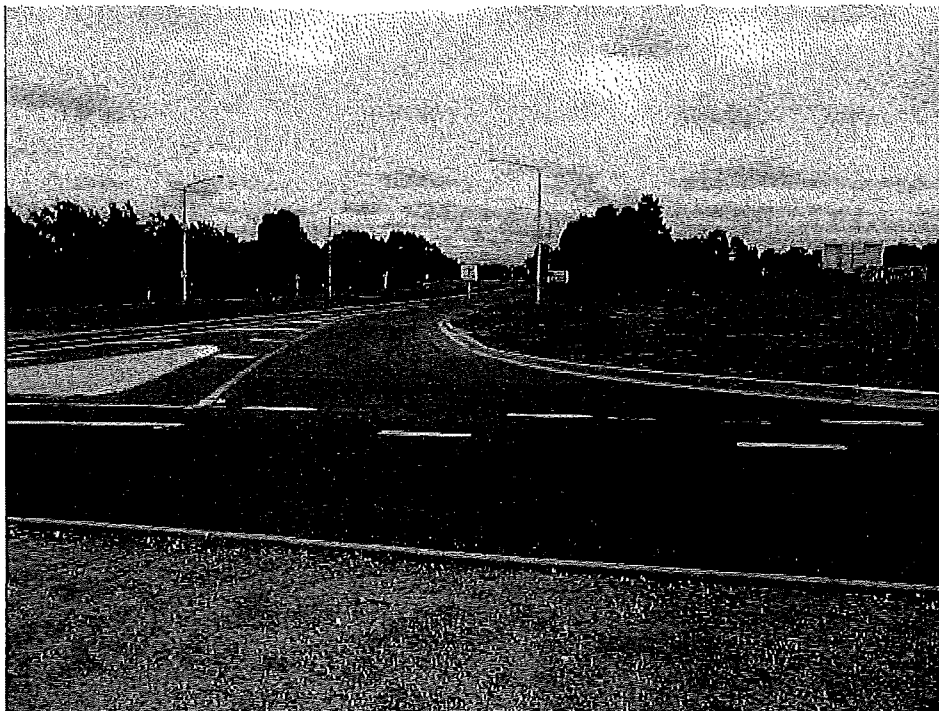


Photograph 2

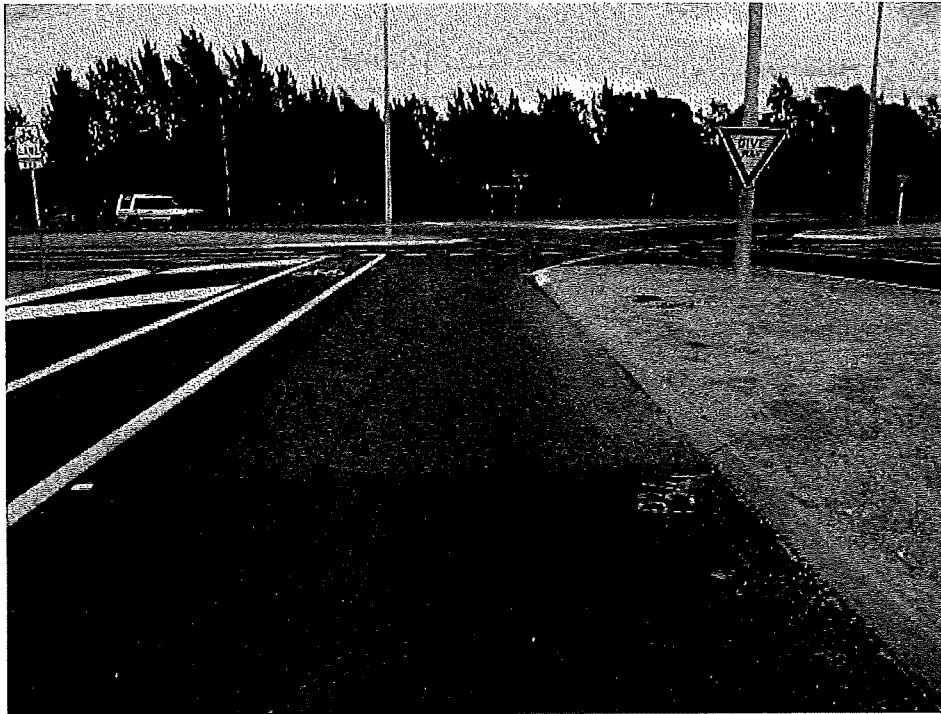
Limitation of the use of large areas of pavement defined just by line marking



Photograph 3
Poor delineation of vehicle paths through the intersection



Photograph 4
Existing left turn into Tillyard Drive has 70 degree approach but large radius kerb on left edge



Photograph 5
Tillyard Drive approach



Photograph 6
Tillyard Drive approach with poorly defined hold line

APPENDIX 2

COST ESTIMATES

Item	Estimate
Preliminaries	\$21,000
Provision for Traffic	\$ 8,000
Underground Services	\$ 2,000
Concrete Kerbs, Footpaths and Minor Works	\$60,000
Road Signs	\$2,000
Pavement Marking	\$2,000
Streetlighting	<u>\$17,500</u>
	SUB – TOTAL \$112,500
	Consultancy Fees (15%) \$17,000
	Contingency (30%) <u>\$39,000</u>
	TOTAL (incl GST) \$168,500
	TOTAL (excl GST) \$153,000

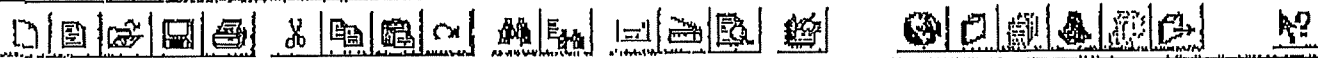
APPENDIX 3

FINANCIAL ASSESSMENT



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Branch: <input type="text" value="ROADS"/>	Status: <input type="text" value="FIN"/>	Finalised Date: <input type="text" value="15/02/2011"/>

Ministerial Details | Diary Text/History | Related Information | View Division | View Schedule

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State: Postcode:

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On Behalf Of:

Organisation From:

Subject:

Comments:

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RECEIVED



The Hon Anthony Albanese MP

Minister for Infrastructure and Transport
Leader of the House

Reference: 07107-2010

Mr Jon Stanhope MLA
Chief Minister
Minister for Transport
ACT Legislative Assembly
GPO Box 1020
CANBERRA ACT 2601

*Appropriate
action
N
10/2*



Dear Chief Minister *Jon,*

I am pleased to advise the Australian Government funding under the Black Spot Program for six projects within the Australian Capital Territory (ACT) for the 2010-11 program year.

I have:

- approved, under Section 70 of the *Nation Building Program (National Land Transport) Act 2009* (the Act), the projects listed in the schedules to the attached approval instrument APT7014 as Black Spot Projects for the purposes of the Act; and
- approved the provision of funding for these projects under Section 78 of the Act.

Details of the approved projects are set out in the attached instrument and schedules.

I look forward to continuing to work with your Government to deliver these important safety upgrades to roads in the ACT.

Yours sincerely

Anthony Albanese

ANTHONY ALBANESE

Enc



Australian Government

Department of Infrastructure and Transport

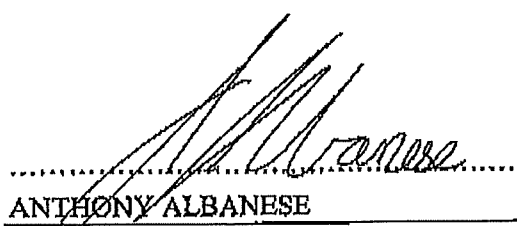
Nation Building Program (National Land Transport) Act 2009

Black Spot Projects

Approval No. APT7014

I, ANTHONY NORMAN ALBANESE, Minister for Infrastructure and Transport:

- (a) being satisfied that the projects identified and described in Columns 1 and 2 of the Schedules (the Projects) are eligible for approval in accordance with section 71 of the *Nation Building Program (National Land Transport) Act 2009* (the Act) and considering that it is appropriate to approve the Projects in accordance with section 72 of the Act, approve the Projects as Black Spot Projects under subsection 70(1) of the Act; and
- (b) approve, under subsection 78(1) of the Act, the provision of Commonwealth funding for the Projects to the corresponding eligible funding recipient identified in Column 4 of the Schedules.


.....
ANTHONY ALBANESE

13.1.11.

Schedule

State: ACT

Instrument: APT7014

Project Number and Name	Project Description	Maximum Funding Amount that the Commonwealth may Contribute	Eligible Funding Recipient
041377-10ACT-BS Anzac Parade Blamey Crescent CAMPBELL	Signals	\$200,000	Department of Territory & Municipal Services
041378-10ACT-BS Drakeford Drive Isabella Drive MONASH	Signage and linemarking improvements	\$32,675	Department of Territory & Municipal Services
041379-10ACT-BS Ginninderra Drive Tillyard Drive CHARNWOOD	Signage, linemarking and concrete island improvements and non frangible poles upgrade	\$166,210	Department of Territory & Municipal Services
041380-10ACT-BS Belconnen Way Springvale Drive HAWKER	Linemarking improvements and frangible poles upgrade	\$68,970	Department of Territory & Municipal Services
041381-10ACT-BS Mugga Lane Long Gully Road HUME	Increase left turn storage, delineation improvements and frangible poles upgrade	\$245,250	Department of Territory & Municipal Services
041382-10ACT-BS Multiple sites CANBERRA	High visibility warning signs, curve delineation improvements, hazard removal	\$300,000	Department of Territory & Municipal Services

