

THE PARLIAMENT OF THE COMMONWEALTH OF  
AUSTRALIA

JOINT COMMITTEE ON THE  
AUSTRALIAN CAPITAL TERRITORY

REPORT ON  
PROPOSALS FOR VARIATIONS OF  
THE PLAN OF LAY-OUT OF  
THE CITY OF CANBERRA  
AND ITS ENVIRONS

(SEVENTY-EIGHTH SERIES - THIRD REPORT)

OCTOBER 1984

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JOINT COMMITTEE ON THE AUSTRALIAN CAPITAL TERRITORY  
TERMS OF REFERENCE

That a joint committee be appointed to inquire into and report on:

- (a) all proposals for modification or variations of the plan of layout of the City of Canberra and its environs published in the Commonwealth of Australia Gazette on 19 November 1925, as previously modified or varied, which are referred to the committee by the Minister for Territories and Local Government, and
- (b) such matters relating to the Australian Capital Territory as may be referred to it by -
  - (i) resolution of either House of the Parliament, or
  - (ii) the Minister for Territories and Local Government.

MEMBERSHIP OF THE COMMITTEE

Chairman: Mr K.L. Fry, MP  
Deputy Chairman: Senator M.E. Reid  
Members: Senator P.J. Giles  
Senator M.E. Lajovic  
Senator M. Reynolds  
Mr C. Hollis, MP  
Mrs R.J. Kelly, MP  
Mr P.J. McGauran, MP  
Mr P.M. Ruddock, MP  
Mr J.H. Snow, MP

Secretary: Mr D.R. Elder\*

\* Mr Elder replaced Mr Kelly as Secretary to the Committee on 2/3/84

## RECOMMENDATIONS

The Committee accepts the Department of Territories and Local Government proposal as a workable system to deter through traffic from the north from using the Parliamentary perimeter road and Melbourne Avenue as an alternative route to the southern towns of Woden and Tuggeranong.

The Committee recommends that:

- . the proposal be accepted as an integrated package and that there be no direct access to the new Parliament House from Melbourne Avenue, but further consideration should be given to the design of Melbourne Avenue/State Circle intersection.
- . the proposed series of roundabouts be constructed progressively except for the Kent/Carruthers Streets roundabout which needs further investigation.

## Introduction

1 In the Commonwealth of Australia Gazette, 27 August 1982, the then Minister for the Capital Territory, the Hon. W.M. Hodgman, MP, pursuant to the powers conferred on him by Section 12A of the Seat of Government (Administration) Act 1910, notified his intension to vary the plan of lay-out of the City of Canberra and its environs and members of the public were invited to lodge objections.

2. On 25 August 1982, pursuant to paragraph 1(a) of the Resolution of Appointment of the Committee, the items contained in the Minister's proposals, and designated the 78th Series of Variations, were formally referred by the Minister for investigation and report. The Minister's letter referring these proposals for the Committee's consideration is at Appendix I.

3. The 78th Series of Variations to the City Plan was presented to the Committee in September 1982 as one variation. The variation provided for vehicular access to Capital Hill from Kings, Commonwealth and Melbourne Avenues, a perimeter road around the new Parliament House, and minor modifications to the intersections of Langton Crescent and Commonwealth Avenue, and State Circle and Kings Avenue. Consistent with the design of the new Parliament House and its main entrance forecourt the variation also provides for the linking of Camp Hill and Capital Hill.

4. The previous Committee was concerned that a number of substantial modifications were being presented to it as one item. Accordingly, this Committee divided the Variation into 10 separate items as follows:

- a. Parliament Perimeter Road
- b. Land Bridge
- c. Commonwealth Avenue Ramp
- d. Kings Avenue Ramp
- e. Kings Avenue/State Circle Intersection
- f. Canberra Avenue/State Circle Intersection
- g. Melbourne Avenue/State Circle Intersection
- h. Melbourne Avenue Ramp
- i. Adelaide Avenue/State Circle Intersection
- j. Langton Crescent/Queen Victoria Terrace/Commonwealth Avenue

The Committee has presented two reports dealing with these items. In its first report, tabled in October 1982, the Committee approved items a-b and g-j and deferred consideration of items c-f.

5. The Committee approved the Melbourne Avenue extension to the New Parliament House in the first report after being given an undertaking on 8 October 1982 by the National Capital Development Commission that a workable system would be produced by the next variation hearing to deter through traffic from the north from using the Parliamentary perimeter road and Melbourne Avenue as an alternative route to the southern towns of Woden and Tuggeranong.

6. On 16 May 1983, the Minister of Territories and Local Government, the Hon. T. Uren, MP, in accordance with the provision of paragraph 1(a) of the Resolution of Appointment of this Committee referred the outstanding items of the 78th Series of Variations for investigation and report. The Minister's letter referring the outstanding items is at Appendix II.

7. The Committee in its second report in September 1983 approved the other four items which included the Commonwealth and Kings Avenue ramps.



8. A number of submissions were received by the Committee objecting to the Commonwealth and Kings Avenue ramps on the grounds that the establishment of the ramps would contribute to increased through traffic along Melbourne Avenue.

9. In approving the ramps, the Committee stated that if the traffic problems to the south were adequately resolved, the amount of through traffic using Parliament Drive (and consequently Melbourne Avenue) would not be great. These problems needed to be resolved within the areas concerned not at Commonwealth and Kings Avenues. The Committee stated that, should through traffic choose to use Parliament Drive, despite its lack of advantages, traffic control devices could be used as further disincentives.

10. This report deals with a solution proposed by the Department of Territories and Local Government to deter through traffic to and from New Parliament House from using Melbourne Avenue and other roads further south, and provides a traffic scheme to reduce the already high traffic flows in the residential streets that constitute the existing unintentional alternative route to the south.

11. The Committee in keeping with the practice established in the 30th Parliament, held public hearings on the proposals on 27 September and 8 October 1982, 7 December 1983 and 24 July 1984.

12. Officers of the National Capital Development Commission (NCDC), the Department of Territories and Local Government (DTLG) and the Parliament House Construction Authority (PHCA) together with 5 private citizens gave evidence at the hearings. A list of the witnesses who appeared before the Committee and a list of persons and organisations who made submissions but did not appear are at Appendix III. The transcript of evidence given at those hearings will be available for inspection at the Committee Office of the House of Representatives and the National Library.

13. The Committee is conscious of the role of the ACT House of Assembly as representing the views of citizens of the ACT and invited a representative from the ACT House of Assembly to provide comments on the proposed variations at the public hearings. Mrs B. Cains, MHA, addressed the Committee on the variations.

14. The Committee was provided with the report of the ACT House of Assembly Standing Committee on Development and Planning on the 78th Series of Variations to the City Plan, prior to the public hearing on the variations. The report approved the Series. This report is at Appendix IV.

15. The Committee also submitted to the House of Assembly for examination and comment the proposal from DTIG to deter through traffic from the New Parliament House from using Melbourne Avenue and other residential streets in Deakin and Forrest as an unintentional through route to the south. The House of Assembly Standing Committee on Development and Planning's Report on the proposal is at Attachment V.

## 78TH SERIES OF VARIATIONS - TRAFFIC ARRANGEMENTS

### DEAKIN/FORREST

#### Background

16. As mentioned in the introduction, the Committee approved the Melbourne Avenue extension on the condition that a workable system be produced to deter through traffic from using Melbourne Avenue and provide a traffic scheme to reduce the already high traffic flows in the residential streets that constitute this unintended alternative route to the south.

17. NCDC undertook during the public hearing on 8 October 1982 to produce a workable solution to this matter by the next variation hearing. However, this was not presented to the Committee with the 79, 80, 81, 81A or 82 Series of Variations despite the expressions of concern by the Committee that a proposed solution had not yet been put to it.

18. Melbourne Avenue is little used as a through road at present as it does not offer the direct access that other roads provide. However, the Mugga Way/Stonehaven Crescent roadway at the head of Melbourne Avenue does carry a considerable amount of through traffic. With the extension of Melbourne Avenue on to the Parliamentary Perimeter road, a through route is provided from both Mugga Way and Stonehaven Crescent through Parliament House Drive to the north. Melbourne Avenue, has then become a possible through route.

19. The problem of the high traffic flow through suburban streets in Deakin and Forrest is that Stonehaven and Strickland Crescents and Mugga Way are winding streets with frequent undulations which make it difficult to observe oncoming traffic. They were not designed to be the arterial or subarterial roads that they have become.

20. A joint task force comprising officers of the DTLG, NCDC and the Australian Federal Police was formed to examine ways of overcoming the existing traffic problems in Deakin and the potential traffic problems in Deakin/Forrest associated with the New Parliament House.

21. The findings of this task force formed the basis for a briefing by NCDC to the Standing Committee on City Management of the ACT House of Assembly in April 1983. The House of Assembly reported in June 1983 recommending that NCDC implement its proposals and the Assembly monitor public reaction to the new arrangements. Copy of the House of Assembly Report is at Appendix VI.

22. On 6 August 1983, NCDC placed a full page advertisement in the Canberra Times setting out several options for reducing the volume of through traffic in Deakin and inviting public comment. An enlargement of the advertisement was also displayed in the Monaro Mall, Woden Shopping Square and the NCDC Foyer.

23. In response the NCDC received 259 letters including six petitions. The total response represented the views of approximately 500 people. The majority of respondents rejected the three options as unacceptable (71%, 91%, 91% respectively). A number of alternatives were suggested by respondents, e.g. the completion of Gowrie Drive to Carruthers Street and making Stonehaven Crescent a dead end at Latrobe Park.

24. A copy of the Canberra Times advertisement and a statistical summary of the responses are at Appendix VII.

25. Following the receipt of responses to the advertisement, the NCDC suggested the bringing together of representatives of the various community interests under the chairmanship of the ACT House of Assembly or a local parliamentary representative. This proposal was not supported.

26. The NCDC, on 22 September 1983, provided the Committee with some details of the above mentioned Deakin Traffic studies. This material while proposing ways of arriving at solutions, did not provide a workable solution and did not deal with traffic problems in Forrest.

27. A further submission from NCDC, dated 18 October 1983, was received. Copy of submission is at Appendix VIII. The NCDC advised that there was a range of technical approaches which might be used to reduce the speed and volume of through traffic in Deakin and Forrest, and that the problem was essentially not a planning problem but one of traffic management (i.e. the Department's responsibility), of finding a solution which best responded to opposing community views which could not be reconciled.

28. The Commission claimed that it had thoroughly investigated the problem and had identified three packages of traffic management measures which might be implemented progressively and with the careful monitoring of traffic conditions and an understanding of the communities' needs and reactions before and after the installation of each package. (The Commission did not however mention traffic in Forrest.) In summary form, the measures proposed were:

Package 1:

- (a) Traffic lights (two phases) at Kent/Strickland - single lane approach and morning peak right turn ban from Kent into Strickland;
- (b) Median island in Denison Street opposite Deakin High School together with extension of footpath on east side of Denison Street to Carruthers Street;
- (c) Median island in Hopetoun Circuit adjacent to Deakin shops;
- (d) Median island in Stonehaven at intersection with Strickland;
- (e) Roundabout at Hopetoun/Stonehaven.

Package 2:

Implementation of four roundabouts within Deakin at -

- (a) Strickland/Carrington
- (b) Stonehaven/Buxton
- (c) Macgregor/Buxton
- (d) Macgregor/Cairns.

Package 3:

- (a) Small median islands strategically located along Kent Street between Denison and Carruthers;
- (b) Roundabout at intersection of Denison/Kent plus banning of right turn directly from Adelaide Avenue off-ramp (this traffic would turn left and use roundabout to proceed to Novar Street). This facility would require road widening and gazettal.

29. The measures proposed by NCDC would, to some extent, have reduced the speed and volume of through traffic moving between Melbourne Avenue and Deakin but none of the proposals did anything to deter traffic from Hindmarsh Drive using the Mugga Way/Melbourne Avenue route. This traffic may have increased when Hindmarsh Drive was duplicated over Red Hill.

30. The NCDC told the Committee that it favoured a direct link between Melbourne Avenue and Parliament House and believed that the implementation of the previously mentioned inter-related packages and the use of traffic lights at the intersection of State Circle with Melbourne Avenue would deter through traffic sufficiently and at the same time allow legitimate traffic from Melbourne Avenue to Parliament House.

31. A witness for NCDC went on to say that in the event that their traffic predictions were wrong it would be possible to remove the lights at the State Circle/Melbourne Avenue Intersection and reconstruct the intersection so as to prevent direct access from Melbourne Avenue to Parliament House.

32. During the public hearing on 7 December 1983 when the Committee considered the Commission's proposals, the Commission and DTLG were again unable to put forward a workable system, acceptable to both and to residents in the area, to deter through traffic from using Melbourne Avenue.

33. DTLG told the Committee that it did not support the NCDC proposal to install traffic lights at the Kent and Strickland intersection, because it feared public pressure would force it to alter the timing of these lights and allow traffic to move more conveniently through Deakin and probably increase the volume of traffic.

34. The Department also believed that the traffic situation in Deakin could not be considered in isolation from the situation in Forrest and that the Forrest part of the Deakin/Forrest Traffic Study should be completed before any action was taken. The survey results would allow the public to make informal decisions on the choices available for limiting traffic in suburban streets generated by the New Parliament House.

35. NCDC, on the other hand, stated that although there was some inter-relationship between the two areas, the results of the Forrest part of the Study would have no bearing on the range of possible solutions in Deakin.

36. Following the public hearing on 7 December 1983, the NCDC asked the Department to accept responsibility for the Study, to pursue the necessary consultation and put forward a workable solution to deter through traffic from using Melbourne Avenue and subsequently the Parliamentary Perimeter road to Kings and Commonwealth Avenues or the Land Bridge. The Department accepted this responsibility and the Commission advised the Committee that it would carry out whatever design and construction work was necessary to implement the Department's decisions unless it believed that the proposals would not work technically.

37. As a first step the Department conducted a traffic survey in Deakin and Red Hill to find out the origins, destinations and trip purposes of motorists in the study area. The project team set up by the Department also examined the results of previous traffic surveys (including NCDC's Deakin Study in August 1983) conducted roadside interviews and received technical assistance from NCDC and a Traffic Consultant.

38. A package of measures was developed and the residents of Deakin and Melbourne Avenue, Forrest, were letterboxed with a brochure questionnaire seeking comments on proposed measures:



- (a) to prevent an increase in through traffic from the New Parliament House along Melbourne Avenue to Woden and Tuggeranong via Stonehaven Crescent; and
- (b) to increase road safety by reducing vehicle speeds, increasing pedestrian safety, reducing intersection accidents and discouraging some existing through traffic.

39. Almost one third of households in the area responded to the questionnaire, with 60% fully supporting the proposed measures and a further 26% supporting a large part of it.

#### The Department's Proposals

40. On 29 June 1984, the Department provided the Committee with a proposed package of measures including explanations of measures, in the form of a report on the Deakin/Forrest Traffic Study. A copy of the report is at Appendix IX.

41. In summary form, the main aspects of the report are:

1. The traffic study established that, contrary to the view held by the majority of residents in the study area, the bulk of the traffic had either an origin or destination in Deakin/Forrest/Red Hill or Manuka, to the extent that diversion onto the arterial road system was not practicable.
2. An independent consultant provided the Department with the following alternatives to solve the problem:
  - (a) a series of road closures so that Hughes, Deakin and Forrest became isolated neighbourhoods served from Adelaide Avenue;

- (b) a package of measures primarily involving small roundabouts, designed to improve road safety and reduce vehicle speeds; or
  - (c) the construction of Gowrie Drive and the complete opening of the Tamar/Hindmarsh intersection.
3. A brochure incorporating a questionnaire on a proposed solution was sent to householders in the area. The majority of replies supported the Department's proposal.
4. The Department proposed the following measures to provide an acceptable solution in preventing a growth in through traffic as a result of the New Parliament House. In summary the arrangements comprised:
- (a) traffic islands at the intersection of State Circle/Melbourne Avenue which, coupled with existing traffic signals, would prevent cross movement between the New Parliament House and Melbourne Avenue. Traffic accessing the New Parliament House would need to enter from State Circle.
  - (b) a series of roundabouts spreading through Deakin on the most heavily trafficked residential streets, namely Strickland, Stonehaven and Macgregor. The roundabouts were generally spaced in such a way as to reduce the overall speed in these streets. Some of the roundabouts, such as those at the intersections of Kent/Strickland and Kent/Denison, were primarily located to reduce accidents, but of course, speeds would also be reduced in Kent Street in the vicinity of these intersections. Three roundabouts were also proposed at intersections in Mugga Way as a means of reducing speed and vehicle conflict at these locations.

42. Whilst significant elements of the package were supported by a majority of respondents, there were several matters frequently raised with the Department by opponents of the proposed scheme. The issues are briefly discussed below.

(a) Build Gowrie Drive.

The Department was concerned about the increased traffic which would be generated in other residential streets if Gowrie Drive were built. The consultant estimated that, whilst Stonehaven/Strickland would be relieved of approximately 2000 vehicles per day, an additional 6000-7000 vehicles would be moving through Hughes and Forrest. Control of this additional traffic would be difficult to achieve without the use of road closures, which would significantly affect local access.

(b) Traffic signals at Kent/Strickland instead of a roundabout.

At the hearing on 7 December, the Department outlined the reasons for its opposition to a contrived arrangement of phasing of signals at this intersection. Even with acceptable phasing, the Department believed that there was sufficient evidence to show that a roundabout at this location would have the following advantages over signals:

- (i) reduction in overall number of accidents, specifically right-angle and rear end accidents;
- (ii) reduced speed at intersection;
- (iii) lower cost both initially and in maintenance; and

(iv) more attractive appearance.

- (c) Effect on Bedford Street and/or Gawler Crescent of measures proposed.

The Department considers that there is unlikely to be any significant increase in traffic on these streets. However, it will carefully monitor the effects of its proposals when implemented and will take remedial action if necessary.

- (d) Too many roundabouts.

Some residents expressed the view that the number of roundabouts proposed would mean an excessively inconvenient journey. While the Department accepted that the series of roundabouts could prove inconvenient to some residents, it was anticipated that they would prove a deterrent to some through traffic. Some inconvenience was the trade-off that needed to be made by residents at the expense of retaining full accessibility.

43. The Department believed that the essential elements of preventing a growth in through traffic as a result of the New Parliament House and of increasing road safety were retained in their proposal.

#### The Views of Residents

44. During the inquiry a number of submissions were received from objectors asking the Committee to ensure that through traffic on Melbourne Avenue was minimised and to ensure a reduction of traffic along the suburban streets of Stonehaven and

Strickland Crescents, and Kent Street, Deakin. In addition two petitions were presented to the Chairman in July 1983 and 25 February 1984 signed by 183 and 165 residents respectively, asking the Committee to ensure the reduction of traffic on this alternative route to the south.

45. Because of the tremendous interest shown in this matter the Committee invited members of the public who had provided submissions to it on previous occasions, to submit written comments on the DTLG's Traffic Study and proposed solution and/or attend the public hearing on 24 July 1984 to give evidence.

46. Nine replies were received and three residents provided evidence to the Committee during the public hearing on 24 July 1984. The majority of respondents supported the major elements of the proposal.

47. Some of the issues raised in these letters such as Gowrie Drive, traffic signals at Kent Street and too many roundabouts, have been discussed previously.

48. DTLG supported a proposal put to the Committee by one of the witnesses to have double lines marked in Stonehaven and Strickland Crescents.

49. A one-way street was proposed for Stonehaven and Strickland Crescents. DTLG however did not consider that this would reduce the overall amount of traffic and it would not be possible to install roundabouts in one way streets, to deter speeding traffic.

50. A suggestion was also made to close the Melbourne Avenue end of Stonehaven Crescent. The Department pointed out that this would divert traffic from Stonehaven Crescent into Gawler Crescent and would not solve the overall problems.

### NCDC's Comments on the Proposals

51. NCDC's comments on DTLG's proposals are set out in Appendix X.

52. NCDC was prepared to construct three of the roundabouts in Deakin, proposed by the Department as having priority, in its 1984/85 Construction Program. The other six roundabouts in Deakin would be the subject of detailed officer level discussions with DTLG and would be progressively implemented in 1985/86.

53. The proposed roundabouts in Mugga Way were not regarded by NCDC as being part of the solution to the Deakin problem and thus should be considered as traffic safety measures to be considered within the Commission's overall needs assessment. As residents in Mugga Way had not been consulted about these roundabouts, NCDC believed consultation should take place before any work was undertaken in Mugga Way.

54. Finally NCDC was opposed to any changes in the existing layout of the Melbourne Avenue/State Circle intersection. The Commission believed that there was no evidence that a major problem would arise, and that the intersection which had only been recently constructed should be permitted to operate in the way it was so planned. If unforeseen problems did occur, they could, according to NCDC, be remedied at that time. The Parliament House Construction Authority supported NCDC's view on this matter (see Appendix XI).

55. The Commission did not believe that traffic on Melbourne Avenue would increase substantially after the opening of the New Parliament House. Their estimate was that, in the worst situation, 50% of the traffic to and from Parliament House with a southern origin or destination may use Melbourne Avenue.

56. The existing daily number of vehicles on Melbourne Avenue is 2200 near State Circle and 3000 near the top end of Melbourne Avenue. These figures, according to NCDC, may increase to a maximum of 4800 (104%) and 5300 (76%) respectively.

57. The NCDC told the Committee that Melbourne Avenue was of a higher standard than normal distributor roads (a four lane divided avenue) and was quite capable of carrying the increased traffic, and that traffic flow would be very low relative to other distributor roads.

58. An official of the Commission told the Committee that the volume of increased traffic that would go through Deakin and the effect this increased traffic could have on the already existing traffic problems on the suburban roads in Deakin if no changes are made to the existing layout of the Melbourne Avenue/State Circle intersection, could not be assessed.

59. Some of the roads, such as Strickland Crescent with 6700 vehicles per day and Stonehaven Crescent with 8300 vehicles per day near the Melbourne Avenue end, are already well in excess of the NCDC standard of 6000 vehicles per day for both the environmental and traffic capacity of such streets.

60. The Commission believed that the duplication of Hindmarsh Drive would encourage this route for Woden-bound traffic and thus reduce the alternative route through Mugga Way, Stonehaven and Strickland Crescent and Kent Streets.

61. The Commission expected that in the longer term the future Eastern Parkway would tend to reduce traffic movement through Forrest and Deakin.

### House of Assembly

62. The Committee also invited the Standing Committee on Development and Planning of the ACT House of Assembly to examine and comment on the proposals by the DTLG on the traffic arrangements in the Deakin/Forrest area.

63. The House of Assembly Committee recommended that:

- . the proposed series of roundabouts for the Deakin/Forrest area be constructed progressively;
- . the proposed roundabouts along Mugga Way be considered in the context of the overall needs assessment of Canberra works and be constructed according to priority;
- . the proposal that there be no direct access to the new Parliament House from Melbourne Avenue be agreed to in principle.

### Conclusions

64. The Committee agrees with DTLG's proposal to prevent direct access from Melbourne Avenue to the New Parliament House. While the proposed roundabouts in Deakin/Forrest will increase road safety and discourage some through traffic, the results of the traffic survey conducted by the Department show that most of the traffic in the busiest streets in the Deakin/Forrest area has its origin or destination in the study area. A reduction in through traffic as a result of the construction of the roundabouts therefore could not be expected to reduce the total traffic flow in the area by a large amount. It is therefore essential that any increase in through traffic using Melbourne Avenue be minimised so as not to exacerbate the existing traffic problems in Deakin.



65. NCDC and the consultant have both accepted that the New Parliament House will generate new traffic in Melbourne Avenue. The consultant's estimates were lower than the Commission's but an increase of traffic in the order of at least 1500 cars a day is expected, resulting in an increase of traffic through Deakin.

66. The Committee accepts that Melbourne Avenue itself is capable of carrying more traffic. However, the Committee is concerned about the effects of the additional traffic on the residential streets further south in Deakin and Forrest. While supporting the Department's proposal to prevent direct access from Melbourne Avenue to the New Parliament House, the Committee has some concerns about the proposed design of the intersection and believes that further consideration should be given to this. For example, the design as submitted by the Department would necessitate vehicles turning right from State Circle into Melbourne Avenue and the Melbourne Avenue extension to the New Parliament House using the same carriageway. It should be possible to redesign the intersection so that separate carriageways are provided.

67. The Department believed that its proposals for roundabouts needed to be considered as an integrated package of solutions to the traffic problems in Deakin/Forrest. They had been presented as an integrated package to the public and to the Committee. The Department informed the Committee that at least two of the roundabouts proposed at intersections in Mugga Way are needed to reduce through traffic to and from Deakin. Furthermore, the three roundabouts are a means of reducing speed and vehicle conflict at the intersections concerned. The Department also claimed that the three roundabouts proposed for Kent Street would provide an added deterrent for Hughes traffic currently using Kent Street and would provide an inducement for it to divert on to Carruthers Street and Adelaide Avenue.

68. The Committee agrees with the Department that the roundabout proposals should be considered as an integrated package of solutions to a difficult problem. To separate out elements of the package for judgment on their individual road safety merits or to see the problems in Deakin as separate from those in Forrest is to lose sight of the total effect which the Department believes the proposals implemented as a whole will have.

69. While supporting the Department's proposals, including the Melbourne Avenue/State Circle intersection solution and the Deakin/Forrest roundabouts, as an integrated package which should be implemented as a whole, the Committee recognises that there are legitimate concerns about particular items in the package which need to be addressed. Mention has already been made about the design problems with the proposal for the Melbourne Avenue/State Circle intersection and this should be given further consideration. Problems were also raised with the proposed Kent/Carruthers Street roundabout.

70. The proposed roundabout on the Kent/Carruthers Street is on a major intersection with two dual carriage way roads in close proximity to the Deakin Telephone Exchange. NCDC estimated the cost of the roundabout at \$400 000. The reasons given by NCDC for the high cost of this roundabout were that the construction could include the cost of shifting underground Telecom cables and services, that the roundabout would need to be large because of the dual roads, and that fill may have to be used because of the steepness of the slope.

71. NCDC did not support the construction of the roundabout at this stage. The Commission is of the opinion that the roundabout is an isolated facility which will be largely ineffective from an area wide point of view and that other possibilities should be examined before a decision is made.

72. While the Department saw the three roundabouts proposed for Kent Street as being an important part of its package of solutions, it stated that it would not support the roundabout at Kent/Carruthers Streets at the cost estimated by NCDC. The Department believed an alternative would have to be found which had a similar effect in terms of contracting the approach to the intersection to slow down the traffic, and to induce some traffic to turn from Kent Street into Carruthers Street.

73. The Committee believes that the Kent/Carruthers Streets roundabout proposal needs further investigation. It may well be that a less costly solution needs to be found which will nevertheless have the effect of deterring unnecessary through traffic from using Kent Street.

74. Whilst accepting that there are some community views which cannot be fully recognised, the Committee believes that the proposed integrated package will provide an effective barrier to growth in through traffic in Melbourne Avenue and Stonehaven and Strickland Crescents.

75. Apart from the particular problems with the design of the Melbourne Avenue/State Circle intersection and the cost of the Kent/Carruthers Streets roundabout, the Committee supports the Department's proposals and recommends that they be implemented as an integrated package. While realistically the proposal can only be implemented progressively because of budgetary considerations, the Committee would wish to see the entire package implemented by the end of the 1985/86 financial year. The proposals will only be fully effective once they have all been implemented. There is public support for, and expectation of, their implementation in total. The Melbourne Avenue/State Circle intersection proposals, which will involve little cost, should be implemented as soon as the design problems can be overcome.



Margaret Reid  
Acting Chairman

October 1984



COMMONWEALTH OF AUSTRALIA

MINISTER FOR THE CAPITAL TERRITORY  
 PARLIAMENT HOUSE  
 CANBERRA, A.C.T. 2600

My dear Senator *Margaret*,

On 27 August 1982, notice of my intention to vary the plan of layout of the City of Canberra and its environs, representing the 78th Series of Variations, will be published in the Gazette.

In accordance with the provisions of paragraph 1. (a) of the Committee's Instrument of Appointment, I formally refer the variation to the Committee for investigation and report.

The variation relates to the provision of roadways for the new and permanent Parliament House. As is usual, public participation will be encouraged through media releases, press advertisements and displays.

All comments or objections relating to the variation proposal which are received by the Department will be forwarded to the Committee for consideration during its examination of the proposals.

*Kind regards,*

Yours sincerely,

MICHAEL HODGMAN  
 Minister for the Capital Territory

Senator Margaret Reid,  
 Chairman  
 Joint Committee on the A.C.T.,  
 Parliament House,  
 CANBERRA A.C.T. 2600

MINISTER FOR TERRITORIES AND  
LOCAL GOVERNMENT  
PARLIAMENT HOUSE  
CANBERRA, A.C.T. 2600

Mr K.F. Fry MP  
Chairman  
Joint Committee on the ACT  
Parliament House  
CANBERRA ACT 2600

Dear colleague

On 26 April 1983, notice of my intention to vary the plan of layout of the City of Canberra and its environs, representing the 79th Series of Variations, was published in the Gazette.

In accordance with the provisions of paragraph i(a) of the Committee's Instrument of Appointment, I formally refer the variations to the Committee for investigation and report.

Twelve variations to the plan are included in this Series. In accordance with normal procedures public participation has been encouraged through media releases, press advertisements and displays. All comments or objections relating to the variation proposals will be forwarded to the Committee for consideration during its examination of the proposals.

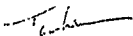
During the thirty-second Parliament, the Joint Committee on the ACT considered the items referred by the then Minister for the Capital Territory in the 78th Series of Variations to the City Plan. The variations related to the provision of road works in the vicinity of the new Parliament House. The Committee approved the proposals with the exception of the following matters:-

- . Commonwealth Avenue ramp
- . Kings Avenue ramp
- . Kings Avenue/State Circle intersection
- . Canberra Avenue/State Circle intersection (non-gazetted item)



I now formally refer these outstanding items to the Committee, in accordance with the provisions of paragraph 1(a) of the Committee's Instrument of Appointment, for investigation and report.

Yours fraternally



TOM UREN

Minister for Territories  
and Local Government

LIST OF WITNESSES

National Capital Development Commission

Mr M.M. Latham, Associate Commissioner  
Mr G.D.W. Pain, Chief Engineer  
Mr P.A. Leonard, Assistant Secretary  
Mr K.E. Downey, Project Engineer  
Mr S.H. Baker Chief Engineer  
Mr M.P. Ransom, Traffic Engineer

Department of the Capital Territory

Mr K.R. Black, OIC, Statutory Processes

Department of Territories and Local Government

Mr J. de Berigny Wall, Assistant Secretary  
Mrs C.A. Parsons, Director, Transport Planning  
Mr B.J. Bothwell, Town Planner  
Mr A.N. Garrett, Director  
Mr D.I. Taylor, Assistant Secretary

Parliament House Construction Authority

Mr J. Fowler, Assistant Secretary

A.C.T. House of Assembly

Mrs B. Cairns, Deputy Chairman - Standing Committee  
on Development and Planning

Private Citizens

Mrs J. Gibson  
Mr E. Willheim  
Mr P. Harrison  
Sir Clarence W. Harders  
Sir Leslie Melville

LIST OF PERSONS AND ORGANISATIONS WHO MADE SUBMISSIONS AND  
DID NOT APPEAR:

Mr D.K. Barker  
Sir J. Crawford  
Mr A.J. Russell  
Mr & Mrs H. Major  
Mr & Mrs R.P. Hyeronimus  
Mr E.S. Hoffman  
Mr J. Johnstone  
Mrs A. Kent  
Professor L.F. Crisp  
Mr G.R. Nicholls  
Mr P. Cox  
Mrs G. McIntyre  
Mr & Mrs G. Wilson  
The Parents  
Hopetoun Circuit Pre-School  
John James Medical Centre



AUSTRALIAN CAPITAL TERRITORY HOUSE OF ASSEMBLY



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REPORT NO. 4  
OF THE  
STANDING COMMITTEE ON  
DEVELOPMENT & PLANNING

---

78TH SERIES OF VARIATIONS TO THE,  
CITY PLAN

---

**PERSONNEL OF THE COMMITTEE**

**CHAIRMAN** MR PETER VALLEE  
MRS BEV CAINS  
MR JOHN CLEMENTS  
MS MAURENE HORDER  
MS ROBYN WALMSLEY

**CLERK TO**  
**THE COMMITTEE** MR ALAN RAMSAY

The Standing Committee on Planning and Development has examined the Variations to the Canberra City Plan as set out in the 78th Series of Variations contained in Commonwealth Gazette No. S182 of 27 August 1982.

2. The Variations relate to works (roads, bridges and landscaping) complementary to the setting of the new Parliament House.

3. In view of the significance of the proposals, the Committee arranged for representatives of the Parliament House Construction Authority, NCDC, and the Department of the Capital Territory, to provide a detailed briefing on the Variations.

4. The Committee invited all Members of the Assembly to attend the briefing, which was held on Thursday, 2 September 1982.

5. The Committee expresses its appreciation to the representatives for their assistance to the Members.

PROPOSED WORKS PROGRAMME AND CONSEQUENTLY  
NECESSARY VARIATIONS

6. The Committee was advised that the construction of the new Parliament House necessitated a programme of construction and landscaping works, parts of which programme required the Variations to the City Plan now proposed.

7. The works programme was to provide a balanced setting for the new Parliament House building, its linkage with the existing Parliamentary Zone, and with Canberra's metropolitan road network.

8. The principal works involved are:

(a) Commonwealth Avenue Extension:

To provide direct access to the New Parliament House, especially from Civic. Commonwealth Avenue is to be extended by bridging over State Circle and Capital Circle.

(b) Kings Avenue Extension:

To provide direct access to the New Parliament House, especially from the airport. Kings Avenue is to be extended onto Capital Hill by bridging over Capital Circle.

(c) Melbourne Avenue Extension:

To provide direct access to the Executive Wing of the New Parliament House. Melbourne Avenue is to be extended by bridging over Capital Circle from State Circle.

(d) Land Axis Bridges:

The design of the New Parliament House and its main entrance forecourt is based on Walter Burley Griffin's concept of a road connection between Capital Hill and Camp Hill. In accordance with this concept, the proposed works will comprise twin carriageways lined with trees and separated by a broad grassed median. These are to be carried over Capital Circle as a single, full width bridge, and over State Circle in the form of two separate bridges.

(e) Intersection Improvements:

To provide safe and efficient vehicular movement, works are to be carried out at the intersections of Kings Avenue and State Circle, and Commonwealth Avenue and Langton Crescent.

(f) Other Works:

To provide traffic route lighting, and augment existing lighting.

(g) Landscaping:

Extensive landscaping works are to be undertaken to reinstate, and to improve the areas disturbed in the construction process, and adjacent to the land bridge.

9. The Committee was advised that the proposals had been developed to provide for ceremonial, tourist and day-to-day access to the New Parliament House, and to maintain traffic flows through the Parliamentary Zone. The new road system also will preserve access to the major employment areas in the Parliamentary Zone and Barton. Particular consideration had been given to achieving an enhanced setting for the National Area and Parliamentary Zone.

10. Details of the works programme, and the consequent proposed Variations are depicted on the enclosed maps.

CONSULTATIONS

11. The Committee were advised that the proposed programme of works had been submitted to the Government which had approved its submission to the usual A.C.T. public

participatory processes, viz.: publication in the Gazette of the necessary Variations to the City Plan, and subsequent Report by the Joint Parliamentary Committee on the A.C.T. Additionally, the programme was to be referred to the Joint Parliamentary Committee which is over-sighting all matters connected with the new Parliament House.

12. As part of the consultative process, the NCDC and the Construction Authority, in conjunction with the Department of Home Affairs and Environment, have had discussions with the Geological Society, and with the Botanical Society, regarding the safe-guarding of features of interest, and environment matters. A programme of public consultation has been undertaken with nearby residents, the High Commissions, and other persons and organisations in the adjacent areas.

13. The Committee was advised that, to maintain the envisaged completion schedule, the first stage of the programme of works was required to commence during 1982.

#### COMMITTEE CONSIDERATION

14. From its discussions with the representatives, the Committee is satisfied that the programme provides appropriately for road traffic flow, both during the construction period and after completion of the new building. In particular, the phased road and bridge construction works should offer no significant interference with commuter traffic.

15. The Committee were advised that the completed works will not adversely affect the existing geological structure on State Circle (North-east).

16. The "land bridges", which will link the new Parliament House and its main entrance forecourt with the existing Parliament House, and which will also continue the "connection" with Anzac Parade, the War Memorial and Camp Hill, are based on Walter Burley Griffin's concept of an axis between these areas. The Committee is satisfied that this major feature of the proposed works is in accord with concepts appropriate to Griffin's plan for the City.

17. The Committee were advised that the overall programme, when completed, would ensure satisfactory access to the new Parliament House, and would represent an appropriate setting for the building, and this National Area.

#### FUTURE VARIATIONS

18. The Committee were advised that the Variations now proposed represented alterations to the City Plan known at this stage to be necessary to achieve the proposed works programme. It was not possible to predict whether further Variations might become necessary as a result of revised proposals as the works progressed, but such would, if they became necessary, be similarly published in the Gazette for public consultation in the usual manner.

#### CONCLUSION

19. The Committee has concluded that there is no requirement for a formal Assembly objection in respect of the proposed 78th Series of Variations.

RECOMMENDATIONS

20. The Committee recommends:

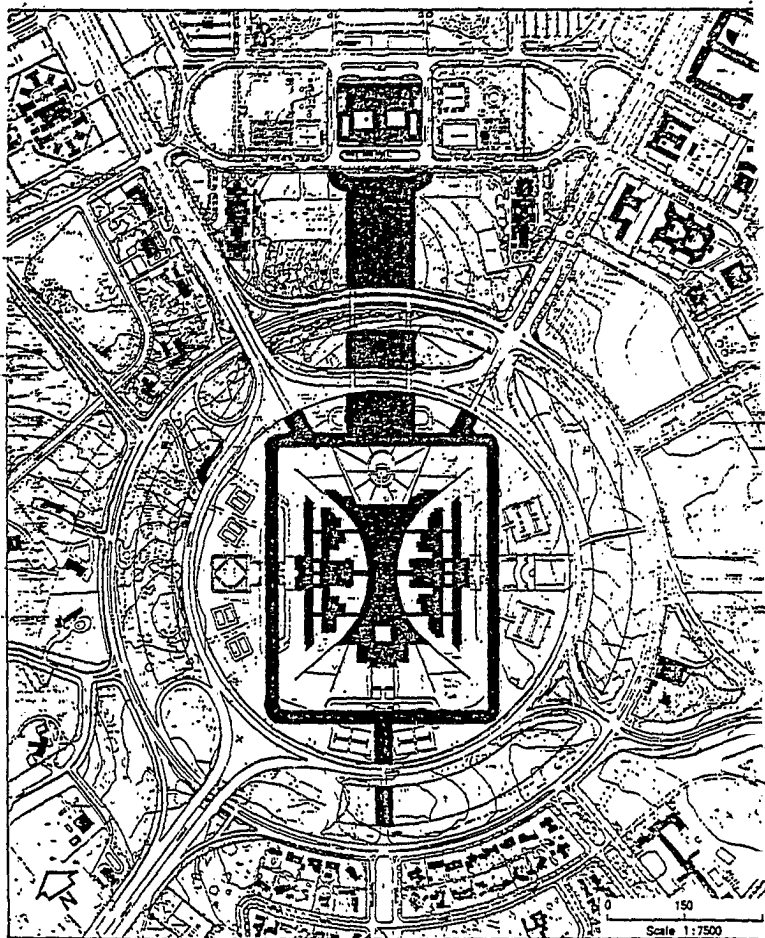
- (1) That the 78th Series of Variations to the City Plan be approved; and
- (2) That this recommendation and the report be transmitted by Message to the Minister.



7 September 1982

(PETER VALLEE)  
Chairman



73<sup>rd</sup> SERIES OF VARIATIONS TO THE CITY PLAN - ROADWAY NETWORK  
NEW PARLIAMENT HOUSE, CAPITAL HILL.



ROAD ADDITION   
ROAD DELETION 

AUSTRALIAN CAPITAL TERRITORY HOUSE OF ASSEMBLY



1983

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REPORT NO. ....26....

OF THE  
SELECT COMMITTEE ON

DEVELOPMENT AND PLANNING

---

INQUIRY INTO THE DEAKIN  
AND FORREST TRAFFIC ARRANGEMENTS

---

AUGUST 1983

**PERSONNEL OF THE COMMITTEE**

**CHAIRMAN** ..... **MR P. VALLEE**  
..... **MRS B. CAINS**  
..... **MR J. CLEMENTS**  
..... **MR K. DOYLE**  
..... **MR P. WHALAN**

**CLERK TO**  
**THE COMMITTEE** ..... **MS K. NEWTON**

## A. INTRODUCTORY MATTERS

### The Reference

1. The Chairman of the ACT House of Assembly's Standing Committee on Development and Planning received a letter from Mr Ken Fry M.P. dated 26 July 1984. As Chairman of the Parliamentary Joint Committee on the Australian Capital Territory, Mr Fry requested the Standing Committee on Development and Planning examine and comment on proposals made by the Department of Territories and Local Government on traffic arrangements in the Deakin-Forrest area.
2. At its meeting on 1 August 1984 the Committee adopted the matter as a reference.
3. The Committee had available to it the proposals made by the Department of Territories and Local Government to the Parliamentary Joint Committee; the National Capital Development Commission's views of the proposals; submissions made to the Parliamentary Joint Committee by residents of the Deakin-Forrest area; the report of a consultant engaged to examine the Deakin-Forrest traffic problem; and the transcript of hearings held by the Parliamentary Joint Committee on 24 July 1984. The Committee was also able to refer to its earlier consideration of the matter contained in its Report No. 4 on the 78th Series of Variations to the City Plan.

### Conduct of the Inquiry

4. The Committee was aware of the need to conduct its Inquiry quickly to enable the final Report to be endorsed by the House of Assembly in time for the Parliamentary Joint Committee to consider the recommendations. With this in mind the Committee examined the papers made available to it and sought comments from the National Capital Development Commission and the Department of

Territories and Local Government. Mrs Cathy Parsons, Director of Transport Planning; Department of Territories and Local Government and Mr Mal Dunning; Section Head, Roads Design, Transportation Branch, National Capital Development Commission appeared before the Committee.

5. The Committee wishes to express its appreciation to all persons who have assisted with this Inquiry.

#### Background to the Inquiry

6. The Deakin and Forrest traffic arrangements under consideration in this Inquiry evolved out of the consideration of the 78th Series of Variations to the City Plan. In that Series of Variations, the National Capital Development Commission (NCDC) advised that the construction of the new Parliament House necessitated a program of construction and landscaping works, parts of which required the variations to the City Plan.

7. One of the construction works proposed was the extension of Melbourne Avenue by bridging over Capital Circle from State Circle. This would provide direct access to the Executive Wing of the new Parliament House.

8. In a resolution on 14 September 1982, the House of Assembly agreed that the 78th Series of Variations to the City Plan be approved.

9. The Parliamentary Joint Committee's "Report on Proposals for Variations of the Plan of Layout of the City of Canberra and its Environs. 78th Series" approved the proposed modifications to the Melbourne Avenue - State Circle intersection and the Melbourne Avenue Ramp. However, the Parliamentary Joint Committee was concerned that the Melbourne Avenue link to the new Parliament House would cause an increase in through traffic along Melbourne Avenue to Woden and Tuggeranong via Stonehaven Crescent. The

NCDC and the then Department of the Capital Territory undertook to produce a workable system to deter through traffic from using residential streets in Deakin and Forrest.

10. A Task Force comprising representatives of the Department of Territories and Local Government, the NCDC and the Australian Federal Police was established to review the Deakin-Forrest traffic arrangements. The Task Force drew up several options and called for public comment on the options in August 1983. From the comments received, the NCDC drew up proposals for the traffic arrangements and presented them to the Parliamentary Joint Committee in December 1983. At the hearing, the Department and the Commission differed on approaches to the traffic problems and the Department accepted responsibility to formulate new proposals.

11. In formulating these proposals, the Department, in co-operation with the Australian Federal Police and the NCDC, conducted a traffic survey in Deakin and Red Hill, engaged a consultant to examine the whole issue and recommend preferred solutions, and sought comments from residents of the area through "letter box drops" and a "shop front" exercise. The proposals were presented to the Parliamentary Joint Committee and a public hearing on the issue was held on 24 July 1984.

#### The Proposals

12. The Department's proposals for the control of traffic in the Deakin-Forrest area are at Attachments A and B.

13. In Attachment A the Department has proposed a series of roundabouts through Deakin's heavily trafficked residential streets. These roundabouts are spaced with the aim of controlling intersections and reducing speeds throughout the suburb. Three roundabouts have also been proposed for intersections in Mugga Way. These seek to reduce speed and vehicle conflict at these locations.

14. Attachment B shows the Department's proposed treatment of the Melbourne Avenue - State Circle intersection. The traffic islands at the intersection, coupled with the existing traffic signals, will prevent direct access from Melbourne Avenue to the new Parliament House. Traffic accessing the new Parliament House will need to enter from State Circle.

#### B. DISCUSSION

15. The time constraints imposed upon the Committee did not allow for the conduct of a full and detailed inquiry into the proposed Deakin-Forrest traffic arrangements. The Committee was concerned with the need to conclude its examination quickly and although the evidence was not reviewed in detail, the Committee was able to develop its recommendations after discussions with officers from the Department of Territories and Local Government and the National Capital Development Commission.

16. The Committee has been concerned with the potential for traffic to increase through the Deakin-Forrest area on the completion of the new Parliament House. The Committee was advised that over the past three years the incidence of traffic using the Deakin-Forrest route has increased between 1 and 4 per cent per annum. The Committee recognises that this increase is not significant but considers the current rate of traffic heavy enough to warrant the construction of a mechanism to restrain traffic flow.

17. Although roundabouts in general aid the flow of traffic through intersections, the Committee was advised that the construction of a series of roundabouts at certain distances would reduce traffic speeds and therefore reduce the risk of traffic accident. The roundabouts would discourage the use of the route whilst increasing the safety of the roads and the amenity to residents. The Committee believes that the roundabouts would effectively restrain the flow of traffic through the area.

**Recommendation:** The Committee recommends that the proposed series of roundabouts for the Deakin-Forrest area be constructed progressively.

18. The roundabouts proposed for Mugga Way are not considered essential to alleviate the difficulties experienced in the immediate vicinity of Deakin and Forrest. The Committee recognises that the proposed Mugga Way roundabouts would restrain the flow of traffic by a limited amount overall and only in the immediate surrounds of the roundabout would traffic speed, safety and amenity be affected. The Committee believes the Mugga Way proposals have considerable merit and should be constructed in accordance with other work priorities and not necessarily in the context of the Deakin-Forrest traffic arrangements.

**Recommendation:** The Committee recommends that the proposed roundabouts along Mugga Way be considered in the context of the overall needs assessment of Canberra works and be constructed according to priority.

19. The Committee believes that the Department's proposal to prevent traffic in Melbourne Avenue from accessing the new Parliament House will ensure that traffic will not be encouraged to use the Deakin-Forrest route and further aggravate the already serious problems along that route. In this context, the Committee agrees in principle with preventing direct access from Melbourne Avenue to the new parliamentary complex. However, the Committee is not convinced that the proposed design of the intersection is the most effective but believes that the design of intersection should be given further consideration.

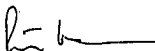
**Recommendation:** The Committee recommends that the proposal that there be no direct access to the new Parliament House from Melbourne Avenue be agreed to in principle.



C. RECOMMENDATIONS

20. The Committee recommends that:

- (1) the proposed series of roundabouts for the Deakin-Forrest area be constructed progressively (paras 16-17);
- (2) the proposed roundabouts along Mugga Way be considered in the context of the overall needs assessment of Canberra works and be constructed according to priority (para 18);
- (3) the proposal that there be no direct access to the new Parliament House from Melbourne Avenue be agreed to in principle (para 19);
- (4) a copy of the Report be forwarded to the Parliamentary Joint Committee on the ACT.

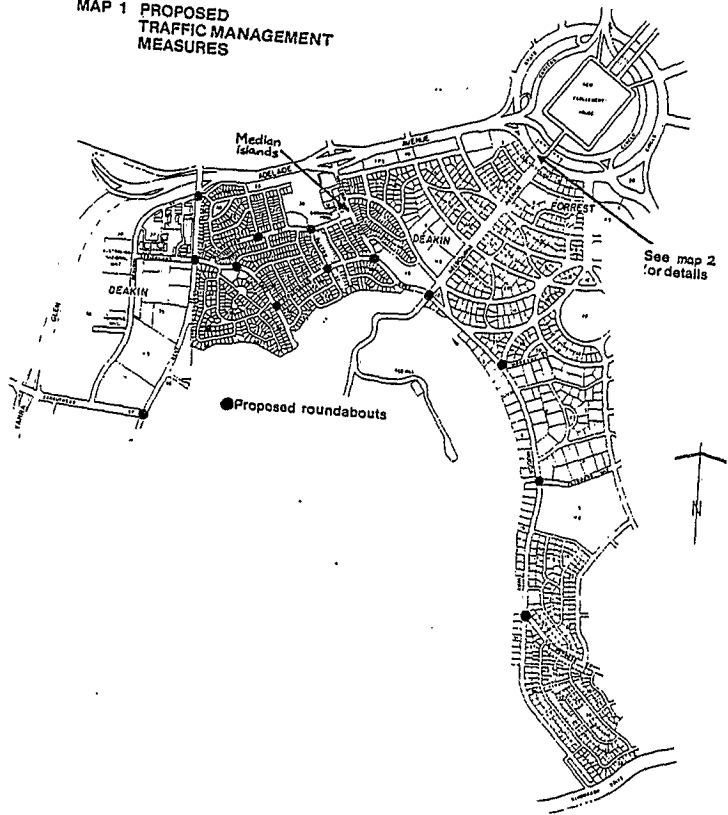


P. Vallee  
(Chairman)

16 August 1984

ATTACHMENT A

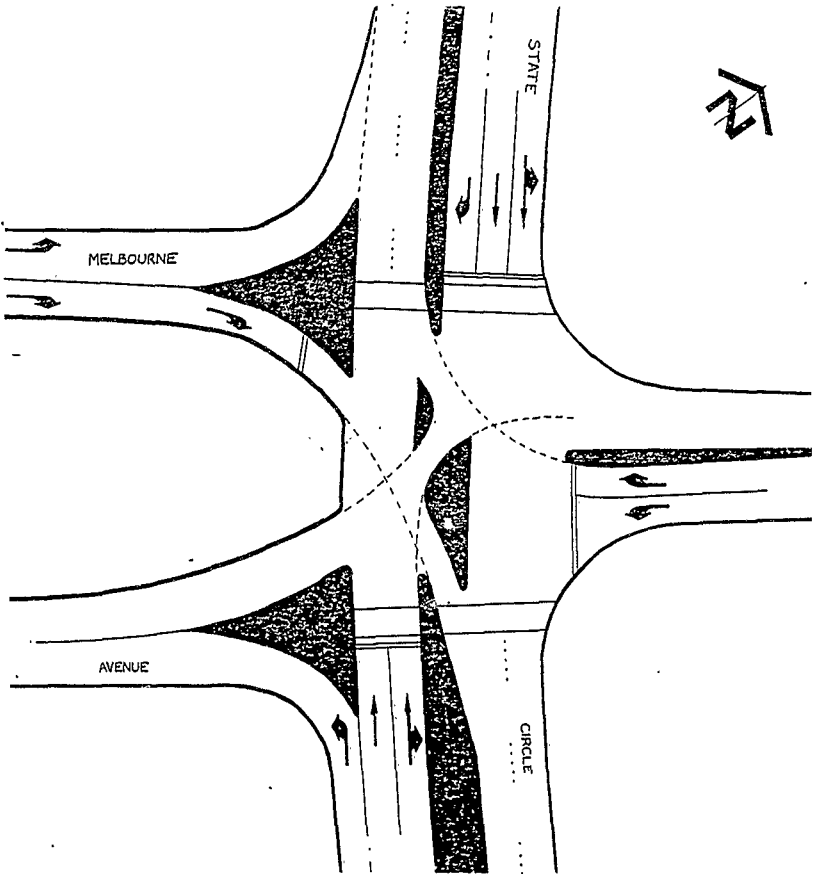
MAP 1 PROPOSED TRAFFIC MANAGEMENT MEASURES



Map 2

ATTACHMENT B

MELBOURNE AVENUE/STATE CIRCLE INTERSECTION



AUSTRALIAN CAPITAL TERRITORY HOUSE OF ASSEMBLY



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REPORT NO. 6.....  
OF THE  
STANDING COMMITTEE ON  
CITY MANAGEMENT

---

TRAFFIC ARRANGEMENTS IN DEAKIN AND FORREST

---

JUNE

**PERSONNEL OF THE COMMITTEE**

**CHAIRMAN** ..... **Mr J. Clements** .....  
..... **Mr D. Adams** .....  
..... **Mrs S. Craven** .....  
..... **Mr K. Doyle** .....  
..... **Mr J. Leedman** .....

**CLERK TO**  
**THE COMMITTEE** ..... **Mr M. McLean** .....

## INTRODUCTION

Proposals for the amelioration of traffic problems in the Deakin/Forrest area were presented at a briefing of Assembly Members by officers of the National Capital Development Commission on 14 April 1983.

2. It was agreed at the briefing that the Commission would discuss with the relevant Assembly Committee arrangements for public consultation on its proposals and, having undertaken the consultation exercise, the Commission would brief the Committee on the results. The Committee would then report to the Assembly its views on a preferred solution for the Deakin/Forrest traffic flow situation.

## DISCUSSION

3. Members will recall the Assembly's previous involvement in this matter. It is recorded that the steps taken in 1978 to resolve the complex traffic problems of Kent Street, Stonehaven Crescent, Strickland Crescent and Kitchener Street, resulted in considerable community hostility and can be said to have failed to make any significant impact on the original problem.

4. The Committee, conscious that the Assembly is not an expert body, would urge caution in advising upon specialist matters such as traffic engineering. Alternatives proposed by traffic planners may appropriately be considered but in the main the appropriate role of the Assembly is to respond to public reaction after plans are released and implemented by those experts in such esoteric matters.

5. Accordingly, the Committee believes that the traffic planners of the NCDC should proceed with the implementation of the proposals for Deakin/Forrest which in their opinion offer the best solution to the problems requiring resolution. The Assembly is, of course, willing to participate in assessing public reaction to the new traffic arrangements and if thought necessary advise the Minister of any review of the new arrangements.

RECOMMENDATIONS

6. The Committee recommends:

- (1) That the NCDC implement its proposals for the resolution of traffic problems in the Deakin/Forrest area.
- (2) That the Assembly monitors the public reaction to the new traffic arrangements, and
- (3) That this Report and recommendations be transmitted by Message to the Minister.

17 June 1983

  
(JOHN CLEMENTS)



National  
Capital  
Development  
Commission

# Deakin Traffic Study

A JOINT TASK FORCE comprising officers of the Department of Territories and Local Government, the Australian Federal Police and the National Capital Development Commission has been studying traffic problems in the Deakin area in response to longstanding complaints by residents and more recent community concerns about potential increases in traffic in Melbourne Avenue likely to be generated by the new Parliament House.

The principal problems identified have related to:

- the use of Strickland Crescent and Stonehaven Crescent as a through-traffic route;
  - the speed and volume of traffic along Kent Street, Strickland Crescent and Stonehaven Crescent; and
  - the accident history of the Kent Street/Strickland Crescent crossroads.
- In its study the task force has considered a range of alternative measures aimed at overcoming these and other problems while modifying as far as possible the creation of new traffic problems. These measures include:
- traffic management devices such as traffic islands, aimed at reducing vehicle speeds and increasing the visibility of pedestrians on certain traffic movements at particular intersections;
  - aimed at closing off existing through-routes from destinations outside Deakin;
  - new roads to provide alternative routes for through traffic.

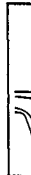
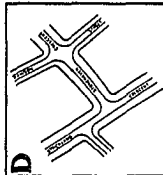
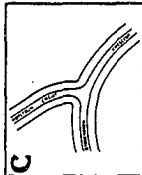
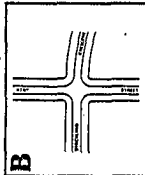
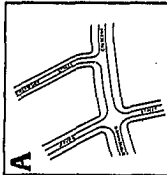
On the basis of the task force study and after thorough analysis of the options available, three alternative courses of action have been identified by the Commission and are illustrated hereunder, viz:

**1** Installation of traffic management devices along Strickland and Stonehaven Crescents and Margaret Street designed to reduce vehicle speeds, improve the visibility of pedestrians at the intersections and to close off the streets from through-traffic to the east. A roundabout at the intersection of Kent Street and Strickland Crescent would also serve to reduce the incidence of accidents there.

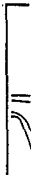
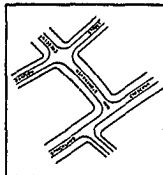
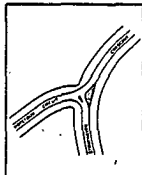
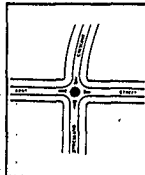
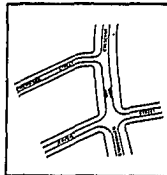
This option is illustrated by items a, b, c and d in the accompanying diagrams. It is considered that these measures alone are not likely to achieve major dimensions of traffic.

**2** Re-allocation of access from Kent Street into Strickland Crescent by allowing vehicles to turn only left into or left off of Strickland Crescent (east of Kent Street). This would prevent private vehicles travelling north on Kent Street from turning right into Strickland Crescent.

## EXISTING CONDITIONS



## POSSIBLE ACTIONS



- Narrow the roadway to one lane at a number of points (four on Margaret Street, three on Strickland Crescent and three on Stonehaven Crescent).
- Provide bypass route for cyclists.
- Delineate approach for night driving, using reflective pavement markers.
- Construct a roundabout at the Kent Street/Strickland Crescent intersection to reduce vehicle speeds and overcome accident risks associated with the crossroads.
- Realign Margaret Street/Stonehaven Crescent intersection to reverse the traffic priority, and to make a vehicle speeds along both routes.
- Construct island to slow down vehicles where corner cutting and enforce T-junction priority rule.
- Convert Kent Street/Margaret Crescent



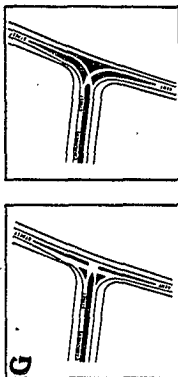
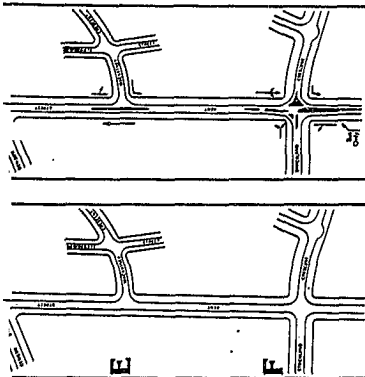
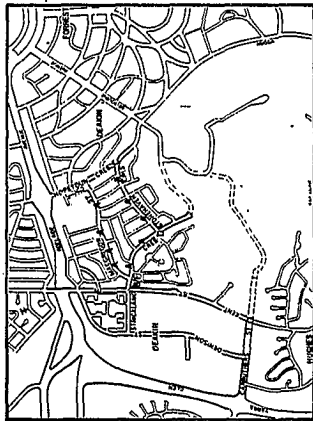
a "bus only" lane. A similar left turn control would be required at the Kent Street/Macintyre Crescent junction to avoid major traffic increases on Macintyre Crescent. This proposal, together with a number of minor traffic management measures, is the preferred option and is illustrated by items 2, 4, 6, and 7 in the accompanying diagrams. It is considered that this option provides an even balance between through-traffic and local traffic, and will significantly reduce adverse environmental impacts stemming from traffic volumes, vehicle speed and noise in Silcock and Stonehaven Crescents.

**3** In addition to the measures described in Option 2 above, reconstruction of the Kent Street/Cannuthers Street intersection could be carried out to preclude north-south traffic movements along Kent Street but permitting right turn and left turn movements to continue between Kent Street and Cannuthers Street.

This option is illustrated by items 5, 4, 6, 7, and 8 in the accompanying diagrams. The object of this partial closure of Kent Street would be to force vehicles travelling between Hughes and Deakin to use Years Glen, which has been designed as the district arterial road. A diversion of bus routes 234 and 237 would also be necessary.

It is acknowledged that every solution to the traffic problems identified in this study will affect some people adversely. Through-traffic cannot be prevented without complicating movement for local traffic to some extent. The preferred solution (Option 2) is considered to offer a reasonable balance between conflicting needs.

Comments in writing are invited by 29 August 1983 in order that the Commission can report to the Parliamentary Joint Committee hearings on the Parliamentary Zone. Arrangements will be made to be held early in September. Letters should be addressed to the Secretary, National Capital Development Commission, GPO Box 373, Canberra ACT 2601.



operation to avoid traffic attention to Macintyre Crescent.

□ Restrict entry to Strickland Crescent east of Kent Street to the left turn north.

□ Restrict east movements from Strickland Crescent (east of Kent Street) to left turn.

□ Create a right turn bus-only lane in special paving to operators to continue.

□ Reconstruct intersection to prevent straight through (north/south) movements along Kent Street.

□ Restrict east movements to be directed to Years Glen.

□ Some bus re-routing required.

**Option One = A + B + C + D**  
**Option Two = C + D + E + F**  
**Option Three = C + D + E + F + G**

## DEAKIN TRAFFIC STUDY - PUBLIC CONSULTATION

### Advertisement

A full-page advertisement illustrating and explaining the options arising from the Deakin Traffic Study and inviting public comment by 20 August 1983 was published in "The Canberra Times" on Saturday, 6 August 1983. An enlargement of the advertisement was also put on display in the Monaro Mall, the Woden Shopping Square and the NCDC foyer for that period.

### Response

259 letters were received in response to the advertisement. These included -

- . a petition signed by 216 people (mostly west Deakin residents)
- . a petition signed by 32 people
- . a petition signed by 20 people
- . a petition signed by 18 Deakin High students
- . a letter signed by 10 Deakin pre-school parents
- . a letter signed by 9 people

Since many of the individual letters were signed by both husband and wife and in some cases by several members of the family, the total response represents the views of over 600 people.

Some respondents did not state their preference or there was lack of clarity as to where their preference lay. Some people commented on only one or two of the options while others gave a view on all three. Many suggested alternative solutions.

Not all of the respondents were individuals. Letters were received from the following bodies:

- . John James Memorial Hospital
- . John James Medical Centre (plus letters from 11 doctors practising in the Centre)
- . Deakin High School Board

- . Deakin High School Parents and Citizens Association
- . Woden Special School
- . Canberra Girls' Grammar School Parents and Friends Association
- . Hughes Primary School Parents and Citizens Association
- . Hopetoun Circuit Pre-School Parents Association
- . St. Luke's Parish Council
- . St. Luke's Church, Deakin
- . Canberra West Bowling Club
- . Royal Australian Institute of Architects (HQ at top of Melbourne Avenue)
- . National Council of Independent Schools (office in West Deakin)
- . NRMA Traffic and Safety Department

#### STATISTICAL ANALYSIS OF RESPONSES

##### 1. Option 1

Fully supported by 24 respondents (15 from Deakin-Forrest, 7 from Hughes-Garran, 2 from elsewhere).

However, item A (road narrowings) elicited substantial opposition, being perceived by most people as hazardous. 43 people objected to item A but were otherwise prepared to accept Option 1. Of those, 37 were Deakin-Forrest respondents (including 18 Deakin High students who signed a single letter), 2 were from Hughes-Garran and 4 from elsewhere. The Deakin residents saw the road narrowings as a continuing nuisance to themselves, since they would have no choice than to use those streets.

Item B (roundabout at Kent/Strickland intersection) received considerable support. 71 people supported item B but rejected the rest of Option 1. Of these 63 were Deakin-Forrest respondents (including a petition signed by 32 and a letter signed by 9), 6 were from Hughes-Garran and 2 from elsewhere.

Option 1 was rejected as unacceptable by 343 people (including two petitions, with 216 and 20 signatories). 301 of those were Deakin-Forrest respondents, 31 Hughes-Garran and 11 from elsewhere.

##### 2. Option 2

Option 2 was fully supported by 31 people (30 from Deakin-Forrest including 10 parents associated with

Hopetoun Circuit Pre-School who signed the one letter, and 1 from Hughes).

It received qualified or partial support from a further 12 people (8 from Deakin-Forrest, 3 from Hughes-Garran and 1 from elsewhere).

However, Option 2 received massive opposition, particularly from residents of the western part of Deakin. It was rejected as unacceptable by 468 respondents including the signatories to the petitions. The opponents comprised 406 from Deakin-Forrest, 45 from Hughes-Garran and 17 from elsewhere. The option was opposed by the Deakin High School Board, the National Council of Independent Schools, the Girls' Grammar School Parents and Friends Association, St. Luke's Parish and the Canberra West Bowling Club. The John James Hospital and Medical Centre were opposed to the inability to cross Kent Street.

The main arguments raised against option 2 were:

- it was unacceptably inconvenient for residents of west Deakin returning home from Woden or from the sector of Deakin west of Kent Street (Deakin High, John James Medical Centre, swimming pool, playing fields, Bowling Club etc.) and for Hughes-Garran residents with legitimate destinations in Deakin (eg. St. Luke's Church, Girls' Grammar School);
- they would have to travel further, resulting in extra time, fuel costs, pollution, increased hazards from having to negotiate additional intersections, additional traffic on other residential streets in Deakin (especially Hopetoun and Macgregor);
- the problem in Strickland and Stonehaven Crescents is essentially at peak times; this option would inconvenience people all the time and would do nothing to ease the afternoon peak;
- it would add to the existing congestion on Yarra Glen and Adelaide Avenue and to the merging hazard;
- concern that the existing hazards of the Denison/Kent Streets intersection and the Hopetoun Circuit/Adelaide Avenue down-ramp intersection would be exacerbated;
- it would create problems for emergency vehicles (eg. ambulances could not cross Kent Street to get to John James Hospital), for garbage collection and newspaper deliveries.

3. Option 3

Fully supported by 33 respondents (15 from Deakin-Forrest, 15 from Hughes-Garran and 3 from elsewhere). Thirteen of the Hughes respondents were residents of Wisdom Street who saw the option as being likely to ease their own through-traffic problem.

Received qualified support from a further two respondents (one from Deakin, one from elsewhere).

Item G alone (ie Kent/Carruthers Streets intersection proposal without incorporating Option 2 in the option) was supported by twelve Deakin-Forrest residents.

Option 3 was rejected as unacceptable by 439 respondents including the signatories to the petitions. The opponents comprised 375 from Deakin-Forrest, 48 from Hughes-Garran and 16 from elsewhere. The option was opposed by the Woden Special School, the Deakin High School Board and the Deakin High School Parents and Citizens Association (all concerned that it would generate additional traffic on Denison Street), by the NRMA Traffic Safety Department, St Luke's Church, the Girls' Grammar School Parents and Friends Association, the Hughes Primary School Parents and Citizens Association (concerned about extra traffic on Groom Street), the National Council of Independent Schools and the West Deakin Bowling Club.

4. Other Options

A large number of people presented their own suggestions for alternative action, in particular -

- . traffic signals at the Kent/Strickland intersection;
- . construction of Gowrie Drive;
- . extension of Latrobe Park to make Stonehaven Crescent a dead end;
- . closure or constriction of other streets including Kitchener Street and Kent Street;

- . extension of Brereton Street, Garran;
- . means of overcoming hazards at various intersections.

Many people also took the opportunity to present suggestions for solving a wide range of other traffic problems in Deakin, Yarralumla and Hughes and on Yarra Glen/ Adelaide Avenue.

The following analysis has been made of the three main suggestions directly relevant to the Study, viz:

#### Traffic Signals at the Kent/Strickland Intersection

Supported by 372 respondents including the signatories to three of the petitions. The people proposing this as an option comprised 341 from Deakin-Forrest, 23 from Hughes-Garran and 11 from elsewhere. Most people suggested that there should be prohibition on turning right into Strickland Crescent from Kent Street during the morning peak and no free left turn into Kent Street during the afternoon peak, to achieve a better control than Option 2 during peak hours (since Option 2 did nothing to ease the afternoon peak) but not inconveniencing anybody outside of peak hours. People also saw traffic signals as a means of reducing the speed problem on Kent Street and the major accident problem at the intersection.

#### Construction of Gowrie Drive

Supported by 115 respondents (86 from Deakin-Forrest, 22 from Hughes-Garran and 7 from elsewhere).

Opposed by 6 respondents (5 from Deakin-Forrest and 1 from Hughes).

#### Extension of Latrobe Park to cut Stonehaven Crescent

Supported by 16 Deakin-Forrest residents.

The above analysis is summarised as follows:-

SUMMARYOption 1

.	Fully supported	24
.	Supported except for item A (road-narrowings)	43
.	Rejected except for item B (roundabout at Kent/Strickland)	71
.	Rejected totally as unacceptable	343

Option 2

.	Fully supported	31
.	Qualified or partial support	12
.	Rejected as unacceptable	468

Option 3

.	Fully supported	33
.	Qualified support	2
.	Item G alone (Kent/Carruthers intersection only)	12
.	Rejected as unacceptable	439

Traffic Signals at Kent/Strickland

.	Supported	372
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Gowrie Drive

.	Supported	115
.	Opposed	6

Make Stonehaven Crescent Dead End  
at Latrobe Park

.	Supported	16
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## National Capital Development Commission

COMMISSIONER

Dear Mr Fry

Thank you for your letter of 22 September 1983 concerning the Deakin/Forrest traffic study.

In examining ways to reduce the speed and volume of through traffic in Deakin and Forrest it is clear that there is a range of technical approaches which might be taken. The problem is essentially not a planning problem but one of traffic management, of finding a solution which best responds to opposing community views which cannot be reconciled.

The Commission has developed several packages of traffic management measures which might be implemented on a progressive basis, and we have written to the Department of Territories and Local Government recommending that these works be carried out. A copy of that letter is attached.

To the extent that the Department considers there is a need for further consultation with community groups presumably they will either do that direct or, alternatively, might try to achieve consensus through the aegis of the House of Assembly or the Joint Committee.

Yours sincerely

A.J.W. POWELL

18 October 1983

Mr K.L. Fry, MP  
Chairman  
Joint Committee on the ACT  
Parliament House  
CANBERRA ACT 2600





## National Capital Development Commission

COMMISSIONER.

Dear Mr Lawrence

Following the presentation of material to the Joint Committee on the ACT in the 78th Series of Variations to the City Plan the Committee expressed concern about the large volumes of through-traffic making use of Kent Street, Strickland Crescent, Stonehaven Crescent and Hopetoun Circuit and wished to be assured that the connection of Parliament Drive to Melbourne Avenue would not exacerbate the existing problem. On 6 August 1983 the Commission took out a full page advertisement in the Canberra Times illustrating and explaining three options which would reduce traffic volumes on these roads and inviting public comment by 20 August 1983. An enlargement of the advertisement was also displayed in the Monaro Mall, the Woden Shopping Square and the NCDC foyer for that period. A copy of the advertisement is enclosed for your information.

In response we received 259 letters including six petitions. The total response represents the views of something over 500 people. Not all of the respondents were individuals. Letters were received from fourteen bodies including the John James Memorial Hospital, Deakin High School Board, St Luke's Church at Deakin and the NRMA. A statistical summary of the responses is attached together with a more detailed analysis.

The Commission has now thoroughly investigated this question and it is clear that there is a range of potential technical approaches to the reduction of the level and speed of through-traffic in Deakin. The Commission

has identified three packages of traffic management measures which might be implemented progressively and with the careful monitoring of traffic conditions before and after the installation of each. In summary form, the measures proposed are:

Package 1:

- (a) Traffic lights (two phases) at Kent/Strickland - single lane approach and morning peak right turn ban from Kent into Strickland;
- (b) Median island in Denison Street opposite Deakin High School together with extension of footpath on east side of Denison Street to Carruthers Street;
- (c) Median island in Hopetoun Circuit adjacent to Deakin shops;
- (d) Median island in Stonehaven at intersection with Strickland;
- (e) Roundabout at Hopetoun/Stonehaven.

Package 2:

Implementation of four roundabouts within Deakin at -

- (a) Strickland/Carrington
- (b) Stonehaven/Buxton
- (c) Macgregor/Buxton
- (d) Macgregor/Cairns

Package 3:

- (a) Small median islands strategically located along Kent Street between Denison and Carruthers;

- (b) Roundabout at intersection of Denison/Kent plus banning of right turn from Adelaide Avenue off-ramp (this traffic would turn left and use roundabout to proceed to Novar Street). This facility will require road widening and gazettal.

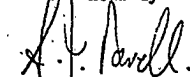
The elements of each package are spelled out in the attachment.

I have noted the views of the Department as set out in your letter dated 13 October 1983. The purpose of this letter is to indicate the Commission's preferred option and to recommend that it be implemented in the progressive manner outlined. This will avoid works on a 'trial basis' that you have objected to. If these proposals are not acceptable then, because the issues are traffic management issues, you should define alternative proposals, obtain whatever public and parliamentary support you deem necessary, and advise us in due course as to the traffic control works you want us to construct.

I have noted the various references to the Forrest traffic study but I am satisfied that the Commission has enough information to assess the impact of alternative traffic arrangements.

Both the Commission and the Department are being criticised by the Joint Committee on the ACT for the delay in resolving this matter; it would accordingly not be in our respective interests to delay even further on the ground that we want to conduct more traffic surveys.

Yours sincerely



A.J.W. POWELL

18 October 1983

Mr W.E. Lawrence  
Acting Secretary  
Department of Territories and Local Government  
CANBERRA CITY ACT 2601

## DEAKIN TRAFFIC STUDY

### SUMMARY OF RESPONSES TO COMMUNITY CONSULTATION

#### Option 1

. Fully supported	24
. Supported except for item A (road-narrowings)	43
. Rejected except for item B (roundabout at Kent/Strickland)	71
. Rejected totally as unacceptable	343

#### Option 2

. Fully supported	31
. Qualified or partial support	12
. Rejected as unacceptable	468

#### Option 3

. Fully supported	33
. Qualified support	2
. Item G alone (Kent/Carruthers intersection only)	12
. Rejected as unacceptable	439

The following measures were not presented as options but were raised by respondents:

#### Traffic Signals at Kent/Strickland

. Supported	372
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#### Gowrie Drive

. Supported	115
. Opposed	6

#### Make Stonehaven Crescent Dead End at Latrobe Park

. Supported	16
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SUBJECT DEAKIN TRAFFIC STUDY - PUBLIC CONSULTATION

Advertisement

A full-page advertisement (copy attached) illustrating and explaining the options arising from the Deakin Traffic Study and inviting public comment by 20 August, 1983 was published in "The Canberra Times" on Saturday, 6 August, 1983. An enlargement of the advertisement was also put on display in the Monaro Mall, The Woden Shopping Square and the NCDC foyer for that period.

Response

259 letters were received in response to the advertisement. These included -

- . a petition signed by 216 people (mostly west Deakin residents)
- . a petition signed by 32 people
- . a petition signed by 20 people
- . a petition signed by 18 Deakin High students
- . a letter signed by 10 Deakin pre-school parents
- . a letter signed by 9 people.

Since many of the individual letters were signed by both husband and wife and in some cases by several members of the family, the total response represents the views of over 600 people.

Attached is a summary of each of the 259 written responses. It will be noted that some respondents did not state their preference or there was lack of clarity as to where their preference lay. Some people commented on only one or two of the options while others gave a view on all three. Many suggested alternative solutions.

Not all of the respondents were individuals. Letters were received from the following bodies:

- . John James Memorial Hospital
- . John James Medical Centre (plus letters from 11 doctors practising in the Centre)
- . Deakin High School Board

- . Deakin High School Parents and Citizens Association
- . Woden Special School
- . Canberra Girls' Grammar School Parents and Friends Association
- . Hughes Primary School Parents and Citizens Association
- . Hopetoun Circuit Pre-School Parents Association
- . St. Luke's Parish Council
- . St. Luke's Church, Deakin
- . Canberra West Bowling Club
- . Royal Australian Institute of Architects (HQ at top of Melbourne Avenue)
- . National Council of Independent Schools (office in West Deakin)
- . NRMA Traffic and Safety Department

#### STATISTICAL ANALYSIS OF RESPONSES

##### 1. Option 1

Fully supported by 24 respondents (15 from Deakin-Forrest, 7 from Hughes-Garran, 2 from elsewhere).

However, item A (road narrowings) elicited substantial opposition, being perceived by most people as hazardous. 43 people objected to item A but were otherwise prepared to accept Option 1. Of those, 37 were Deakin-Forrest respondents (including 18 Deakin High students who signed a single letter), 2 were from Hughes-Garran and 4 from elsewhere. The Deakin residents saw the road narrowings as a continuing nuisance to themselves, since they would have no choice than to use those streets.

Item B (roundabout at Kent/Strickland intersection) received considerable support. 71 people supported item B but rejected the rest of Option 1. Of these 63 were Deakin-Forrest respondents (including a petition signed by 32 and a letter signed by 9), 6 were from Hughes-Garran and 2 from elsewhere.

Option 1 was rejected as unacceptable by 343 people (including two petitions, with 216 and 20 signatories). 301 of those were Deakin-Forrest respondents, 31 Hughes-Garran and 11 from elsewhere.

##### 2. Option 2

Option 2 was fully supported by 31 people (30 from Deakin-Forrest including 10 parents associated with

Hopetoun Circuit Pre-School who signed the one letter, and 1 from Hughes).

It received qualified or partial support from a further 12 people (8 from Deakin-Forrest, 3 from Hughes-Garran and 1 from elsewhere).

However, Option 2 received massive opposition, particularly from residents of the western part of Deakin. It was rejected as unacceptable by 468 respondents including the signatories to the petitions. The opponents comprised 406 from Deakin-Forrest, 45 from Hughes-Garran and 17 from elsewhere. The option was opposed by the Deakin High School Board, the National Council of Independent Schools, the Girls' Grammar School Parents and Friends Association, St. Luke's Parish and the Canberra West Bowling Club. The John James Hospital and Medical Centre were opposed to the inability to cross Kent Street.

The main arguments raised against option 2 were:

- it was unacceptably inconvenient for residents of west Deakin returning home from Woden or from the sector of Deakin west of Kent Street (Deakin High, John James Medical Centre, swimming pool, playing fields, Bowling Club etc.) and for Hughes-Garran residents with legitimate destinations in Deakin (eg. St. Luke's Church, Girls' Grammar School);
- they would have to travel further, resulting in extra time, fuel costs, pollution, increased hazards from having to negotiate additional intersections, additional traffic on other residential streets in Deakin (especially Hopetoun and Macgregor);
- the problem in Strickland and Stonehaven Crescents is essentially at peak times; this option would inconvenience people all the time and would do nothing to ease the afternoon peak;
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Received qualified support from a further two respondents (one from Deakin, one from elsewhere).

Item G alone (ie Kent/Carruthers Streets intersection proposal without incorporating Option 2 in the option) was supported by twelve Deakin-Forrest residents.

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4. Other Options

A large number of people presented their own suggestions for alternative action, in particular -

- traffic signals at the Kent/Strickland intersection;
- construction of Gowrie Drive;
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Many people also took the opportunity to present suggestions for solving a wide range of other traffic problems in Deakin, Yarralumla and Hughes and on Yarra Glen/ Adelaide Avenue.

The following analysis has been made of the three main suggestions directly relevant to the Study, viz:

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Supported by 372 respondents including the signatories to three of the petitions. The people proposing this as an option comprised 341 from Deakin-Forrest, 23 from Hughes-Garran and 11 from elsewhere. Most people suggested that there should be prohibition on turning right into Strickland Crescent from Kent Street during the morning peak and no free left turn into Kent Street during the afternoon peak, to achieve a better control than Option 2 during peak hours (since Option 2 did nothing to ease the afternoon peak) but not inconveniencing anybody outside of peak hours. People also saw traffic signals as a means of reducing the speed problem on Kent Street and the major accident problem at the intersection.

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Supported by 16 Deakin-Forrest residents.

The above analysis is summarised as follows:-

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Make Stonehaven Crescent Dead End  
at Latrobe Park

. Supported	16
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Department of Territories  
and Local Government

APPENSIX IX

G.P.O. Box 168, Canberra, A.C.T., 2601  
Telephone: (062) 46 2211

Telephone:  
In reply please quote:  
Your reference:

29 June 1984

Mr Ken Fry, M.P.,  
Chairman  
Joint Committee on the ACT  
Parliament House  
CANBERRA ACT 2600


Dear Mr Fry

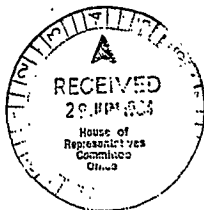
Attached is a report on the Deakin/Forrest Traffic Study for your consideration prior to the hearing scheduled for 24 July 1984.

Officers of this Department will be available to assist the Committee in its consideration of the proposals and the survey results in more detail.

If you require any further information before that time, I suggest you contact the project leader, Mrs Cathy Parsons, phone 463103.

Yours sincerely

  
J.S. Brigg  
A/g First Assistant Secretary  
Transport & Technical Services



REPORT ON DEAKIN/FORREST TRAFFIC STUDY

1. At a hearing of the Parliamentary Joint Committee (PJC) on the ACT on 7 December, the National Capital Development Commission and Department of Territories and Local Government proposed differing approaches to the problems of traffic expected to be generated by the New Parliament House.
2. Following the hearing the NCDC asked the Department to accept responsibility for the study, to pursue the necessary consultation, obtain the necessary support and achieve a solution acceptable to all relevant representative groups.
3. The Department agreed to do so, and as a first step, with the co-operation of the Australian Federal Police, a traffic survey was conducted in Deakin and Red Hill to find out the origins, destinations and trip purposes of motorists in the study area.
4. Whilst many residents are of the view that the bulk of the traffic on the busiest streets in Deakin/Forrest/Red Hill is through traffic and hence could be diverted out of the area, DTLG studies showed that most of the traffic has origins and destinations within the study area, to the extent that diversion onto the arterial road system is not practicable. For example, eastbound traffic on Stonehaven Crescent during the morning peak showed that 70% of traffic had either an origin or destination in Deakin/Forrest/Red Hill/Manuka. In Mugga Way the proportion was 69% and in Macgregor Street, Deakin, it was 90%. Those results are not surprising. Local area traffic management studies elsewhere in Australia show similar results.
5. In addition to work undertaken as part of the traffic surveys, the Department sought NCDC's assistance in engaging an independent consultant to identify the problems, evaluate alternatives and recommend preferred solutions. The consultant concluded that there were three broad strategies which could be separately pursued. In summary his strategies were:
  - (a) a series of road closures so that Hughes, Deakin and Forrest became isolated neighbourhoods served from Adelaide Avenue;
  - (b) a package of measures primarily involving small roundabouts, designed to improve road safety and reduce vehicle speeds;
  - (c) the construction of Gowrie Drive and the complete opening of the Tamar/Hindmarsh intersection.

6. The consultant favoured option (c) over option (b) and suggested that option (a) would, on the basis of his experience, be unacceptable to local residents. He noted however, that the construction of Gowrie Drive would probably lead to increased traffic through Forrest, unless a system of closures and restraints were applied, and that there were likely to be objections from conservationists and residents, particularly those at the southern end of Mugga Way. Strategy (c) was also the most expensive.
7. NCDC subsequently advised the Department that Gowrie Drive could not be supported as an option due to the likely substantial impact upon local residential streets of Forrest and Hughes. The Department agreed with that view. The arguments put forward by the consultant against road closures were also accepted and in this regard it was noted that the public were strongly opposed to the partial closures proposed by NCDC in August last year.
8. The strategy subsequently developed by the Department and put to the public in May, comprised measures which were designed (a) to prevent an increase in through traffic from the New Parliament House along Melbourne Avenue to Woden and Tuggeranong via Stonehaven Crescent; and  
  - (b) to increase road safety in the area by reducing vehicle speeds, increasing pedestrian safety, reducing intersection accidents and discouraging some existing through traffic.
9. All residents of Deakin and Melbourne Ave, Forrest, were letterboxed with a brochure, incorporating a questionnaire. Almost 1/3 of households responded to the questionnaire, with 60% fully supporting the package of measures proposed and a further 26% supporting significant elements of it. In addition, almost 300 people responded to an invitation to attend a 'shopfront' operated by the Department at a bowling club in Deakin over a period of 5 days. The venue provided the public with an opportunity to discuss the proposals in some detail.
10. Based on the comments received, some minor modifications have been made to the brochure package, and the proposal for PJC endorsement is shown in Maps 1 and 2. The essential elements of preventing a growth in through traffic as a result of the New Parliament House and of increasing road safety are retained. In summary, the arrangements comprise:

- (a) traffic islands at the intersection of State Circle/Melbourne Avenue, which coupled with existing traffic signals, will prevent cross movement between the New Parliament House and Melbourne Avenue. Traffic accessing the New Parliament House will need to enter from State Circle.
- (b) a series of roundabouts spreading through Deakin on the most heavily trafficked residential streets, namely Strickland, Stonehaven and Macgregor. The roundabouts are generally spaced in such a way as to reduce the overall speed in these streets. Some of the roundabouts, such as those at the intersections of Kent/Strickland and Kent/Denison, are primarily located to reduce accidents, but of course, speeds will also be reduced in Kent Street in the vicinity of these intersections. Three roundabouts have also been proposed at intersections in Mugga Way as a means of reducing speed and vehicle conflict at these locations.

11. Whilst significant elements of the package were supported by a majority of respondents, there were several matters frequently raised by opponents of the proposed scheme. The issues are briefly discussed below.

- (a) Build Gowrie Drive

The Department is concerned about the increased traffic which would be generated in other residential streets if Gowrie Drive were built. The consultant estimated that, whilst Stonehaven/Strickland would be relieved of approximately 2000 vehicles per day, an additional 6,000-7,000 vehicles would be moving through Hughes and Forrest. Control of this additional traffic would be difficult to achieve without the use of road closures, which would significantly affect local access.

- (b) Traffic signals at Kent/Strickland instead of a roundabout

At the hearing on 7 December, the Department outlined the reasons for its opposition to a contrived arrangement of phasing of signals at this intersection. Even with acceptable phasing, the Department believes that there is sufficient evidence to show that a roundabout at this location would have the following advantages over signals:

- (i ) reduction in overall number of accidents, specifically right-angle and rear end;
  - (ii ) reduced speed at intersection;
  - (iii) lower cost both initially and in maintenance; and
  - (iv ) more attractive appearance.
- (c) Effect on Bedford Street and/or Gawler Crescent of measures proposed.

The Department considers that there is unlikely to be any significant increase in traffic on these streets. However, it will be carefully monitoring the effects of its proposals when implemented and will take remedial action if necessary.

- (d) Too many roundabouts.

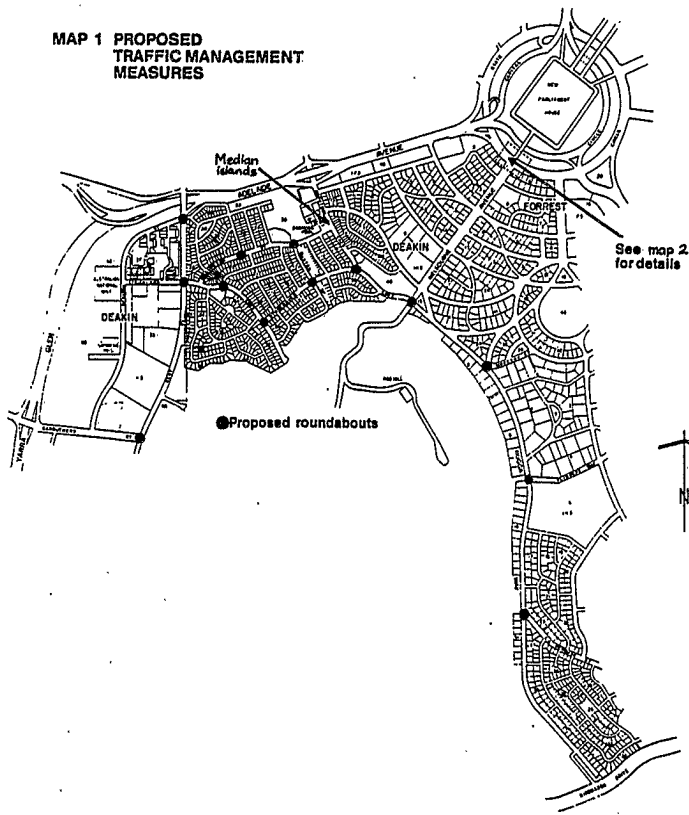
Some residents expressed the view that the number of roundabouts proposed would mean an excessively inconvenient journey. Whilst the Department accepts that the series of roundabouts could prove inconvenient to some residents, it is anticipated that they will prove to be a sufficient deterrent to some through traffic. Some inconvenience is the trade-off that needs to be made by residents at the expense of retaining full accessibility.

12. In addition to objections mentioned above, NCDC does not favour the implementation of any measures at Melbourne Avenue/State Circle intersection unless it becomes evident, after the New Parliament House opens, that there are problems in Melbourne Avenue.
13. The Department notes that the consultant proposed that traffic penetration into streets such as Melbourne Avenue should be restrained so as "to maintain the residential integrity of particular neighbourhoods". Existing traffic volumes are consistent with a residential street (2,200 vehicles per day). Estimates of the increased traffic, however, to be generated as a result of the opening of the New Parliament House range from an additional 40% (consultant) to an earlier NCDC estimate of an additional 4300 vehicles per day (i.e. 195% increase on existing levels). If the proposal of the consultant is to be accepted, i.e. that Melbourne Avenue's residential integrity be retained, then the existing traffic levels in Melbourne Avenue should not be allowed to increase significantly.

14. Even if this argument is not accepted, the difficulty of determining at what traffic level the "problem" is sufficient to warrant action by NCDC, would be a matter of some contention.
15. The Department considers that the arrangements proposed for the Melbourne/State intersection will not involve major costs as traffic signals have already been installed. The solution proposed is an effective barrier to growth in through traffic, not only in Melbourne Avenue, but in Stonehaven and Strickland Crescents. That element of the package had a significant level of support from the Deakin community.
16. In conclusion, whilst it is recognised that the package of measures proposed will not necessarily satisfy all sectors of the community, the Department believes that these proposals provide a reasonable balance between the objectives of satisfactory accessibility and residential amenity, which received strong support from residents during the recent study.

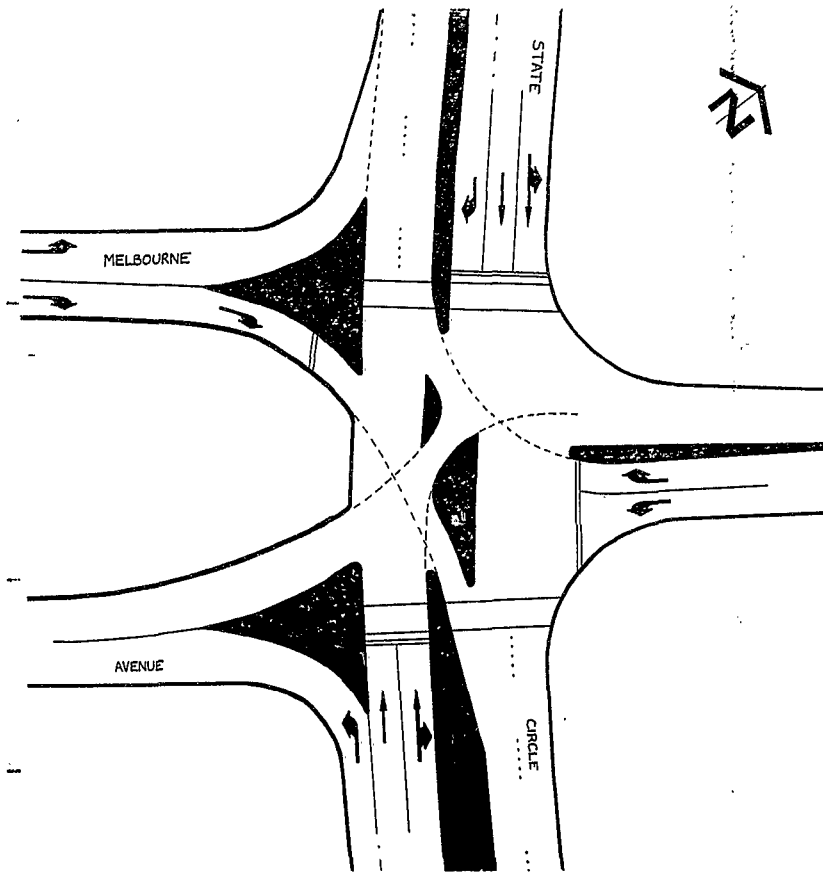


**MAP 1 PROPOSED  
TRAFFIC MANAGEMENT  
MEASURES**



Map 2

MELBOURNE AVENUE/STATE CIRCLE INTERSECTION





## National Capital Development Commission

220 Northbourne Ave., Canberra, A.C.T. G.P.O. Box 373 Canberra 2601, Australia  
 Telephone: 46 8211 Area Code: 062 Telegrams: Comdev Canberra Tele: 52673  
 All correspondence to be addressed to The Secretary and Manager.

In reply please quote: 82/1274 C.Jackson:TJ

Mr D.R. Elder  
 Secretary  
 Joint Committee of the ACT  
 Parliament House  
CANBERRA ACT 2600

Dear Mr Elder

I refer to your letter of 3 July 1984 regarding the Committee's proposed hearings on Deakin/Forrest traffic matters.

The Commission's comments on the Department of Territories and Local Government's proposals arising out of their Deakin/Forrest traffic study are contained in the attached copy of our advice to the Department.

The Commission will be represented at the hearings by:

Mr Stan Baker	Acting Chief Engineer
Mr Mark Ransom	Traffic Engineer

Yours sincerely

*Alan Phillips*  
 ALAN PHILLIPS  
ACTING SECRETARY AND MANAGER

13 July 1984



## National Capital Development Commission

220 Northbourne Ave., Canberra, A.C.T. G.P.O. Box 373 Canberra 2601, Australia  
Telephone: 46 8211 Area Code: 062 Telegrams: Comdev Canberra Telex 62673  
All correspondence to be addressed to The Secretary and Manager.

In reply please quote: 82/1274  
M Ransom: JO'N

The Secretary  
Department of Territories and  
Local Government  
PO Box 158  
CANBERRA CITY ACT 2601

Attention: Mr J Enfield

### DEAKIN TRAFFIC MANAGEMENT

Reference is made to your letter dated 26 June 1984 setting out the Department's proposals for traffic management in Deakin following the public consultation and "shop front" exhibition.

While the Commission agrees with many of the proposals outlined in your letter, it is not correct to state that these proposals reflect the conclusions either of NCDC's engineers or of the Consultant. The Commission also considers that, given some of the proposals are located in Forrest and Red Hill, more extensive consultation should have been undertaken in those suburbs.

The Department's proposals have been considered in four packages as shown on Map 1 attached. These are discussed below:

### PACKAGE A

Package A proposals are those regarded by the Department as having a high priority for design and construction. Based on the Department's advice, the Commission is prepared to design and construct these facilities in the 1984/85 Construction Programme.

However, it should be pointed out that the Kent/ Strickland roundabout will, while reducing the existing high accident rate, improve accessibility and thus may attract increased traffic. Also, it is considered that there will be little impact on vehicle speeds except in close proximity to the intersection. The Commission is still of the view that traffic signals would provide similar benefits as the roundabout but could impose additional restraint on accessibility by judicious phasing arrangements and therefore benefit the residents of Deakin. In view of your advice however, the roundabout will be designed and constructed.

PACKAGE B

Package B proposals are the works intended for the intersection of Melbourne Avenue and State Circle.

The Commission is opposed to any amendment to the existing layout of the Melbourne Avenue/State Circle intersection. The reasons are summarised below:

- The intersection has only recently been constructed
- There is no evidence to suggest that a major problem will arise
- The proposed restrictions are contrived and easily circumvented using nearby streets. They are also likely to be dangerous in operation due to the use of one section of carriageway by vehicles travelling in opposite directions
- Other streets less capable of carrying the diverted traffic would be used (eg Hobart Avenue past Forrest Primary School)
- The Parliamentary Joint Committee on the ACT has agreed that the "solutions" to any "problems" lie not at the intersection, but elsewhere

It is considered that the intersection should be permitted to operate in the way it was planned and constructed. Traffic predictions indicate that there will be a slight increase in volumes. IF, however, unforeseen problems arise, they will be remedied at that time.

PACKAGE C

Package C sites are those which the Commission considers form part of the Deakin area proposals. There are some differences from the original task force proposals however these are minor issues and will be resolved at officer level.

The 6 sites in Package C have not been considered in detail at this time. Discussions will proceed with your staff on design issues where appropriate. However, you should be aware that, in order to provide effective deflection some of the roundabouts may require land resumption. Summaries of the Commission's comments on the six sites are shown in Table 1.

Preliminary estimates are that the total Package C cost will be about \$350,000. Progressive implementation will be commenced in 1985/86.

PACKAGE D

These sites are regarded as not being part of the Deakin problem. They should be considered as projects within the Commission's overall needs assessment, in competition with other similar problems elsewhere in the ACT.

With regard to the proposed roundabouts in Mugga Way, consultation with those residents immediately affected (ie Forrest and Red Hill) should be undertaken by your Department as a pre-requisite to any scheme in Mugga Way.

Summaries of the Commission's comments on the five Package D sites are included in Table 1.

Preliminary estimates are that the total Package D cost will be about \$700,000.

The Package D proposals will be considered for inclusion in future works programmes.

A copy of this letter has been forwarded to the Parliamentary Joint Committee on the ACT.

*Alan Phillips*  
ALAN PHILLIPS *ev*  
ACTING SECRETARY AND MANAGER

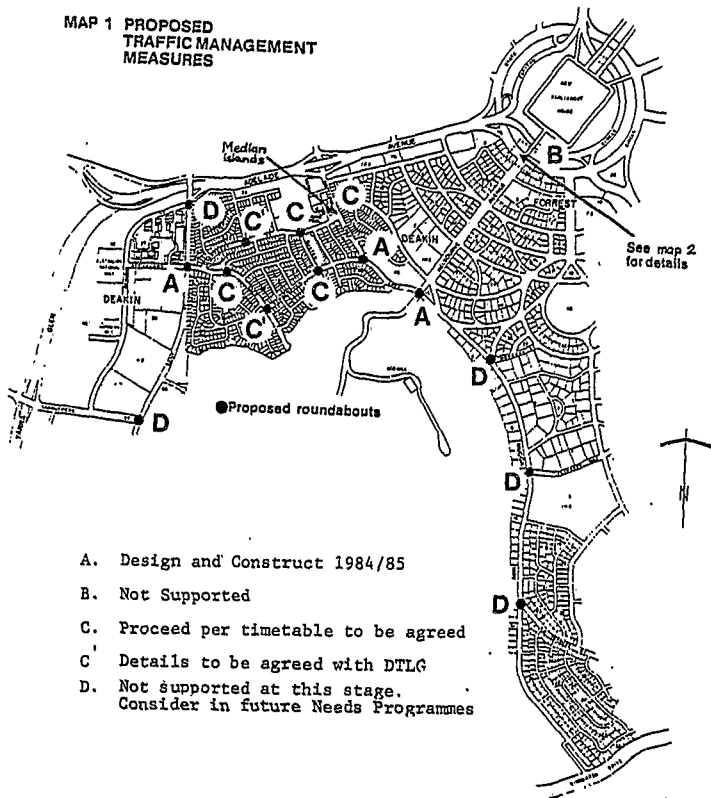
13 July 1984

TABLE 1 : PACKAGES C AND D PROPOSALS : NCDC ASSESSMENT

SITE	ESTIMATED COST	CATEGORY	COMMENTS
1. Kent St/ Carruthers St	\$400,000	D	Difficult site. Two dual carriageway roads. Services involved (note proximity of Telecom exchange) Not on list of high accident sites. Effect only lasts a short distance from the facility. This is an isolated facility and will be largely ineffective from an area wide point of view. Gazetted may be required. Low accident severity rating in 1982. Does not rate in 3 yr table 81/83
2. Kent St/Denison St	\$100,000	D	It probably doesn't matter whether the roundabout is at Nathan or Cairns. Cairns was recommended by the joint task force, Nathan was not. No reason given for change. Change not supported pending further investigation. Recommended by joint task force.
3. McGregor/Nathan	\$60,000	C	Recommended by joint task force.
4. McGregor/Buxton	\$60,000	C	Joint task force recommended traffic island. Roundabout seen as not necessary to achieve design intention.
5. Strickland/Carrington	\$60,000	C	Recommended by joint task force.
6. Strickland/Stonehaven	\$60,000	C	Recommended by joint task force.
7. Stonehaven/Buxton	\$60,000	C	Not part of Deakin area
8. Hugga/Moresby	\$65,000	D	Not part of Deakin area
9. Hugga/Flinders	\$65,000	D	Not part of Deakin area
10. Hugga/La Perouse	\$70,000	D	Not part of Deakin area
11. Hopetoun Circuit Medians	\$35,000	C	Recommended by joint task force.

Note: There has been no preliminary design at most of these sites. Provision of an effective facility may require works outside the road reservation or involve difficult service relocations

**MAP 1 PROPOSED  
TRAFFIC MANAGEMENT  
MEASURES**





Parliament  
House  
Construction  
Authority



APPENDIX XI

Capital Hill, A.C.T.  
P.O. Box 100, Manuka  
A.C.T. 2603  
Tel. 062 70 5200  
Tlx AA 62842

Our Ref: 81/5330

12 July 1984

The Secretary  
Joint Committee on the ACT  
East Block  
BARTON ACT 2600

Attention: Mr David Elder

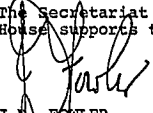
DEAKIN/FORREST TRAFFIC STUDY

The Parliament House Construction Authority has examined the Report on the Deakin/Forrest Traffic study and is concerned that the report recommends a series of control measures at the Melbourne Avenue/State Circle intersection which would prevent traffic moving directly between the new Parliament House site and Melbourne Avenue.

The Authority considers that the design of the roads within the Parliament House site and other parking/pedestrian facilities are such as to prevent the Parliament House site being used as a "short cut". On the other hand it is important that traffic with a destination on Capital Hill have unrestricted access to the Parliament House site. The Melbourne Avenue extension is the only access to the southern end of the site and is an important part of the traffic distribution system on site.

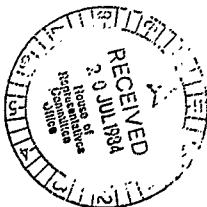
The Authority therefore supports the NCDC views as outlined in paragraph 12 of the Report, that the traffic control measures at the intersection should not be implemented until there is clear evidence that there is a significant increase in traffic on Melbourne Avenue.

The Secretariat of the Joint Standing Committee on the new Parliament House supports the Authority in this view.



J. H. BOWLER  
Assistant Secretary  
External Relations

Parliament  
House  
Construction  
Authority



Our Ref: 81/5330

Capital Hill, A.C.T.  
P.O. Box 100, Manuka  
A.C.T. 2603  
Tel 062 70 5200  
Tlx AA 62842

17 July 1984

The Secretary  
Joint Committee on the ACT  
East Block  
BARTON ACT 2600

Attention: Mr David Elder

DEAKIN/FORREST TRAFFIC STUDY

Further to my letter of 12 July I have been asked to make it clear that the reference to the Secretariat of the Joint Standing Committee on the new Parliament House is in fact the views of officers of the Secretariat.

A handwritten signature in black ink, appearing to read "J.D. Fowler".

J.D. FOWLER  
Assistant Secretary  
External Relations