

Kip Tanner

Subject: FW: Drake Brockman Drive and Spofforth Street Memo Comments

From: Wyatt, Tim <Tim.Wyatt@act.gov.au>

Sent: Monday, 21 November 2022 4:47 PM

To: Imran Khan <imran@ginninderry.com>; Peter Lewis <peter.lewis@calibregroup.com>

Cc: TCCS_DC DevelopmentCoordination <TCCS.DCDevelopmentCoordination@act.gov.au>; Fitzgerald, Bruce <Bruce.Fitzgerald@act.gov.au>; Hubbard, Benjamin <Benjamin.Hubbard@act.gov.au>; Joshi, Anand <Anand.Joshi@act.gov.au>; Chowdhury, Abu Sayem <AbuSayem.Chowdhury@act.gov.au>; Davidson, Geoffrey <Geoffrey.Davidson@act.gov.au>; Pillig, Carl <Carl.Pillig@act.gov.au>; Jatheendran, Lingam <Lingam.Jatheendran@act.gov.au>; Rampton, Tim <Tim.Rampton@act.gov.au>

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OFFICIAL

Hi Imran,

Thanks for your updated memo seeking in principle TCCS support to further progress your preferred preliminary design concept for the interim upgrade to DBD / Spofforth Street intersection.

I confirm that the traffic generation evidence and traffic modelling underpinning the proposal appears satisfactory and that TCCS can provide conditional support for progressing the proposal, subject to addressing the following comments from Roads ACT:

1. An explanation needs to be provided as to why earthworks can not take place to achieve the SISD for this intersection, given that the earthworks will likely be necessary for the road duplication when it occurs. Undertaking the earthworks now as part of providing a T intersection would resolve the issues with sight distance and the need for calming measures – which are at odds with the function of an arterial road.
2. The option of a priority-controlled intersection is preferred. However, the designers should aim to achieve suitable sight distances for a GIVE WAY intersection and not a STOP intersection. A STOP intersection should only be used where sight distances both horizontal and vertical can not be achieved and I do not believe that this should be the case in this situation. Typically STOP control should only be used in retrofit situations where sight distances can not be achieved or where there is a known road safety problem – neither of which are the case for a new build.
3. Traffic control devices such as speed humps will not be acceptable on what is an arterial road even as a temporary measure – there are other ways to achieve reduced speeds including wide medians and refuge islands that should be considered. To be clear speed humps will not be accepted.
4. The T intersection sketch provided is assumed to be early-stage concept and will need to be refined to tighten kerb radiuses and move the GIVE WAY line closer to the through traffic lane.
5. The intersection should be designed to minimise or preferably eliminate edge of road hatching .
6. Facilities for pedestrians will need to be provided and this concept requires further work.
7. Designers should consider how to minimise rework when this intersection is upgraded as part of the future duplication works. However, it is better to do some rework when the road is upgraded than to have a substandard intersection layout in the interim.

Naturally, further work will be required to ensure that any disruption to bus services is properly managed throughout the construction phase once a final design is endorsed. As discussed previously, you must seek advice directly from EPSDD on whether a DA is required for the interim intersection works and the basis of your exemption.

Thanks
Tim

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Development Coordination Branch

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From: Peter Lewis <Peter.Lewis@calibregroup.com>

Sent: Wednesday, 9 November 2022 6:55 AM

To: Wyatt, Tim <Tim.Wyatt@act.gov.au>; Imran Khan <imran@ginninderry.com>; Fitzgerald, Bruce <bruce.fitzgerald@act.gov.au>

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Tim, Imran,

My notes of action items from Mondays meeting in regard to the Memo submitted to TCCS and discussed at our meeting

- Attach SIDRA printouts associated with each option modelled and reported on.
- Add detail of trip generation rates used.
- Add details of traffic to be generated from CSG including heavy vehicles and comment about number of heavy vehicles at this intersection and how this traffic is distributed through the day
- Community awareness of the works to be undertaken by TCCS and to be noted as a requirement in a TCCS endorsement
- Include commentary about impact on all active travel users by preferred option
- Bruce to follow up as to whether a DA is required for Option 1.
- TCCS generally support the proposed Option 1 solution and could look to provide endorsement subject to the comments on the report being included. It was noted that this would be endorsement to give Bruce and Imran confidence to progress the design in further detail, convey intent to community, follow up about possible DA.

Let me know if there is anything else I missed.

Regards



Peter Lewis

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