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Minister for Transport and City Services

Minister for Skills

Special Minister of State

Member for Murrumbidgee

Mr Tom Duncan

Clerk

ACT Legislative Assembly

London Circuit

CANBERRA ACT 2601

Dear Mr Duncan

Thank you for your letter of 22 June 2021 regarding petition 17-21 and 20-21, lodged by Mr Mark Parton MLA. The petition has requested improvements to the intersection of Tharwa Drive and Lawrence Wackett Crescent in Theodore.

Transport Canberra and City Services (TCCS) has completed a traffic study on the conditions at the Tharwa Drive and Lawrence Wackett Crescent intersection. The study considered current traffic speed, volume, pedestrian data and crashes reported in the last five-year period.

The study found that there was low level speeding on Tharwa Drive across this intersection (about 5% – 7.5% over the posted speed limit), there had been 20 reported crashes at the intersection over the last five-year period of which seven resulted in injuries, the majority of crashes involved right-turning vehicles, and there were no crashes involving pedestrians, cyclists or motorcyclists.

The collisions being experienced at this location meet the criteria set by the Commonwealth Department of Infrastructure, Transport, Regional Development and Communications for consideration within the Black Spot Program of a minimum of three injury collisions within a 5-year period. However, to be eligible for funding from the Australian Government through the Black Spot Program project proposals need to be able to demonstrate a benefit to cost ratio of at least 2 to 1.

The Tharwa Drive and Lawrence Wackett Crescent intersection traffic study includes the development of practical options, which are further assessed through a 'Safe Systems' infrastructure assessment and 'benefit cost assessment' for all users of the road corridor. The traffic study proposed three primary treatments as safety improvements and to reduce the associated social and economic cost of road trauma. The treatments and associated combinations provide four options,

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which include:

1. signalisation of the intersection;
2. modifications to the island on Lawrence Wackett Crescent;
3. reducing the speed limit to 60 km/h; and
4. the combined option of reducing the speed limit to 60 km/h whilst also providing modifications to the island on Lawrence Wackett Crescent.

The traffic study identifies that each of the proposed options would result in benefit being gained when compared to the existing conditions at the Tharwa Drive and Lawrence Wackett Crescent intersection. The study recommended signalisation of the intersection as the most suitable treatment due to multiple collisions involving right turning vehicles at this intersection. However, this option was only able to demonstrate a benefit to cost ratio between 1.72-1.79, so is not eligible for funding through the Black Spot Program. The other options all demonstrated a benefit cost ratio of greater than 2.

The ACT Government will consider improvements to the intersection in the context of safety priorities across the ACT.

I trust this information is of assistance.

Yours sincerely



Chris Steel MLA
Minister for Transport and City Services
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