



**MINUTES OF THE PUBLIC FORUM
HELD ON 11 SEPTEMBER 2024**

1. Opening

The Public Forum commenced at 5.36pm.

2. Presentations relating to listed Items on the Council Agenda

There were no presenters.

3. Petitions

There were no petitions submitted.

4. 'Questions on Notice' from the Public

Responses to the following 'Questions on Notice' received up to 4 September 2024 were provided and tabled at the meeting (see attached for responses):

Received from	In relation to:
Alan Gagiero	Jerrabomberra Traffic Campaign, particularly in respect to Waterfall Drive.

5. Presentations by Invitation from the General Manager

There were no presentations.

6. Closure

As there were no further matters, the Public Forum closed at 5.37pm.



ATTACHMENT TO MINUTES OF THE PUBLIC FORUM HELD ON 11 September 2024

‘Questions on Notice’ from the Public

Responses to the following ‘Questions on Notice’ received up to Wednesday 4 September 2024 were provided and tabled at the meeting.

Questions submitted by: Alan Gagiero

This submission is consequent to the recent QPRC Your Voice advice of some proposed traffic enhancement measures.

I note in this recent announcement that no indication is shown of the speed limit exceedances on the lower part of Waterfall Drive south of the roundabout at the intersection with Woodhill Link and Eucalyptus Rise. Being the sole access road to the upper residential part of Waterfall Drive, this section of road is as much a “collector” road as those shown on the various diagrams.

Data from the QPRC’s January 2024 traffic survey on the lower part of Waterfall Drive show similar exceedances to those indicated on the Speed Data diagram thus:

- Outside 5 Waterfall Drive – 31.0% in excess of the speed limit with a top speed of 83 km/h.
- Outside 15 Waterfall Drive – 61.1% - top speed of 111.9 km/h
- Outside 24 Waterfall Drive – 26.2% - top speed of 75.8 km/h

It is highly probable that the percentages are understated because the survey was conducted during the school holidays where the traffic numbers were lower. Associated data shows that, on average, some 16,500 plus vehicles used that section of Waterfall Drive during the survey. Again, this is likely to be understating things because of when the data was collected.

As the percentages quoted above are comparable to those shown on the Speed Data diagram (and with one in the highest grouping), I have the following questions:

1. Why was the lower part of Waterfall Drive excluded from the diagrams and the speed data not shown?

The maps attached to the YourVoice consultation are provided to give a general overview of where speeding and crashes occur in Jerrabomberra. For simplicity, the speeding map only includes *Collector*, *Sub-Arterial* and *Arterial* roads. Waterfall Drive is classified as a *Local Access* road on Council’s database, but all roads are included in our analysis of speeding in all of Jerrabomberra.

2. Is that exclusion an indication of the council’s intention to not consider speed control measures on that section of road despite the findings from the January 2024 survey?

No

3. If the answer to question 2 is NO, what measures for that section of Waterfall Drive are being considered and when is implementation likely?

Council is aware of the speeding issues along Waterfall Drive. Preliminary analysis suggests that this could potentially be one of the roads addressed, particularly the northern section. However, the current community consultation, which closes on 17 September 2024, is very important as it will help guide future decisions on treatment options across all of Jerrabomberra. The consultation results will complement analysis of traffic issues (e.g. crashes, speeding, congestion), cost estimates and the effectiveness of treatment options.