



ELOUERA AND MORT STREETS INTERSECTION UPGRADE

REPORT ON WHAT WE HEARD

In late 2023, Canberrans were invited to provide feedback on a proposed upgrade to the intersection of Elouera and Mort Streets in Braddon.

Upgrades to Braddon's streetscapes are part of the ACT Government City Renewal Authority's initiative to renew and revitalise Canberra's City Centre to adapt to long-term liveability and address the needs of an evolving population.

In 2021, community consultation was undertaken on designs for the Lonsdale Street streetscape upgrade. During this consultation, the community also provided feedback and suggestions about Elouera and Mort Streets in particular, upgrades to improve connections, slow vehicles and improve pedestrian safety.

This community feedback has guided the proposed design of the Elouera and Mort Streets intersection upgrade, which features:

- replacement of the roundabout with a raised intersection that calms traffic.
- introduction of raised zebra crossings.
- installation of new lighting and garden beds.

THE CONVERSATION

We conducted a 6-week community and stakeholder engagement to gather feedback on the concept design for the intersection upgrade.

Online survey

An online YourSay survey was open during the consultation period from 3 November to 15 December 2023 for the community to provide feedback on the proposed concept design. A total of 186 surveys were completed.

Online drop-in session

An online drop-in session was hosted on 14 November 2023. 13 participants joined the session to hear from the project team, ask questions and provide feedback.

Stakeholder meetings

Two meetings with key community stakeholder groups were held from November to December 2023.

Submissions

Apart from 186 survey responses, one direct submission was received.



WHO WE ENGAGED

The consultation targeted Braddon businesses, residents and key stakeholder groups, as well as the broader ACT community and local workers.

- 69% of those who filled out the survey were Inner North residents.
- 62% described themselves as visitors to the area with 36% identified as residents of Braddon.
- 57% travel to the area via car with 27% using public transport.



Key insights from the community

Pedestrian safety

1. The majority of respondents ranked pedestrian safety as the most important aspect of the proposed upgrade.
2. 63% of survey respondents indicated they were satisfied or highly satisfied with the way pedestrian safety was represented in the design.
3. There is strong support for the removal of the roundabout and installation of raised crossings to make this area safer for pedestrians.

Traffic flow and safety

4. Appropriate measures need to be implemented to ensure the intersection acts as a traffic calming measure.
5. There is support for clear signage and wayfinding to ensure the intersection operates as intended.
6. Appropriate measures need to be implemented to ensure there is clear direction for drivers.

Supporting active travel

7. There is a consistent demand for dedicated bicycle infrastructure, such as protected bike lanes, bike paths, and improved safety measures for cyclists at the intersection.
8. Many expressed concerns about the absence of bicycle lanes, emphasising the need for a more bike-friendly environment to encourage active travel.
9. Suggested that bike racks needed to be 'u shaped' so bikes can be securely locked up.

Trees and landscaping

10. There is strong support for more landscaping, trees and grass cover in the area.
11. Ensure plantings do not hinder car, bike or pedestrian views.

Attractive public spaces

12. Support exists for public art such as murals or sculptures to improve the aesthetics of the intersection and to celebrate and showcase Braddon's identity.

Access and connectivity

13. There was support for the connections to other parts of Braddon and beyond.

Car parking

14. There was support for removal of some car parking spaces to accommodate the raised pedestrian crossings and new landscape spaces and some even suggest going further suggesting sections be completely pedestrianised.
15. Some noted the concern about loss of car parking, the need for more accessible parking and some would like to see a multistorey car park in Braddon.



WHAT'S NEXT?

We are using your feedback to inform the final design of the intersection upgrade.

Feedback will be reviewed to understand any unforeseen issues with the current design. We will refine the design, if possible, in relation to technical requirements and budget. The final design for the upgrade will be completed in February 2024.

An update on the intersection upgrade and Braddon streetscapes project will be provided on the Authority [website](#). If you have questions about this project or would like to be kept updated on its progress, please email cityrenewal@act.gov.au.

Key timings

2018 - 2019: Braddon Place Plan created.

March 2021: Public consultation on Lonsdale Street upgrade concept designs.

May 2023: Construction began on the Lonsdale Street upgrade.

2023: Development of draft concept designs for the Elouera and Mort and Streets intersection upgrade.

3 Nov – Dec 15 2023: Engagement on concept designs for the Elouera and Mort Streets intersection upgrade.

February 2024: Consider feedback and refine the final design.

March 2024: Listening Report released.

Early to mid-2024: Construction starts on intersection upgrade.

THANK YOU FOR YOUR FEEDBACK

186

We reached 186 people via YourSay.

13

We spoke to 13 people during the online drop in session

1

We held an online drop-up session for interested community members.

2000

We delivered 2,000 flyers to promote the consultation.

22,610

We reached a social media audience of 22,610.

214

We received 214 pieces of engagement feedback and 1 submission.



COMMUNITY FEEDBACK

This table outlines how we have responded to the key feedback areas we heard across all feedback methods including YourSay, online pop-up and stakeholder meetings.

Comment	Response
Pedestrian safety	
Retain the current roundabout but also install pedestrian crossings on each entrance.	Through a Safe System Assessment, removal of the roundabout was deemed the safest solution for pedestrian safety and traffic flow. Crossings are planned.
Suggest raising the intersection as well as installing zebra crossings.	Planned. The design already incorporates a raised intersection and pedestrian crossings.
Move pedestrian crossings so they are not so close to the roundabout or street corners.	The crossings are designed so pedestrians have clear access from one footpath to another. It also ensures visually impaired pedestrians can locate building edges once they have crossed the crossing.
I really support the raised crossings but make sure there isn't any rapid gradient changes for pedestrians or disabled persons.	Planned. The raised intersection will see the zebra crossings at the same level as the footpath and no ramps will be required to cross the street.
Please make the buildouts more pronounced so they will make drivers of all vehicles slow to below 30km/h. All of Mort and Elouera Streets should be designed to be 30km/h by default.	The kerb build-outs have been maximised to reduce road widths while maintaining vehicle turning requirements. The intersection will be sign posted as 40km/h.
Cars and delivery vehicles park on the footpath outside the Midnight Hotel. There is not much point in spending money on pedestrian crossings if it is not safe to walk from the light rail stop to the shops (cars driving on footpath).	Roads ACT is aware of these concerns and will work with Parking Operations in Access Canberra to ensure footpaths aren't blocked and sightlines are clear for pedestrians to move along Elouera Street.
Traffic flow and safety	
Add speed humps before the pedestrian crossing to slow down traffic approaching the intersection.	Planned. The intersection will be raised with ramps on all approaches.
Reduce traffic speeds to a 40km zone on Mort Street.	Planned. Braddon is a 40km/h speed zone precinct, and the intersection will be sign posted as 40km/h.



Comment	Response
Concerns that the removal of the roundabout and the installation of the pedestrian crossings will impact traffic flow and could lead to traffic congestion.	The intent of the upgrade to the intersection is to improve pedestrian safety and connectivity. The intersection design, including the removal of the roundabout, has been guided by best practice examples to provide an intersection that is safe and functional for all users, not just motor vehicles.
Traffic on Elouera Street will take precedence over Mort Street.	Planned. Elouera Street will have priority over Mort Street.
Supporting active travel	
Ensure the intersection fully caters for all active transport users including bikes and scooters.	Planned. The design is aimed to slow/calm motor vehicles which will make the intersection safer for active transport users.
Make sure the bike racks are U-shaped so that all bikes can easily be locked up.	Planned. New bike racks proposed for the intersection upgrade will be consistent with those recently installed on Lonsdale Street (adjacent to the Girrawheen Street intersection).
Rainbow roundabout	
Don't remove the icon that is the rainbow roundabout is a shame. It would be really good to see rainbow zebra crossings or a similar homage to this current feature of the street.	This design refers to the roundabout on Elouera and Mort Streets. There are no plans to change Lonsdale Street's rainbow roundabout.
Traffic lights	
Install traffic lights to give cars access and pedestrians a safer way to cross.	Signalisation of this area does not respond to the active travel goal of providing a safe and accessible route for the high pedestrian traffic in the area. Signalisation will result in undesirable waiting times and poor outcomes for pedestrians.
Attractive public spaces	
Add more greenery and landscaping to the area. Mort Street is like a concrete jungle.	Planned. The design includes new garden beds with low planting to all four corners of the intersection, and two new trees.



Comment	Response
Consider design elements that could be incorporated into this intersection that would make it stand out and a bit more consistent with the theme of Braddon.	Planned. The upgrade will use materials and plantings consistent with the current streetscape upgrades and landscaping on Lonsdale Street.
Add a 'welcome to Braddon' sign. Could be in honour of Sir Edward Braddon, the Tasmanian politician the suburb was named after?	The procurement and installation of public art or welcome signage does not form part of this particular program of work but may be considered in future upgrades.
Renew the landscape design, add imagery via stonework to the proposed raised concrete intersection and potentially add cultural items like Indigenous totem poles created by local artists to add social value to the space.	The intersection upgrade will incorporate landscaping elements alongside the road works. The procurement and installation of public art does not form part of this program of work but may be considered in future upgrades in Braddon.