

# Queanbeyan City Council Traffic Survey

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September 14, 2015

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# Executive Summary & Conclusions



# Executive Summary

## Methodology:

- A total of 306 completed interviews with resident drivers aged 17+ years residing in Burra, Little Burra, Googong, Fernleigh Park, Royalla, Mt. Campbell (the 'sample area').
- To maximise participation, residents could complete the survey in one of three ways: Hardcopy mail questionnaire; Online questionnaire; A sample of residents who had not yet used these methods was phoned and offered an interviewer-assisted phone survey.
- Fieldwork conducted July 16 to August 17, 2015.

## Current Driving Patterns:

- Whilst the two peak hour periods (7.00am to 8.59am and 4.00pm to 5.59pm) have the highest incidence of travel, there appears to be fairly steady travel throughout the day.
- Most frequently used roads **across the entire weekday** are: Cooma Street, Monaro Highway, Monaro Street, and Canberra Avenue – although as expected there are noticeable differences in roads used by where residents live:
  - Googong/Fernleigh Park residents rely more on Edwin Land Parkway and Lanyon Drive than do other residents
  - Burra/Little Burra residents rely more on Cooma St, Canberra Ave, Southbar Rd and Yass Rd than do other residents
  - Mt Campbell/Royalla residents are above average users of Monaro Highway – and below average on most others



# Executive Summary

## Current Driving Patterns (continued):

Most frequently used roads **during peak periods** are: Monaro Highway and Cooma Street.

## Option that would Most Benefit Respondent:

- Based on our sample area residents, the Dunns Creek Road extension was significantly more likely to be seen as benefiting **them personally** (51% of selections) than was Ellerton Drive Extension (40% of selections):
  - Burra/Little Burra and Googong/Fernleigh Park residents were more likely to select the Dunns Creek Road option, while Royalla/Mt Campbell residents favoured Ellerton Drive Extension.
  - Longer-term residents were more likely to select Ellerton Drive Extension, whereas those who have lived in their homes for less than two years were more likely to support Dunns Creek Road – this may simply reflect the location of new estates.
  - There was a noticeable preference for Dunns Creek Road amongst users of: Canberra Avenue, Edwin Land Parkway, Lanyon Drive, Monaro Highway and Southbar Road – and these tended to be the more frequented roads.
  - In contrast, relative to the total result, there was a preference for Ellerton Drive Extension amongst users of: Cooma Street, Monaro Street, Pialligo Avenue and Yass Road.



# Executive Summary

## Option that would Benefit the Community:

- Based on our sample area residents, the pattern of responses in terms of perceived **community benefit** is similar to that for respondents, with Dunns Creek Road (53%) preferred over Ellerton Drive Extension (43%) – although on this occasion, the difference is not statistically significant:
  - Whilst both options increased marginally compared to the respondent-focused measure, this was because the ‘neither’ option dropped.
- When asked why they chose the option they did as benefiting the community, ‘reduced traffic congestion’ was the main reason given for both options. There are noticeable differences in other comments by the option chosen – for instance:
  - Those who preferred Dunns Creek Road were more likely to mention ‘easier access to Canberra/South Canberra/Monaro Highway’.
  - Those who preferred Ellerton Drive Extension were more likely to mention ‘Bypassing Queanbeyan’.



# Conclusions

- 'Study area' residents use a number of the nine key roads on a typical weekday:
  - Monaro Highway and Cooma Street (north of Southbar Road) are the most frequently used thoroughfares – both throughout the day and during peak periods
  - But residents don't appear to stick to one main route
- In terms of perceived benefit:
  - Dunns Creek Road is preferred by a majority of residents from the study area:
    - Primarily amongst Burra/Little Burra and Googong/Fernleigh Park residents
    - And amongst those using the south-westerly thoroughfares
    - Apart from 'reduced traffic congestion', main reason for preferring Dunns Creek Road was about 'easier access to Canberra/South Canberra/Monaro Hwy'
  - However, Ellerton Drive Extension is not without its supporters amongst study area residents:
    - Royalla/Mt Campbell Residents (who already have ready access to the Monaro Hwy)
    - Users of north-easterly thoroughfares
    - Apart from 'reduced traffic congestion', main reason for preferring Ellerton Drive Extension was 'bypassing Queanbeyan'



# Background





# Background

## Objectives:

- Undertake a community survey with a geographically targeted sample of residents most likely to have a need to use new road options to:
  - Determine current roads used
  - Obtain head-to-head preference for the two options – Ellerton Drive and Dunns Creek Road

## Methodology:

- Sample universe: Queanbeyan and Palerang Councils provided lists of **all** residential properties within the following six suburbs/estates: Burra, Little Burra, Googong, Fernleigh Park, Royalla, Mt. Campbell (the 'study area'):
  - Only address details were provided – no phone numbers were available
  - A total of 1,013 addresses were provided
  - Once cleaned/de-duped, a total of 997 were included in the sample frame.
- Methodology: Multi-mode, to encourage broad community participation:
  - Mail survey (hardcopy questionnaire sent to **all** 997 households)
  - Online survey (offered as an option in the mail-out survey)
  - Approximately two weeks after the mail-out, we conducted a phone follow-up to a selection of non-responding homes (by matching where possible non-responding addresses to an electronic White Pages database). The purpose was to encourage participation amongst those who had not yet completed the survey.



# Background (Continued)

## Methodology (continued):

- Within Household Sampling: Only one driver aged 17+ per household interviewed – where possible, the 'next birthday' method was used to select the respondent – but as this was largely a self-completion survey, this could not be strictly enforced (unique code per address used to monitor duplicate returns)
- Final Sample Size: Of the 997 mail-outs sent, 214 were undeliverable (vacant blocks etc). This leaves an effective sample universe of 783 households.

Of the 783 effective households, 306 completed/useable questionnaires were received – this is a very encouraging response rate of 39%. The 306 completes are split as follows:

- 197 hard-copy mail questionnaires
- 51 online
- 58 phone

In addition to the 306 usable questionnaires, an additional 10 were received that were **not** used:

- Two pairs of duplicates (so four questionnaires in total), as identified by their unique ID code. For each pair, as there was little within-pair consistency of results, we did not try to retain one of the pair and discard the other – instead, we omitted both.
- Six questionnaires received after reporting had commenced



# Background (Continued)

## **Methodology (continued):**

- Field Timing: The mail-out occurred Thursday July 16/Friday July 17 – and whilst the original field-close date was Friday July 31 2015, fieldwork remained open until Tuesday August 11, 2015 (with a further four late hardcopy questionnaires accepted on Monday August 17).

## **Reporting Conventions:**

- Sample sizes vary marginally by question. This is because those who completed the survey hardcopy could skip questions if they chose to do so. Sample bases are shown throughout the report.
- We have not weighted the data as there is no readily available set of population statistics based on drivers aged 17+ years who live in the six suburbs/estates.



# Sample Profile

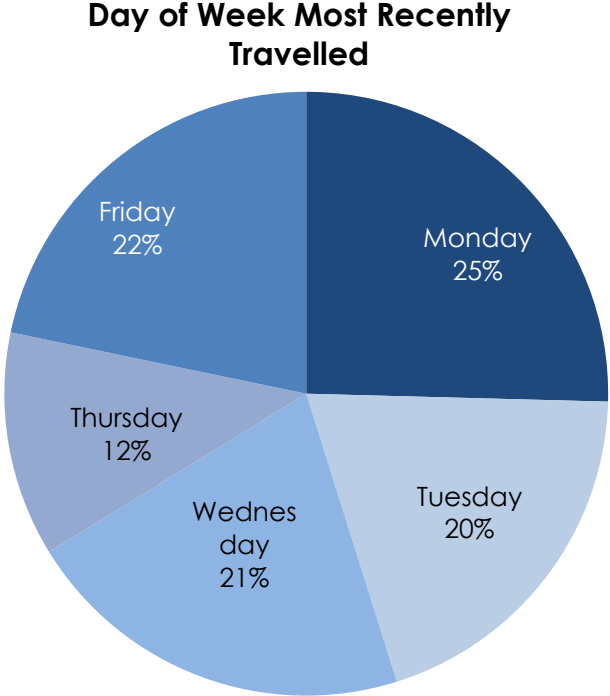
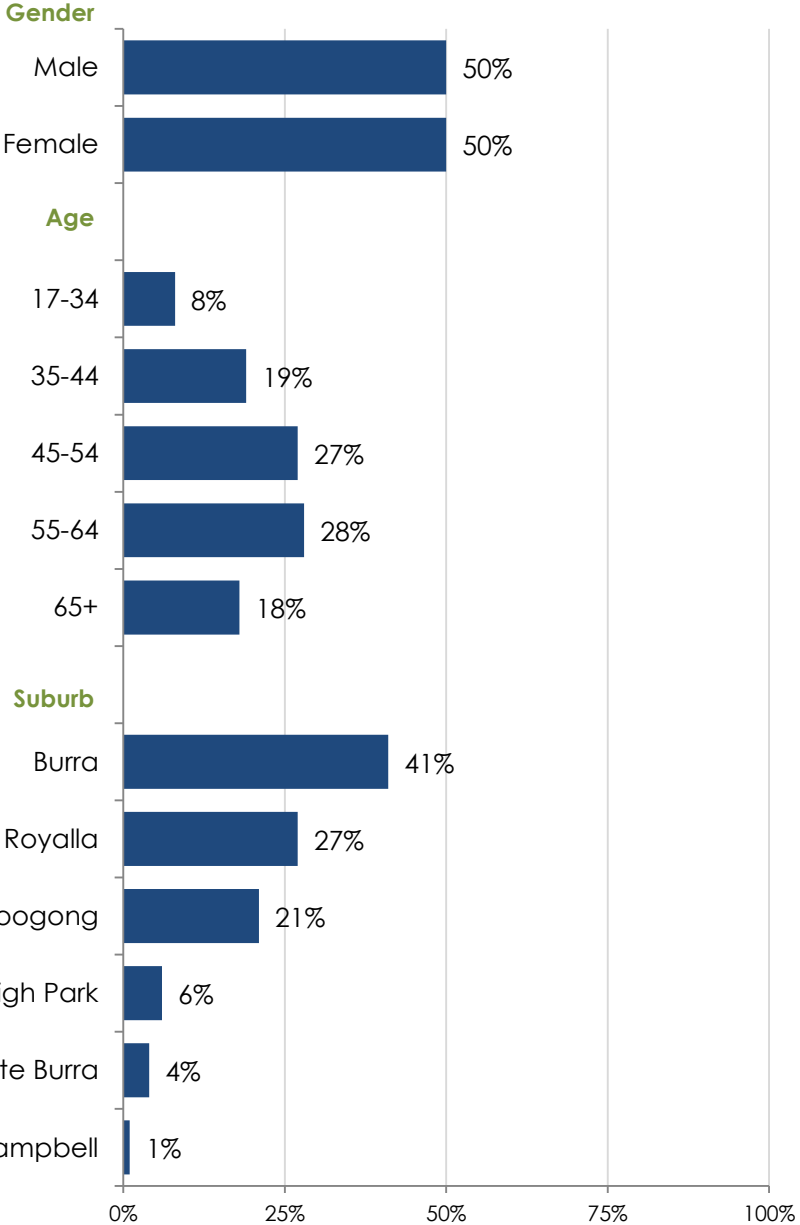


# Sample Profile



Given the small sample sizes in three 'estates', in the analysis that follows we have combined suburbs/Estates as follows:

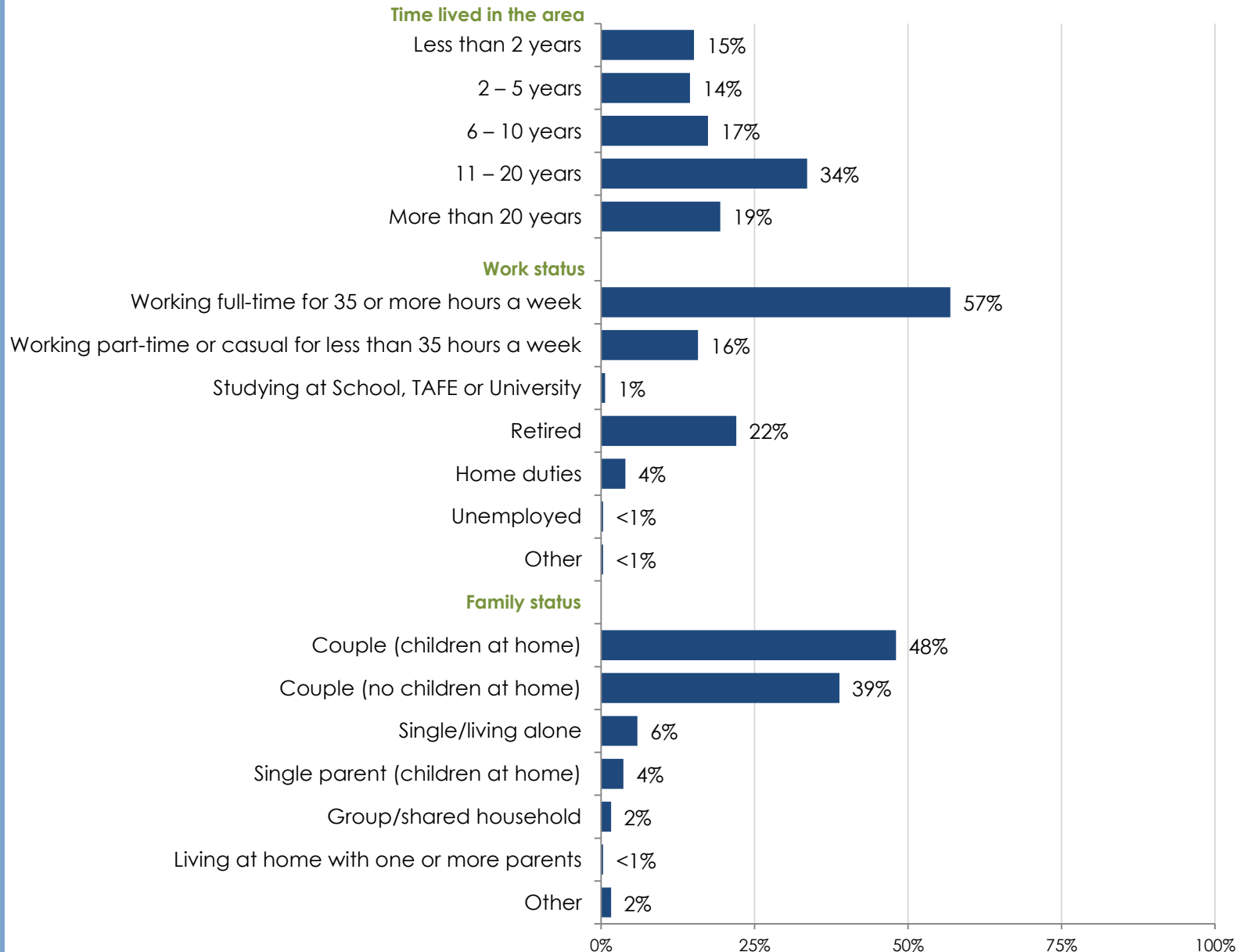
- Burra + Little Burra
- Googong + Fernleigh Park
- Royalla + Mt. Campbell



Base: N=305

# Sample Profile

Most respondents (70%) have lived at their current address for over five years, so they presumably are familiar with different routes. Similarly, most respondents (74%) are working or studying, which may require travel during peak hour.



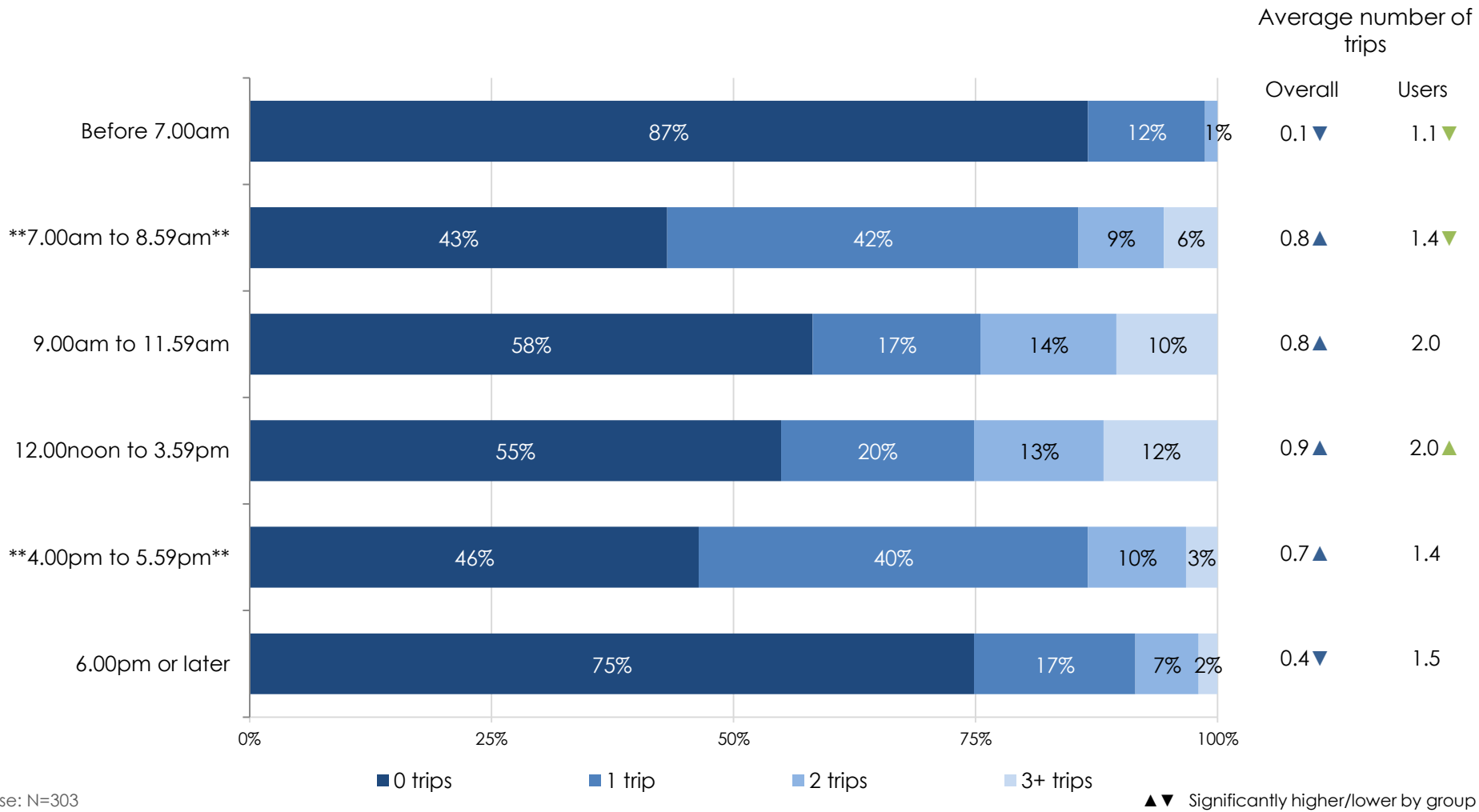
# Key Findings

## 1. Current Driving Patterns

This section reports residents' car travel based on the most recent weekday when they drove a car in the local area.

# Recent Weekday Travelling Times

Q2b. A 'car trip' is from one destination to another. For instance, if you drove from home to the bank, and then to the hardware store, and then home again, that is three 'car trips'. On your most recent weekday when you drove in the local area, how many car trips in the local area did you start during each of the following time periods?

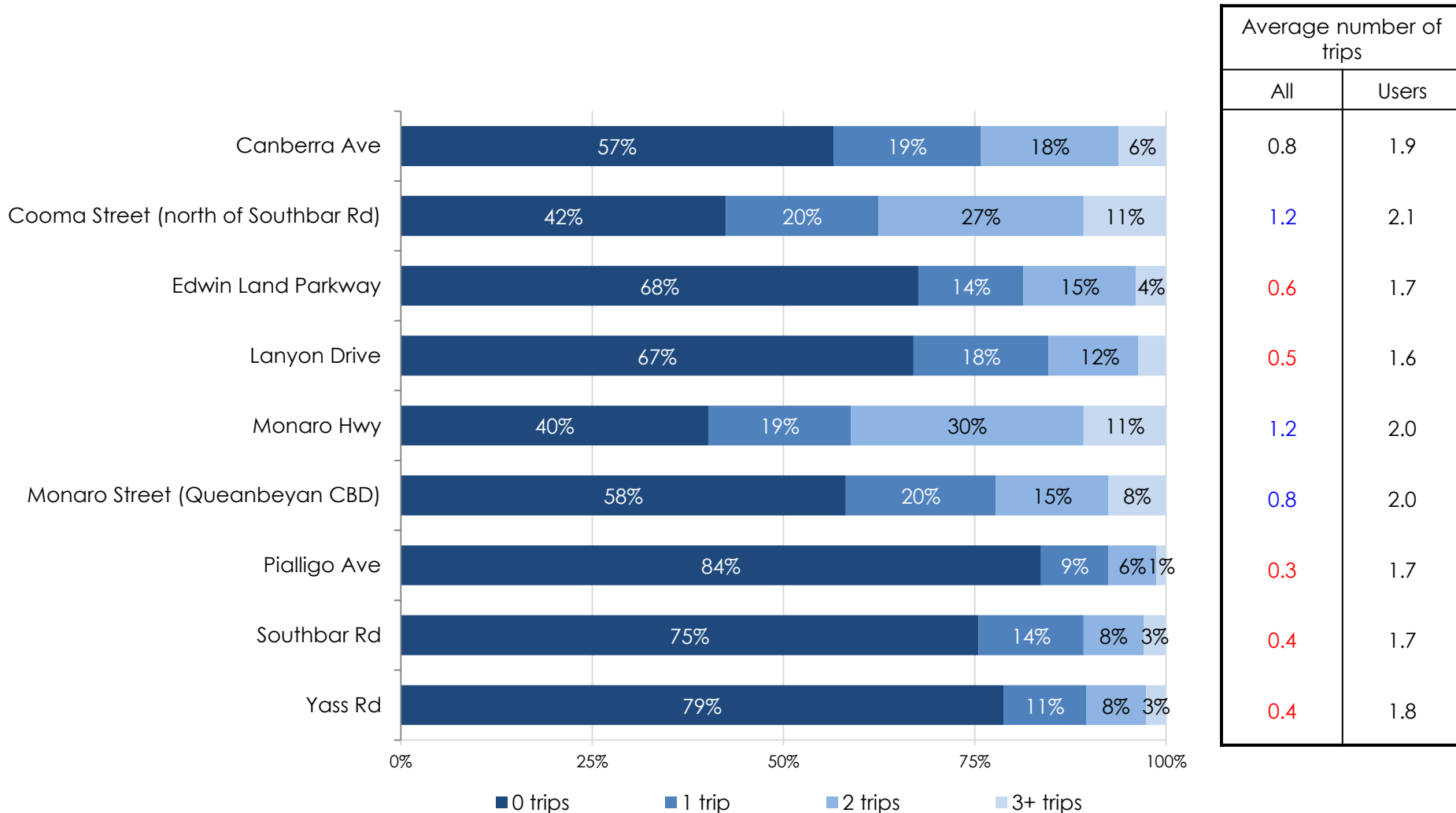


Predictably, the two peak hour periods (flagged with asterisks) have the highest incidence of travel – 57% for 7.00am to 8.59am and 54% for 4.00pm to 5.59pm.

However, perhaps the most interesting finding is that there are fairly steady/consistent travel patterns from 7.00am to 6.00pm (albeit the reported time periods are of differing lengths).



# Roads Travelled – All Trips



Base: N=306

Based on their most recent weekday travel day, the roads used most across the full day are Cooma Street (58% used), Monaro Hwy (60%), Monaro Street (42%) and Canberra Avenue (43%). Not only did these streets have the highest proportion of residents using them, they also tended to have a higher average number of trips amongst those who used them.

# Roads Travelled – All Trips

Column %	Canb. Ave N=133	Cooma Street N=175	Edwin Land Pkwy N=99	Lanyon Drive N=101	Monaro Hwy N=183	Monaro Street N=127	Pialligo Ave N=49	Southbar Rd N=74	Yass Rd N=64
Canberra Ave	100%	48%	52%	60%	42%	43%	52%	80%	55%
Cooma Street (north of Southbar Rd)	64%	100%	55%	58%	43%	84%	78%	73%	83%
Edwin Land Parkway	38%	31%	100%	67%	39%	30%	34%	36%	28%
Lanyon Drive	46%	34%	69%	100%	39%	31%	36%	55%	29%
Monaro Hwy	58%	45%	72%	71%	100%	45%	44%	37%	37%
Monaro Street (Queanbeyan CBD)	41%	61%	39%	40%	32%	100%	68%	56%	80%
Pialligo Ave	20%	22%	17%	18%	12%	27%	100%	27%	46%
Southbar Rd	45%	31%	27%	41%	15%	33%	40%	100%	40%
Yass Rd	27%	31%	18%	19%	13%	41%	60%	35%	100%

Base: N=306

The above table cross analyses the 'roads travelled' question by itself – for instance, the first column reports of those who use Canberra Avenue, what other roads do they use. Average number of the nine listed roads travelled on = 3.3. It's difficult to categorise residents as single-route drivers – rather, their needs appear to be many and varied.

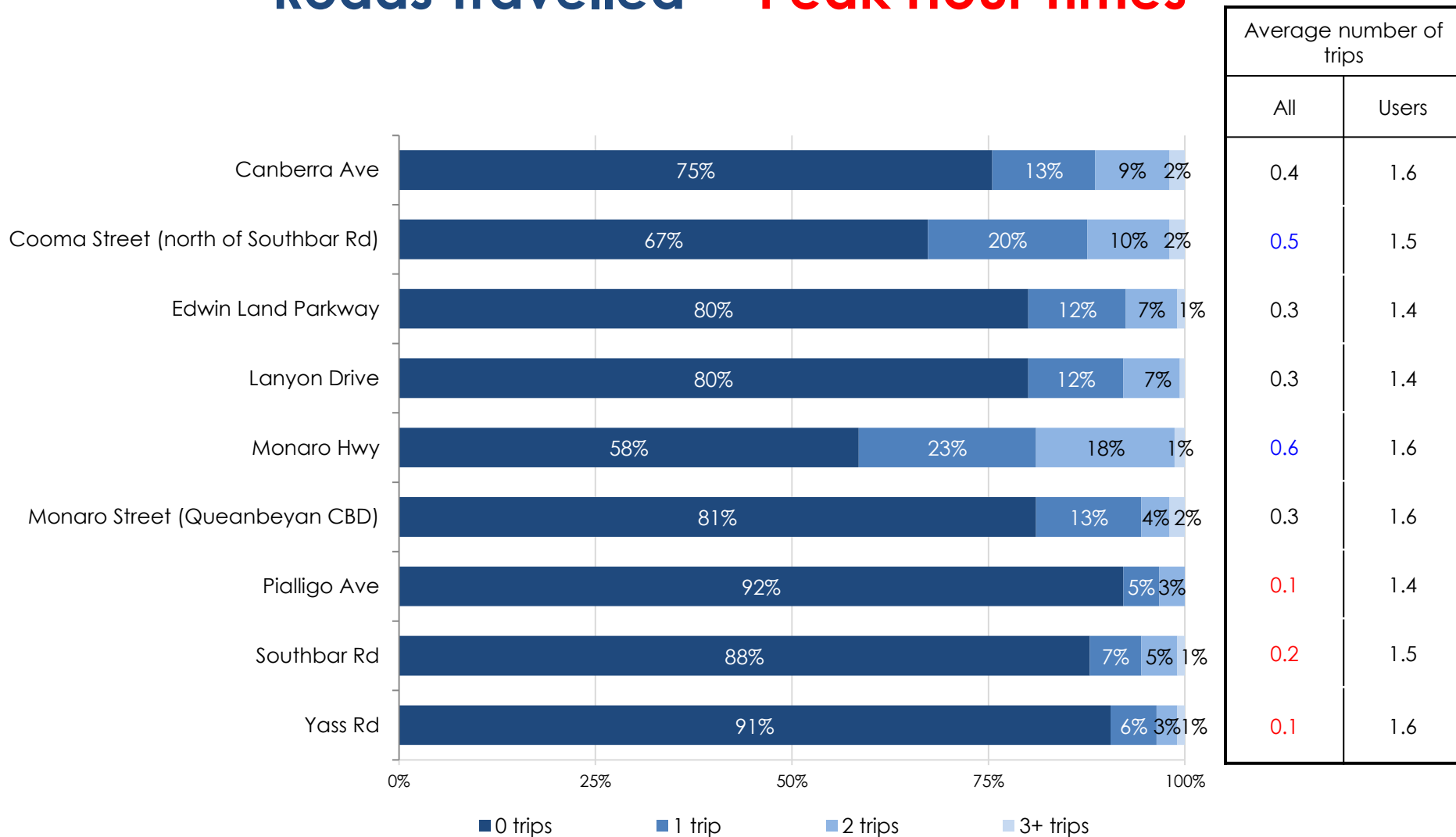
# Roads Travelled – All Trips

		Googong + Fernleigh Park N=82	Mt Campbell + Royalla N=86	Burra + Little Burra N=137	Overall N=305
Canberra Ave	1+ trips	49%	24%	53%	44%
	Mean - all	0.9	0.5	1.0	0.8
	Mean - users	1.8	2.1	1.8	1.9
Cooma St (north of Southbar Rd)	1+ trips	66%	38%	64%	57%
	Mean - all	1.6	0.7	1.3	1.2
	Mean - users	2.4	1.9	2.0	2.1
Edwin Land Parkway	1+ trips	52%	14%	32%	32%
	Mean - all	1.0	0.3	0.5	0.6
	Mean - users	1.9	1.9	1.6	1.7
Lanyon Drive	1+ trips	51%	14%	34%	33%
	Mean - all	0.9	0.2	0.5	0.5
	Mean - users	1.7	1.6	1.6	1.6
Monaro Hwy	1+ trips	57%	77%	51%	60%
	Mean - all	1.0	1.8	0.9	1.2
	Mean - users	1.8	2.4	1.9	2.0
Monaro St (Queanbeyan CBD)	1+ trips	40%	33%	48%	42%
	Mean - all	0.8	0.7	1.0	0.8
	Mean - users	1.9	2.0	2.1	2.0
Pialligo St	1+ trips	12%	13%	21%	16%
	Mean - all	0.2	0.3	0.3	0.3
	Mean - users	1.6	2.5	1.5	1.7
Southbar Rd	1+ trips	29%	6%	34%	25%
	Mean - all	0.6	0.1	0.5	0.4
	Mean - users	2.2	1.4	1.5	1.7
Yass Rd	1+ trips	13%	16%	29%	21%
	Mean - all	0.3	0.4	0.5	0.4
	Mean - users	2.1	2.3	1.6	1.8

Not surprisingly, differences exist by area of residence:

- Googong/Fernleigh Park residents rely more on Edwin Land Parkway and Lanyon Drive than do other residents
- Burra/Little Burra residents rely more on Cooma St, Canberra Ave, Southbar Rd and Yass Rd than do other residents
- Mt Campbell/Royalla residents are above average users of Monaro Hwy – and below average on most others

# Roads Travelled – Peak Hour Times



Base: N=306

Based on their most recent weekday travel day, the roads used most during peak periods (7.00-8.59am; 4.00-5.59pm) are Monaro Hwy (42% used) and Cooma Street (33%). Amongst 'Users' of each road, average number of trips are quite similar (ranging from 1.4 to 1.6 trips).

# Roads Travelled – Peak Hour Times

		Googong + Fernleigh Park N=82	Mt Campbell + Royalla N=86	Burra + Little Burra N=137	Overall N=305
Canberra Ave	1+ trips	29%	16%	27%	25%
	Mean - all	0.5	0.3	0.4	0.4
	Mean - users	1.5	1.6	1.6	1.6
Cooma St (north of Southbar Rd)	1+ trips	41%	21%	34%	32%
	Mean - all	0.7	0.3	0.5	0.5
	Mean - users	1.6	1.4	1.4	1.5
Edwin Land Parkway	1+ trips	39%	5%	18%	20%
	Mean - all	0.6	0.1	0.2	0.3
	Mean - users	1.5	1.8	1.3	1.4
Lanyon Drive	1+ trips	32%	8%	20%	20%
	Mean - all	0.5	0.1	0.3	0.3
	Mean - users	1.5	1.6	1.3	1.4
Monaro Hwy	1+ trips	43%	48%	37%	42%
	Mean - all	0.7	0.8	0.5	0.6
	Mean - users	1.5	1.7	1.4	1.6
Monaro St (Queanbeyan CBD)	1+ trips	15%	14%	24%	19%
	Mean - all	0.2	0.3	0.3	0.3
	Mean - users	1.6	1.9	1.4	1.6
Pialligo St	1+ trips	7%	6%	9%	8%
	Mean - all	0.1	0.1	0.1	0.1
	Mean - users	1.5	1.6	1.3	1.4
Southbar Rd	1+ trips	18%	1%	15%	12%
	Mean - all	0.3	0.0	0.2	0.2
	Mean - users	1.7	2.0	1.4	1.5
Yass Rd	1+ trips	6%	7%	13%	10%
	Mean - all	0.1	0.2	0.2	0.1
	Mean - users	1.8	2.3	1.2	1.6

Some differences exist by area of residence:

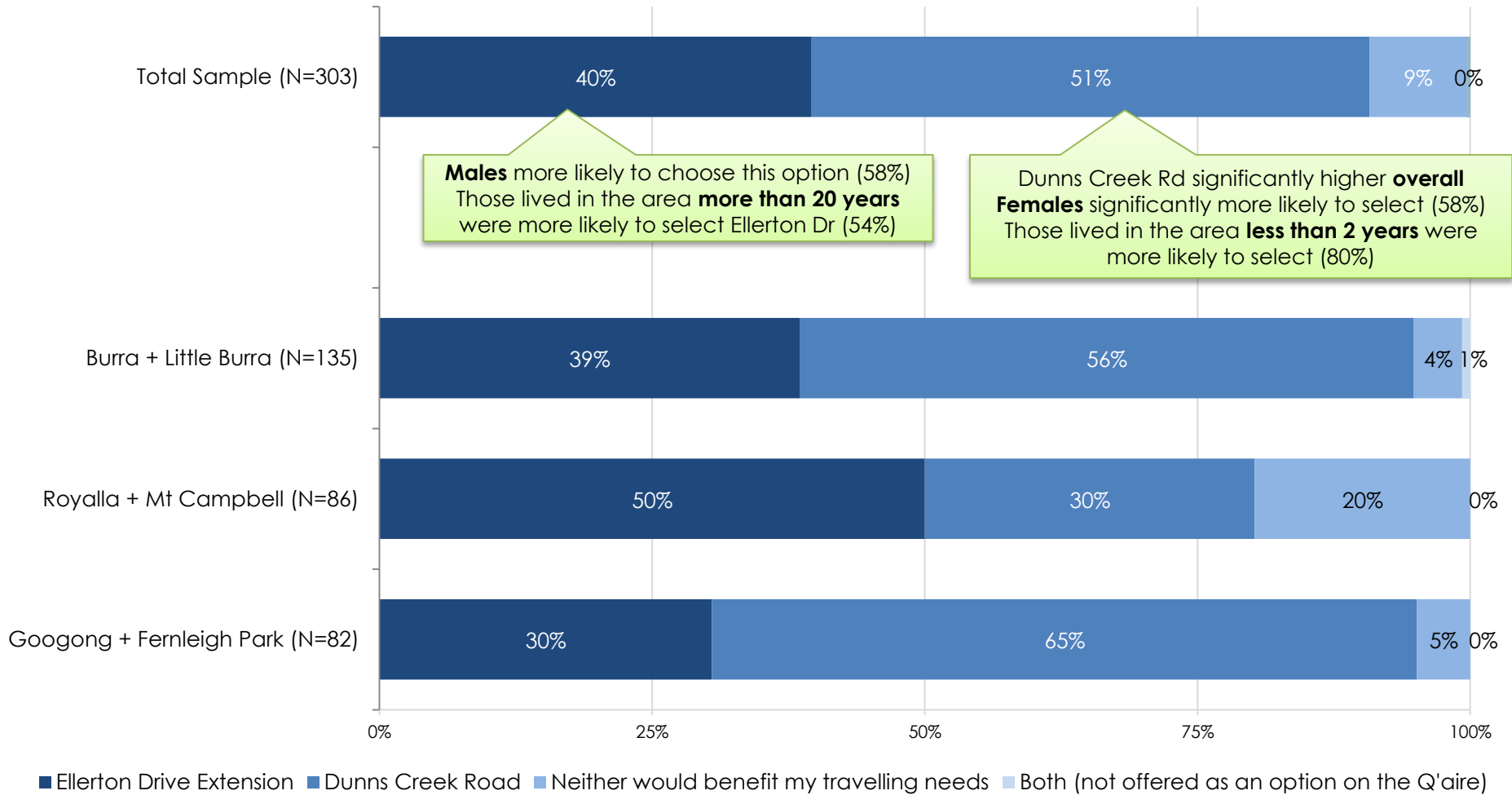
- Googong/Fernleigh Park residents rely more on Edwin Land Parkway and Lanyon Drive than do other residents
  - Mt Campbell/Royalla residents are below average users of Edwin Land Pkwy, Lanyon Dr, Cooma St and Southbar Rd.
- However, Burra/Little Burra residents tend to reflect the overall results.

# Key Findings

## 2. Option that would Most Benefit Respondent

# Option that would Most Benefit Respondent

Q3a. If one of the roads was to be built, which one would most benefit your travelling needs?

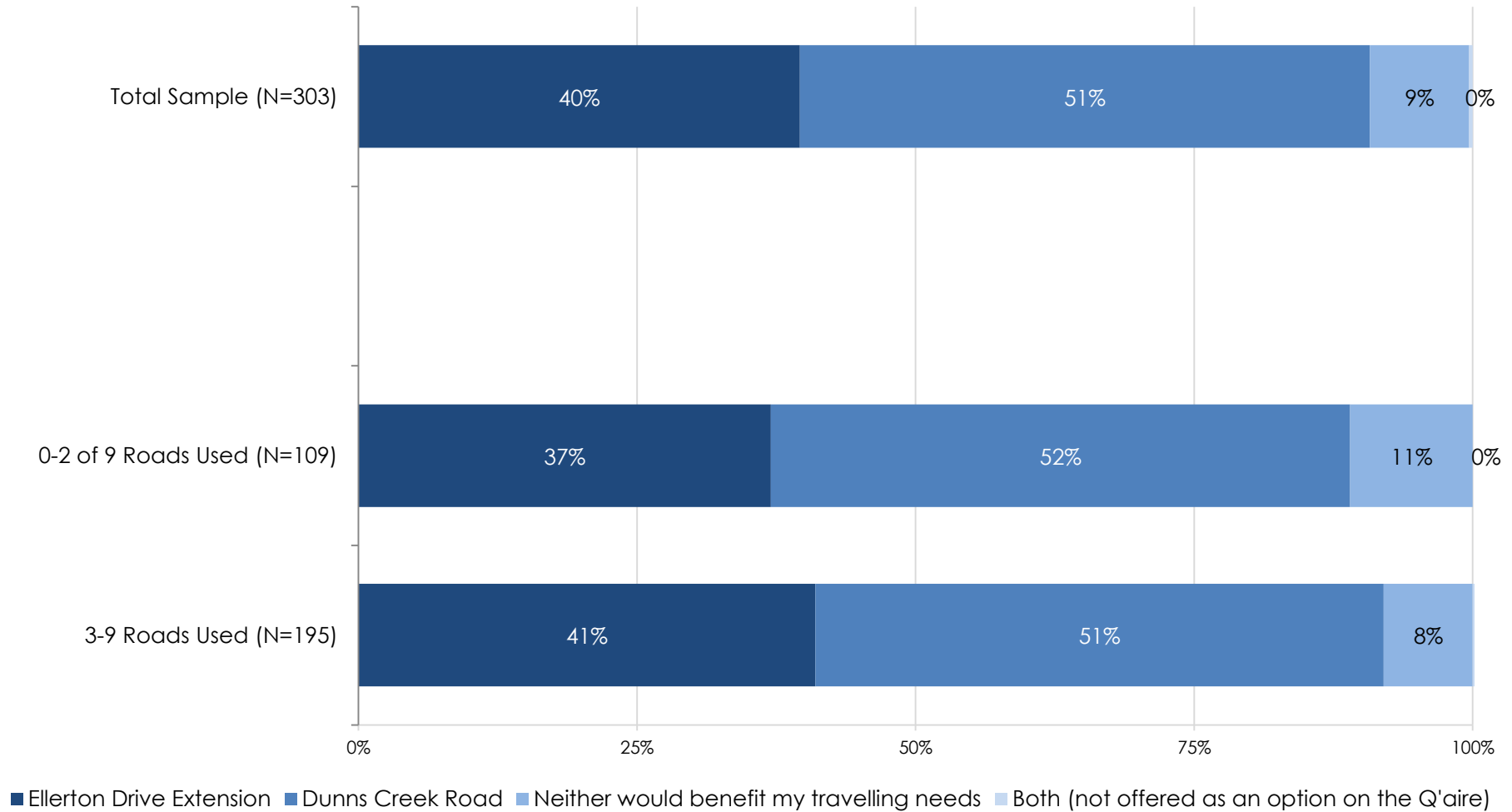


Overall, Dunns Creek Road is preferred – and the difference is significant.

The preference for Dunns Creek Road is driven mainly by Googong/Fernleigh Park and Burra/Little Burra residents. However, in Royalla/Mt. Campbell, Ellerton Drive Extension is preferred (note also the somewhat higher 'neither' response for Royalla)

# Option Benefiting Respondent by No. of Roads Used

Q3a. If one of the roads was to be built, which one would most benefit your travelling needs?



No significant differences in road preference by number of roads driven on



# Option that would Most Benefit Respondent

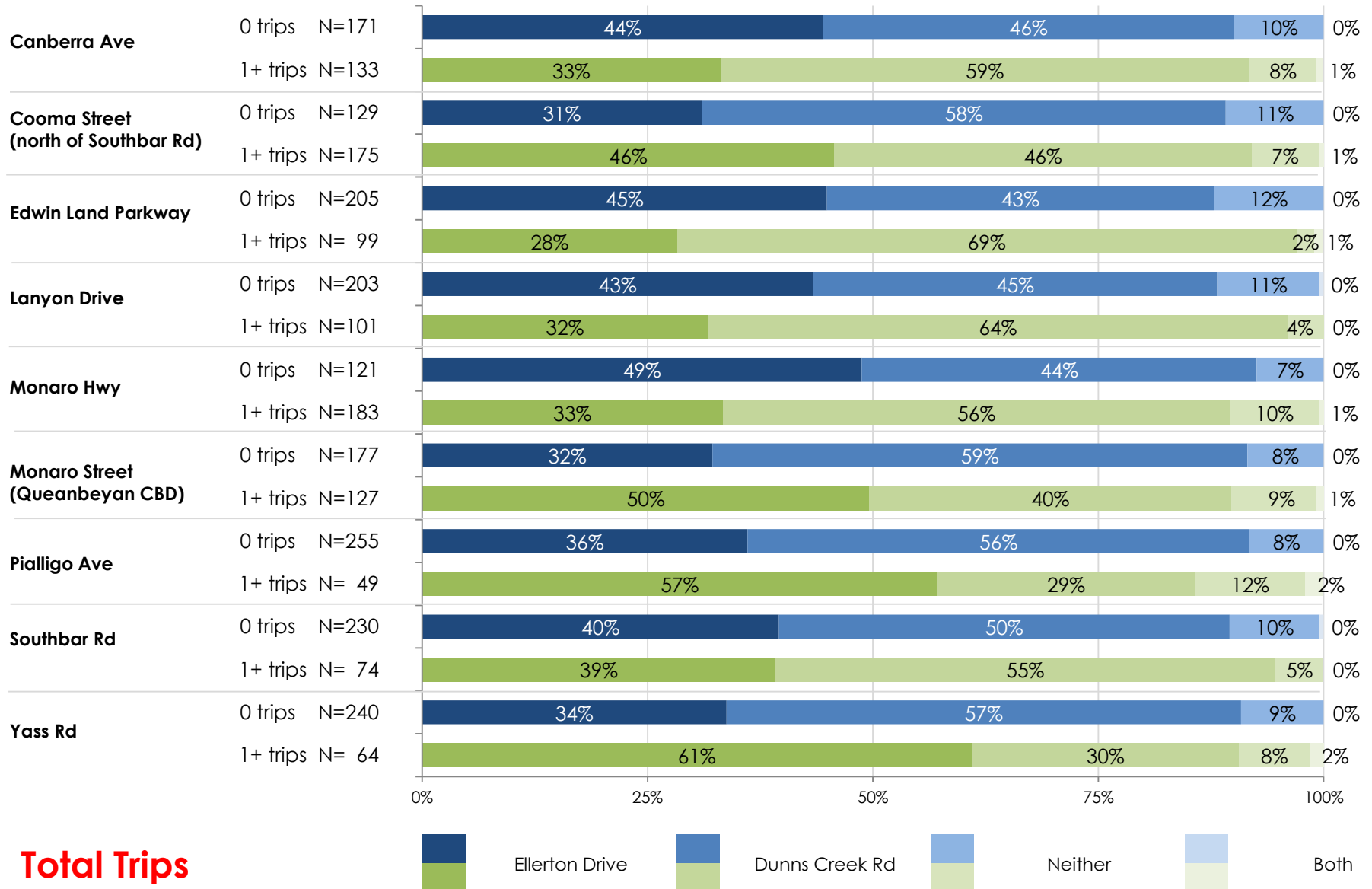
- The following two slides compare results of the 'respondent benefit question' by which roads the respondent used on the most recent weekday of driving – first for all trips, then filtered to peak hour trips.
- There was a noticeable preference for Dunns Creek Road amongst users of: Canberra Avenue, Edwin Land Parkway, Lanyon Drive, Monaro Highway, and Southbar Road.
- In contrast, relative to the total result, there was a preference for Ellerton Drive Extension amongst users of: Cooma Street, Monaro Street, Pialligo Avenue, and Yass Road.
- Not only was Dunns Creek Road preferred by users of five roads (compared to four roads for Ellerton Drive), but the average number of users per road was higher for the five roads – for instance, based on peak hour trips:
  - The average number of peak hour users on each of the five roads where Dunns Creek Road was preferred was 72.
  - The average number of peak hour users on each of the four roads where Ellerton Drive Extension was preferred was 53.



# Option Benefitting Respondent by Roads Travelled

Q2c. Still thinking about the most recent weekday when you drove in the local area, how many times, if at all, did you drive on at least part of the following local roads during each of the time periods?

Q3a. If one of the roads was to be built, which one would most benefit your travelling needs?



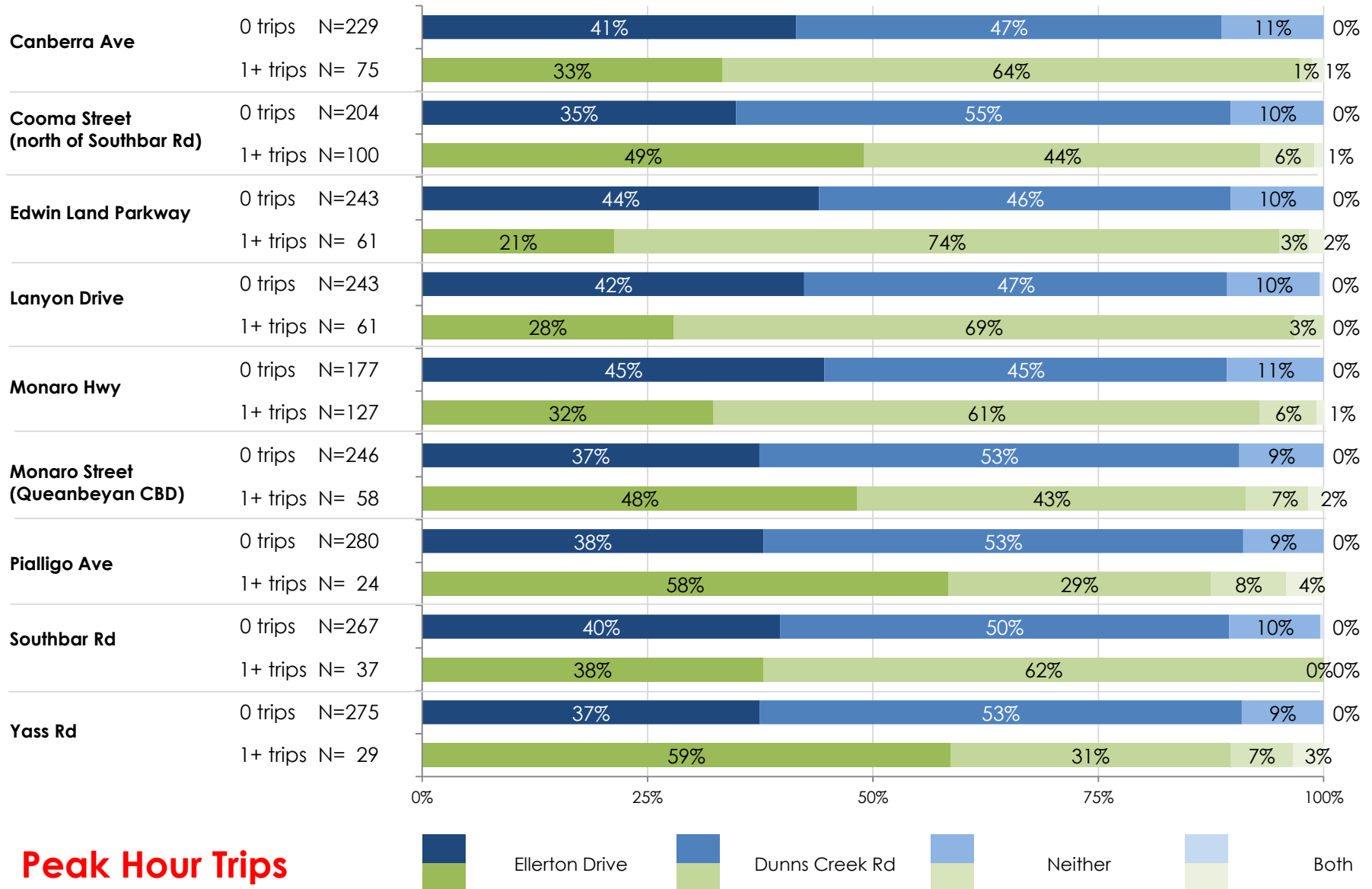
**Total Trips**



# Option Benefitting Respondent by Roads Travelled

Q2c. Still thinking about the most recent weekday when you drove in the local area, how many times, if at all, did you drive on at least part of the following local roads during each of the time periods?

Q3a. If one of the roads was to be built, which one would most benefit your travelling needs?



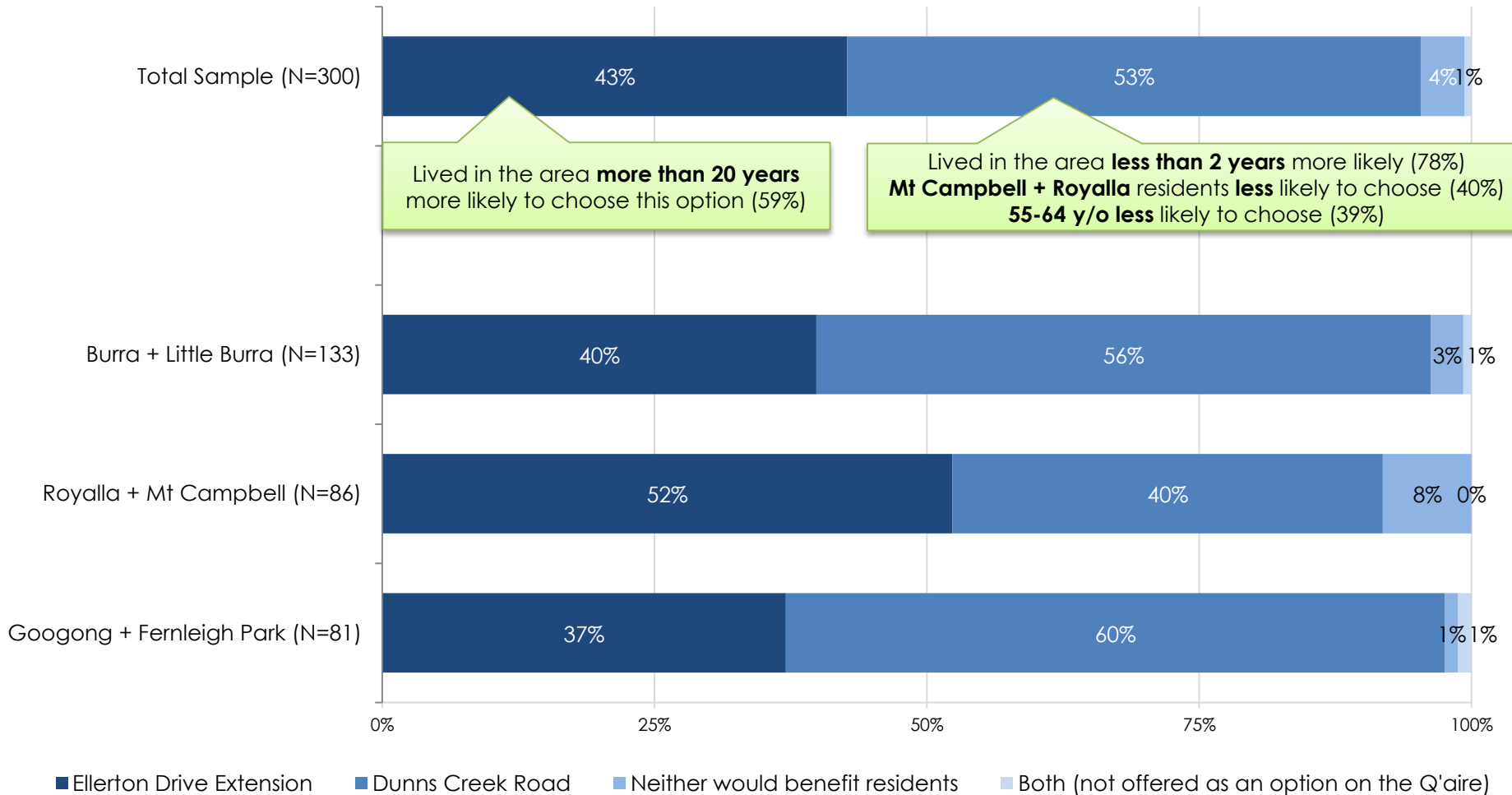
# Key Findings

## 3. Option that would Benefit the Community



# Option that Benefits the Community

Q3b. Do you believe either of these roads provides a benefit to the general community?



The pattern of responses in terms of community benefits is similar to the previous measure about respondent-specific benefits. Whilst both options increased marginally, this was because the 'neither' option dropped from 9% when asked about personal circumstances to 4% when asked about the broader community perspective.

# Option that Benefits the Community

Q3b. Do you believe either of these roads provides a benefit to the general community?

		Q3a: Option that would most benefit <u>Respondent</u>			
		Ellerton Drive Extension (N=119)	Dunns Creek Road (N=156)	Neither would benefit my travelling needs N=25*)	Total Residents (N=301)
Q3b: Option that benefits the <u>Community</u>	Yes, Ellerton Drive Extension	88%	8%	40%	43%
	Yes, Dunns Creek Road	11%	89%	28%	53%
	Neither would benefit residents	1%	2%	32%	4%
	Both (not offered as an option on the Q'aire)	0%	1%	0%	1%
	Total	100%	100%	100%	100%

\* Caution: Very small sample size

The above table crosses the community benefits question (rows) by the respondent benefit question (columns) – the table is read down the columns. Results are largely consistent – if a respondent saw Ellerton Drive Extension as most benefitting *themselves*, they were significantly more likely to say it also benefited the *community*. The same was true for Dunns Creek Road. The small number who saw 'neither' option benefitting themselves were divided in terms of community benefits (caution: small sample size).

# Reasons Behind Preferred Options

Q3b. Do you believe either of these roads provides a benefit to the general community?

Q3c. Can you please briefly explain why you gave this response?

	Yes, Ellerton Drive Extension (N=128)	Yes, Dunns Creek Road (N=159)
Reduce traffic congestion	35%	35%
Bypass Queanbeyan	34%	18%
Easier/Faster/More direct access to Canberra	0%	28%
Shorter trip	8%	9%
Faster/Easier access to South Canberra	0%	8%
Easier access to Monaro Highway	1%	7%
More residents would benefit	6%	2%
Better/Easier access to the Coast/Sydney	5%	1%
Alternate route	2%	1%
Jerrabomberra bypass	0%	1%
Other	13%	10%

**'Reduced traffic congestion' was the main reason given for both options. There are noticeable differences in other comments by the option chosen – for instance:**

- Those who preferred Dunns Creek Road were more likely to mention 'easier access to Canberra/South Canberra/Monaro Highway'.
- Those who preferred Ellerton Drive Extension were more likely to mention 'Bypassing Queanbeyan'

# Reasons Behind Preferred Options

Q3b. Do you believe either of these roads provides a benefit to the general community?

Q3c. Can you please briefly explain why you gave this response?

## **Dunns Creek Road – sample verbatim responses**

*"It stops a significant number of vehicles entering the town"*

*"Reduce traffic congestion in the Queanbeyan CBD and Woden"*

*"Dunns Creek Road will allow traffic from the developing Googong area to bypass the Queanbeyan CBD"*

*"I believe the majority of Googong residents would be travelling to Canberra for work, not Queanbeyan. Better to keep traffic away from Jerrabomberra and Queanbeyan"*

*"Reduced traffic congestion during peak hours"*

*"Reduces traffic congestion in Queanbeyan CBD during peak hours"*

*"To ease congestion on old Cooma road and Monaro Highway, particularly in winter"*

*"Would reduce traffic congestion for residents travelling to Canberra"*

## **Ellerton Drive Extension – sample verbatim responses**

*"Broader use for more people more often"*

*"Bypass Queanbeyan CBD to reduce traffic congestion"*

*"Provide easier access rather than going through Queanbeyan"*

*"Would bypass the Queanbeyan CBD when travelling to the coast"*

*"Easier access to Airport, Federal Highway, Coast road access, this will relieve traffic congestion on Old Cooma Road"*

*"Will reduce congestion in town"*

*"Shorter travel time to destinations"*

*"Easy access to the airport and Canberra's CBD. Better access to the industrial area and work"*

*"I believe it would relieve congestion in CBD especially across Queanbeyan River Bridge during peak hours"*





# Option that Benefits the Community

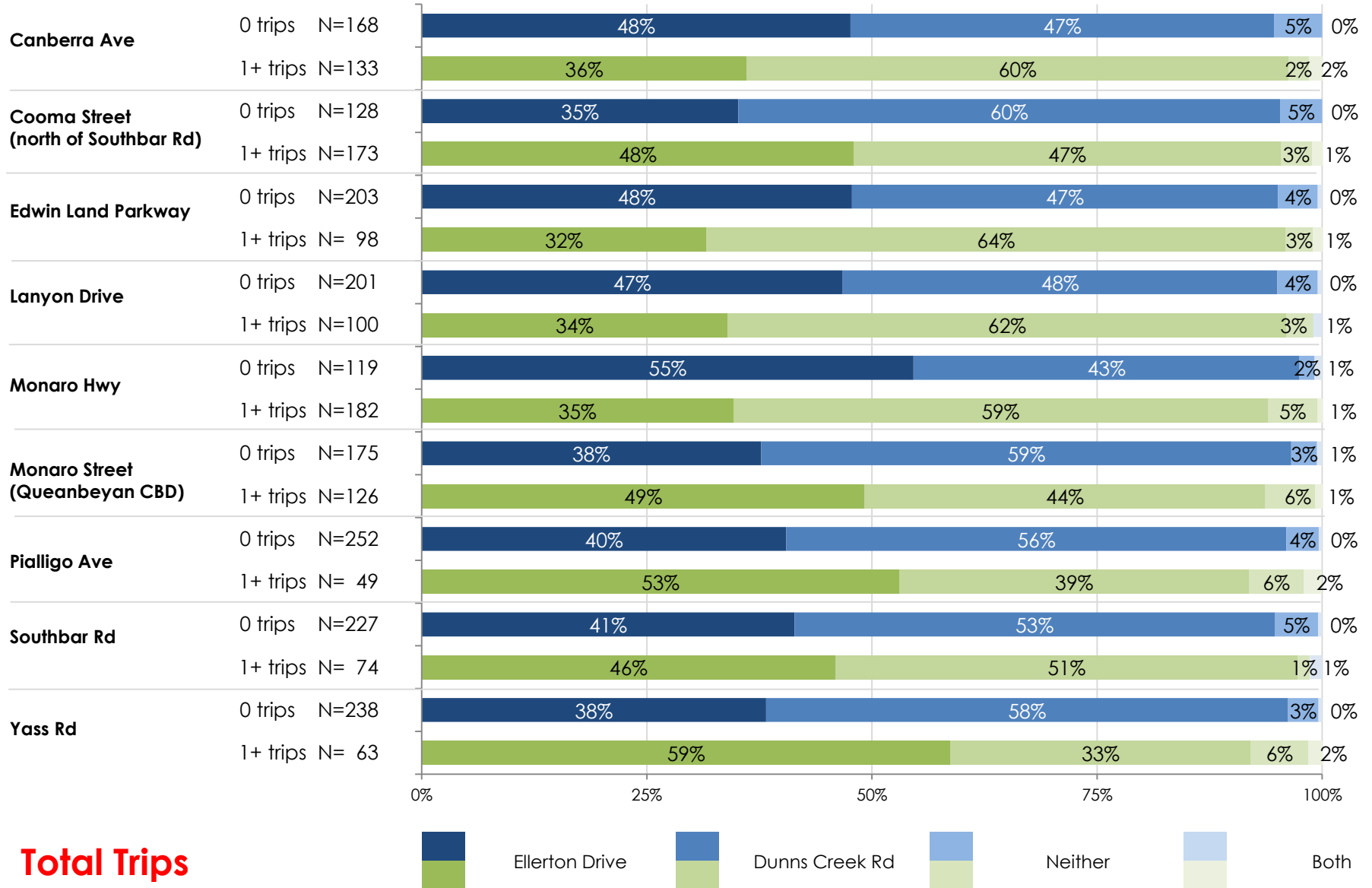
- The following two slides compare results of the 'community benefit question' by which roads the respondent used on the most recent weekday of driving – first for all trips, then filtered to peak hour trips.
- The pattern of responses is similar to the earlier 'respondent-level question, namely:
  - There was a noticeable preference for Dunns Creek Road amongst users of: Canberra Avenue, Edwin Land Parkway, Lanyon Drive, Monaro Highway, and Southbar Road.
  - In contrast, relative to the total result, there was a preference for Ellerton Drive Extension amongst users of: Cooma Street, Monaro Street, Pialligo Avenue, and Yass Road.



# Option Benefitting Community by Roads Travelled

Q2c. Still thinking about the most recent weekday when you drove in the local area, how many times, if at all, did you drive on at least part of the following local roads during each of the time periods?

Q3b. Do you believe either of these roads provides a benefit to Queanbeyan and Palerang residents?



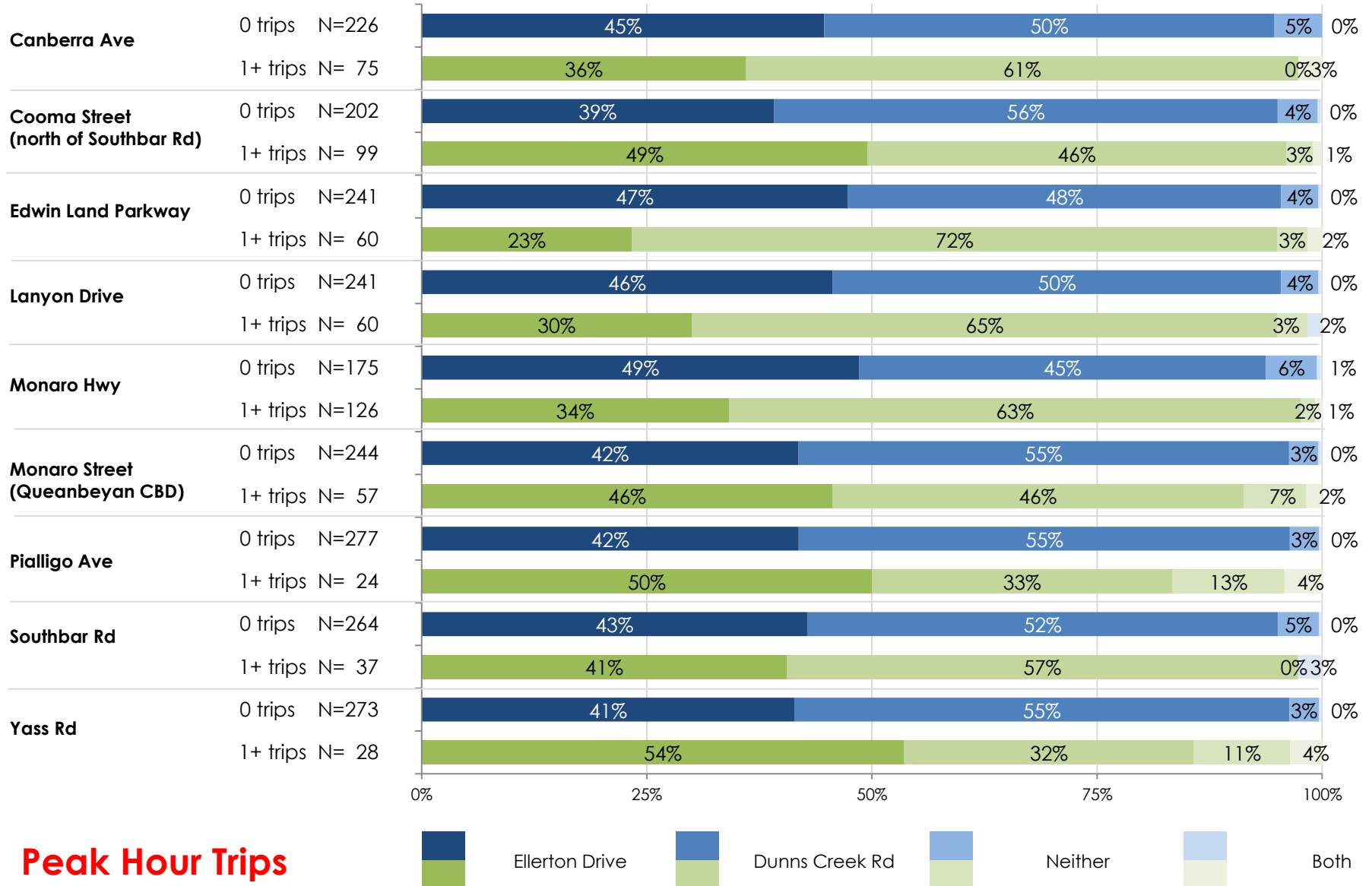
**Total Trips**



# Option Benefitting Community by Roads Travelled

Q2c. Still thinking about the most recent weekday when you drove in the local area, how many times, if at all, did you drive on at least part of the following local roads during each of the time periods?

Q3b. Do you believe either of these roads provides a benefit to Queanbeyan and Palerang residents?



**Peak Hour Trips**



# Appendix 1: The Questionnaire



**Traffic Survey – July 2015**

Thank you for your interest in this survey. In order to be able to complete the survey, you must:

- Be aged 17 years or over and hold a current licence to drive a motor vehicle (excluding Learner's permit)
- Live at the address this questionnaire was sent to

Please complete the survey once – either on this paper questionnaire or by going online at [www.micromex.com.au/index.php/queanbeyan](http://www.micromex.com.au/index.php/queanbeyan) and entering your unique code **P171827**.

In most cases you will simply need to tick a circle next to the appropriate answer, or write an answer in the spaces provided.

Please note that there are questions on the **front and back of both pages**, so please don't miss any questions.

**Q1a. Which suburb do you live in? Please tick one answer below.**

- Googong
- Fernleigh Park
- Mt Campbell
- Burra
- Little Burra
- Royalla

**Q1b. Are you...**

- Male
- Female

**Q1c. Approximately how old are you? Please tick one answer below.**

- 17-24 years
- 25-34 years
- 35-44 years
- 45-54 years
- 55-64 years
- 65-74 years
- 75+ years

Please Turn Over...

The following questions are about the most recent **weekday** that you drove at least once in the Queanbeyan, Palerang, or Canberra local areas. (If you are answering the survey on a weekday, please don't answer about 'today' – please answer about the most recent previous weekday when you drove)

**Q2a. What day of the week (Monday to Friday) was it when you most recently drove at least once in the Queanbeyan, Palerang, or Canberra local areas? Please tick one answer below.**

- Monday
- Tuesday
- Wednesday
- Thursday
- Friday

**Q2b. A 'car trip' is from one destination to another. For instance, if you drove from home to the bank, and then to the hardware store, and then home again, that is three 'car trips'.**

On your most recent weekday when you drove in the local areas (answered in Q2a), how many car trips in the local area(s) did you start during each of the following time periods? Please think of all the car trips you took that day.

	Before 7.00am	7.00am to 8.59am	9.00am to 11.59am	12.00noon to 3.59pm	4.00pm to 5.59pm	6.00pm or later	Total for the Day
No. of Car Trips							

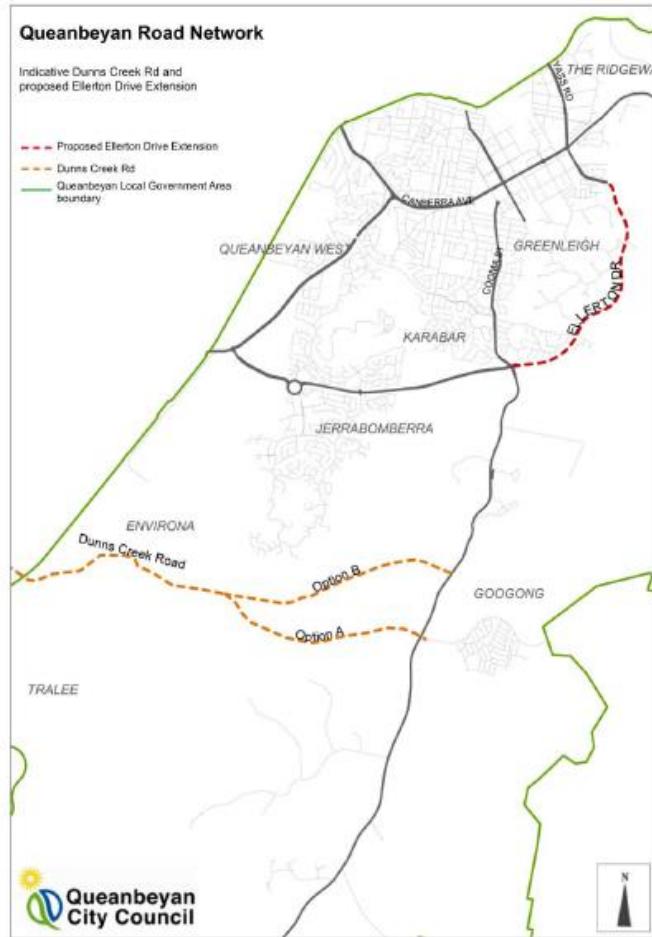
**Q2c. Still thinking about that most recent weekday when you drove in the local area(s), how many times, if at all, did you drive on at least part of the following local roads during each of the time periods?**

	Before 7.00am	7.00am to 8.59am	9.00am to 11.59am	12.00noon to 3.59pm	4.00pm to 5.59pm	6.00pm or later	Total for the Day
Canberra Ave							
Cooma Street (north of Southbar Rd)							
Edwin Land Parkway							
Lanyon Drive							
Monaro Hwy							
Monaro Street (Queanbeyan CBD)							
Pialligo Ave							
Southbar Rd							
Yass Rd							

Please consider the following before answering the next questions.

- The proposed Ellerton Drive Extension would commence at the intersection of Old Cooma Rd and Edwin Land Parkway and would join the existing Ellerton Drive (near Spotlight/Red Rooster). The road would be 4.6km long, 80km/h. This road would provide an alternative route to Cooma Street and the Queanbeyan CBD and reduce congestion to these areas.
- A Dunns Creek Rd would connect Old Cooma Rd with the Monaro Highway (via Tralee). This would be 7.5km-8km long, 80km/h. This road would provide an alternative route to Old Cooma Road and Edwin Land Parkway and reduce traffic in these areas, but would not reduce traffic flow along Cooma Street and the Queanbeyan CBD.

A map of both these options is provided below:



- Several intersection improvements are required regardless of whether Ellerton Drive Extension or Dunns Creek Road is constructed.

Please Turn Over...

Q3a. If one of the roads was to be built, which one would most benefit your travelling needs?

Please tick one answer below.

- Ellerton Drive Extension
- Dunns Creek Road
- Neither would benefit my travelling needs

Q3b. Do you believe either of these roads provides a benefit to the general community? Please tick one answer below.

- Yes, Ellerton Drive Extension
- Yes, Dunns Creek Road
- Neither would benefit residents

Q3c. Can you please explain briefly why you gave this response.

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Q4a. How long have you lived in your current property? Please tick one answer below.

- Less than 2 years
- 2 – 5 years
- 6 – 10 years
- 11 – 20 years
- More than 20 years

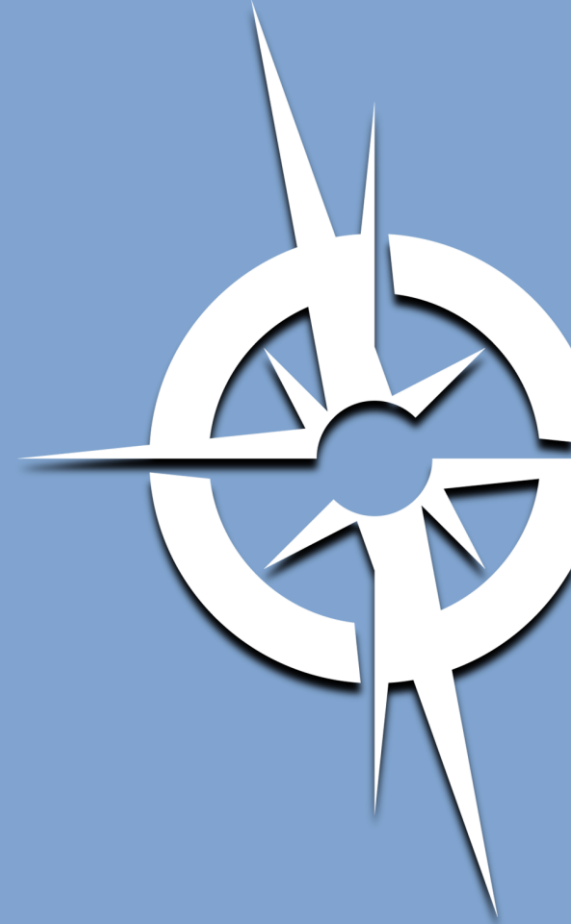
Q4b. What is your current work status? Please tick one answer below.

- Working full-time for 35 or more hours a week
- Working part-time or casual for less than 35 hours a week
- Unemployed
- Studying at School, TAFE or University
- Home duties
- Retired
- Other

Q4c. What is your family status? Please tick one answer below.

- Single/living alone
- Single parent (children at home)
- Couple (children at home)
- Couple (no children at home)
- Group/shared household
- Living at home with one or more parents
- Other

Thank you for your time and assistance. Please place this completed questionnaire in the reply-paid envelope provided and return to Micromex Research by Friday July 31, 2015.



**micromex**  
research

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