

Standing Committee on Public Accounts

Inquiry into Appropriation Bill 2011-12 (No.2)

Responses to questions on notice arising from 15 March 2011 public hearing

Authorised for publication
17.4.12

TREASURER FOR THE AUSTRALIAN CAPITAL TERRITORY
Inquiry into Appropriation Bill 2011–12 (No. 2)

Standing Committee on Public Accounts

15 March 2012

QUESTION ON NOTICE



THE CHAIR:

- (1) In the context of the Consultants' report entitled—*Ashley Drive, Monash—Road Network Upgrade Feasibility Study*, February 2011—specifically in relation to the limitation sections on pages 26–30—the Committee has a number of concerns it would appreciate further information on or clarification. These lines of concern are detailed in the table below.

Page	Section reference	Detail of concern/clarification
Page 26	5.2.1—Erindale Drive/Sternberg Crescent—Limitations	Under the limitations section for 5.2.1—can the Committee please be provided with an explanation for the following terms and/or text in the context of the proposed works: ▪ '...many Stage 1 measures <u>may only remain effective over the short-term</u>' ▪ 'The double right turn proposal introduces <u>a potential conflict point...</u>' ▪ '...mitigated through an <u>electronic lane allocation system, tidal flow system or signalisation of multiple approaches...</u>' ▪ '...the traffic signals would operate with <u>minimal spare capacity for any future traffic growth, in addition to providing only a limited operation benefit...</u>' ▪ '...the limited available road reserve width in Sternberg Crescent east <u>would present difficulties...</u>'
Page 27	5.2.1—Erindale Drive/Sternberg Crescent—Limitations	Under the limitations section for 5.2.1—the Report: ...recommended that a further detailed traffic study be undertaken to examine the traffic generating characteristics of Gowrie, Fadden and Macarthur, and assess route choice and alternative routes in the area. This would permit further development and implementation of the most appropriate treatment(s).

		Will the detailed traffic study, as recommended, be implemented/actioned?
Page 27	5.2.2—Sternberg Crescent/Bugden Avenue	Under the limitations section for 5.2.2—can the Committee please be provided with an explanation for the following terms and/or text in the context of the proposed works: ▪ ‘...they <u>only marginally improve the delay and queuing</u> for the Sternberg Crescent east approach...’ ▪ ‘...Bugden Avenue approach would be <u>adversely affected</u>...’ ▪ ‘<u>Sternberg Crescent west approach queuing may extend to Erindale Drive during the PM peak.</u>’
Page 28	5.3.1—Ashley Drive/Sternberg Crescent	Under the limitations section for 5.3.1— the Report states: The key limitations of the Stage 1 measures are that they could only be constructed as part of the larger network changes as detailed below and illustrated in Appendix C. If the Stage 1 measures are only part of a larger network of changes—will the larger network changes, as proposed, be implemented? If yes, when is it planned that these will occur?
Page	Section reference	Detail of concern/clarification
Page 28	5.3.2—Ashley Drive/McBryde Crescent	Under the limitations section for 5.3.2— the Report states: The key limitations of the Stage 1 measures are that they could only be constructed as part of the larger network changes as detailed below and illustrated in Appendix C. If the Stage 1 measures are only part of a larger network of changes—will the larger network changes, as proposed, be implemented? If yes, when is it planned that these will occur?
Page 29	5.4.1—Ashley Drive/Isabella Drive	Under the limitations section for 5.4.1—can the Committee please be provided with an explanation for the following terms and/or text in the context of the proposed works:

		▪ ‘...would <u>only remain effective over the short-term...</u>’ ▪ ‘...the <u>effectiveness of the metering would diminish</u> (as queuing and delays would increase on Isabella Drive).’
Page 30	5.4.3—Priority Control Intersections	Under the limitations section for 5.4.3—can the Committee please be provided with an explanation for the following terms and/or text in the context of the proposed works: ▪ ‘<u>The key limitation for the combination of these measures would be the capital costs and whether these costs provide an appropriate benefit.</u>’

MR BARR: The answer to the Member’s question is as follows:

Page 26 (5.2.1) – Erindale Drive/Sternberg Crescent Limitations

- 1) The report recognises the limitations of the existing intersection of Sternberg Crescent and Erindale Drive continuing to operate as an at grade intersection without traffic lights should significant traffic growth be experienced in the longer term.
- 2) The potential conflict refers to traffic on Sternberg Crescent continuing to travel through the intersection in two lanes while the lane arrangements will be modified so that the through movement is limited to the outer lane.
- 3) There are a range of treatments to reinforce the lane status on the roundabout, the simplest form being static signs and linemarkings to more complex forms of control as described in the report.
- 4) Same as point (1) above.
- 5) Same as point (1) above.

Page 27 (5.2.1) – Erindale Drive/Sternberg Crescent Limitations

- 6) Yes.

Page 27 (5.2.2) – Sternberg Crescent/Bugden Avenue.

- 7) Traffic on Bugden Avenue will be now controlled by traffic lights rather than having right of way at a roundabout. This will make Bugden Avenue less attractive as a through route and assist in protecting the amenity for residents who live on Bugden Avenue.
- 8) The queuing on Sternberg Crescent in the peak period is a consequence of installing the traffic lights at the intersection with Bugden Avenue.

Page 28 (5.3.1) – Ashley Drive/Sternberg Crescent

- 9) Yes. Stage 2 works will be put forward for consideration in future capital works programs.

Page 28 (5.3.2) – Ashley Drive/McBryde Crescent

- 10) Yes, see (9) above.

Page 29 (5.4.1) – Ashley Drive/Isabella Drive

- 11) The use of metering can better manage the capacity at roundabouts up to a certain level of traffic growth. If in the longer term there is significant traffic growth through the intersection, the benefits of metering will be diminished.

Page 30 (5.4.3) – Priority Control Intersections

- 12) This comment relates to the high capital cost of upgrading the intersections relative to the improved safety and capacity benefits that may result.

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**Andrew Barr MLA
Treasurer**

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QUESTION ON NOTICE



THE CHAIR:

In the context of the Consultants' report entitled—*Ashley Drive, Monash—Road Network Upgrade Feasibility Study*, February 2011—in particular with regard to the Executive Summary and discussion of the benefits and limitations pertaining to stage 1 and 2 treatment packages as detailed in the body of the Report:

What is the actual return on investment for the proposed upgrade?

MR BARR: The answer to the Member's question is as follows:

For stage 1 funded works, the costs are \$6.16 million and the benefits are more than \$55 million (benefit/cost = 9.2).

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QUESTION ON NOTICE



THE CHAIR:

In the context of the Consultants' report entitled—*Ashley Drive, Monash—Road Network Upgrade Feasibility Study*, February 2011:

Page 2 of the Executive Summary states:

As an overall package, the proposed treatment measures can be economically justified, however significant benefit streams arising from Stage 1 measures at the Erindale Drive and Sternberg Crescent roundabout, as well as the Ashley Drive and Isabella Drive roundabout are largely absorbed by the more expensive signalisation and duplication works.

If the return on investment for stage one measures will be largely absorbed by later proposed measures—why is the work—as proposed under stage 1—being done?

MR BARR: The answer to the Member's question is as follows:

The most cost effective work has been picked up in stage 1 with a benefit/cost return of 9.2 for this stage.

The cost benefit analysis remains positive. The higher capital costs associated with stage 2 works reduce the benefits, resulting in an overall benefit/cost return for the project of 4.6 once stage 2 is also progressed.

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A handwritten signature in black ink, appearing to read "Andrew Barr".

Andrew Barr MLA
Treasurer

Date: 10.4.2012

QoN # 4
27.3.12

TREASURER FOR THE AUSTRALIAN CAPITAL TERRITORY
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QUESTION ON NOTICE



THE CHAIR:

In the context of stage 1 of the upgrade of Ashley Drive, as proposed for authorisation under Appropriation Bill 2011–2012 (No. 2)—intersections proposed for signalisation:

Will there be bus signalisation at any of these intersections?

MR BARR: The answer to the Member's question is as follows:

Traffic lights have been selected at various intersections so that bus signals can be installed if required to provide priority to buses.

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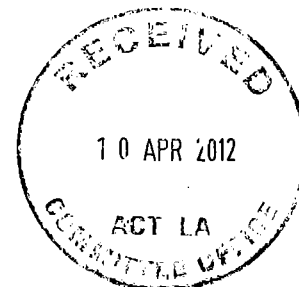
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THE CHAIR:

In the context of the Consultants' report entitled—*Ashley Drive, Monash—Road Network Upgrade Feasibility Study*, February 2011—page 23:

- (a) There is a reference in the map on page 23—'Metering on east approach' on Isabella Drive. What is the meaning of the term—'Metering on east approach'?
- (b) Also with reference to the map on page 23 at the roundabout intersection of Isabella Drive and Ashley Drive—there is a symbol—what is the meaning of this symbol?

MR BARR: The answer to the Member's question is as follows:

- (a) "Metering" refers to introducing traffic signal control on a particular approach to generate gaps in the traffic flow. This enables other vehicles to get onto the roundabout while the traffic which would have priority at the roundabout without metering is stopped.
- (b) This symbol refers to traffic signals being introduced on this approach.

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THE CHAIR:

In the context of the stage 1 and stage 2 works proposed for the upgrade of Ashley Drive:

Will provision be made in the available road reserves for designated bus lanes at a later or future stage?

MR BARR: The answer to the Member's question is as follows:

No provision has been made for bus lanes on Ashley Drive at this stage.

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THE CHAIR:

How will the Erindale Drive duplication impact on the opportunity to create an offroad cycling/walking path along Erindale Drive—in particular, will the duplication make building the path more difficult or more expensive?

MR BARR: The answer to the Member's question is as follows:

The road reservation for Erindale Drive is of sufficient width not to impact the cost of or limit the provision of an off road shared path along Erindale Drive.

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QUESTION ON NOTICE



THE CHAIR:

How will the Erindale Drive duplication impact on the opportunity to create a dedicated bus lane along Erindale Drive—in particular, will the duplication make building the bus lane more difficult or more expensive?

MR BARR: The answer to the Member's question is as follows:

Duplicating the section of Erindale Drive would result in the provision of a median which could facilitate the provision of a future bus lane although none is currently proposed. The current proposal to duplicate Erindale Drive would not impact on the cost of a future bus lane.

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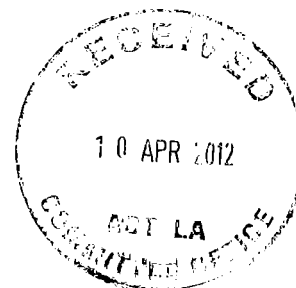
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THE CHAIR:

Do any of the components of the stage 1 upgrade make implementation of the Erindale Master Plan more difficult or more expensive? Which aspects are affected?

MR BARR: The answer to the Member's question is as follows:

Stage 1 works will improve pedestrian and vehicular safety and access to Erindale Centre particularly off Ashley Drive and Sternberg Crescent. From that perspective, the works will facilitate a number of measures identified in the draft Master Plan at no additional cost.

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THE CHAIR:

How will the Government ensure that the proposed Stage 1 upgrade is compatible with recommendations from the Erindale bus station study and the new public transport focus for the Erindale Centre?

MR BARR: The answer to the Member's question is as follows:

The Ashley Drive works were developed with an understanding of the public transport study in Erindale. Territory and Municipal Services Directorate has liaised with Environment and Sustainable Development Directorate throughout the Erindale Bus Station Study and will be responsible for managing any public transport construction works that are necessary.

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