



STANDING COMMITTEE ON PLANNING, TRANSPORT, AND CITY SERVICES  
JO CLAY MLA (CHAIR), SUZANNE ORR MLA (DEPUTY CHAIR), MARK PARTON MLA

**Inquiry into referred 2019–20 Annual and Financial Reports and Budget Estimates 2020-21**  
**ANSWER TO QUESTION TAKEN ON NOTICE**  
**Thursday, 4 March 2021**

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**Asked by Mark Parton:**

In relation to: Type of resealing along Monaro Highway. (Resealing of Monaro Highway at Isabella Drive - asked about chip-seal treatment, noise, and whether this would be durable).

**MR PARTON:** Yes, okay. A number of constituents have contacted me to complain about the very recently completed resealing of the section of Monaro Highway between Isabella Drive and Johnson Drive.

And so what they are suggesting is that, you know, this is the cheaper chip-seal that has been used on this section. They have raised concerns about—just the sustainability. How that repair is going to hold up. And, you know, wider complaints about the sealing choices that are being made—

**MR STEEL:** Yes. I will invite Ms Fraser to come up to provide some further detail about that specific section of road.

**Ms Fraser:** I am not aware of the actual works that have occurred on that section of road. We are undertaking numerous road resealing and bitumen resealing works across all of ACT at the moment.

Can you just remind me of your question, please?

**MR PARTON:** Well I guess—I guess, the broader question is in regards to there is a perception that cost corner are being cut in regard to the resealing of major roads. And that there are choices being made on the type of resealing that has done that is not going to hold up all that well. And is pretty noisy when you drive on it.

**Ms Fraser:** Yes. So there is—with the two different treatment types for the road resurfacing, they are determined based on a range of factors. Such as surface area, road volume, location to sensitive facilities such as hospitals, aged care facilities.

So the chip seal, as it is commonly referred, is used predominantly because of its efficiencies—cost efficiencies, so we can deliver road resurfacing to a greater areas of roads compared to overlays or bitumen resealing.

In regards to the noise, I think you mentioned, it is certainly not a cost cutting exercise. So if anything, it could be seen as a benefit that we are resurfacing more roads, rather than focusing on smaller sections of road.



**LEGISLATIVE ASSEMBLY**  
FOR THE AUSTRALIAN CAPITAL TERRITORY

**QTON No. 13**

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With the bitumen seal, whilst the stones can take a few weeks or months to fully embed into the seal pavement, so the noise—decibel rating does go down over the months as those stones start to settle into the seal.

**MR PARTON:** All right.

**Mr Steel:** We can come back on notice in relation to the specific treatment for that section—

**Chris Steel MLA:** The answer to the Member's question is as follows:—

In the 2020-21 Road Resurfacing Program the northbound lane of Monaro Highway from Johnson Drive to Isabella Drive received a two-coat spray seal (chip seal) treatment.

Approved for circulation to the Standing Committee on Planning, Transport, and City Services

Signature:

A handwritten signature in blue ink, appearing to be "Chris Steel".

Date: 12/3/21

By the Minister for Transport and City Services, Chris Steel MLA