



LEGISLATIVE ASSEMBLY FOR THE AUSTRALIAN CAPITAL TERRITORY

SELECT COMMITTEE ON ESTIMATES 2022-2023

Mr James Milligan MLA (Chair), Mr Andrew Braddock MLA (Deputy Chair),
Dr Marisa Paterson MLA

ANSWER TO QUESTION ON NOTICE

Ms Clay: To ask the Minister for Transport and City Services

Ref: TCCS In relation to: Athllon Drive Duplication Date

(Question Lodged by Member): 02/09/2022

Date (Question Sent to DLO): 05/09/2022

1. What is the total cost of the Athllon drive project as well as the value of ACT Government and Commonwealth contributions to the Athllon Drive project?
2. Have the costs of this project been updated to reflect increases in costs for labour and materials?
3. Can you advise what feasibility studies, business cases or climate modelling this project underwent and whether induced demand was factored into any of the modelling for this project?
4. How will this project benefit public and active travel?
5. What is the cost of public travel aspects of the project and what will that money be spent on?
6. What is the cost of active travel aspects of the project and what will that money be spent on?

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

1. Detailed design funding (\$5.2m) has been provided, and this design work will inform the cost estimates for the Athllon Drive upgrade project. The Federal Government has not appropriated funding for the project at this time.
2. A concept design was announced in 2020. The construction cost estimates for this project will be developed as part of the upcoming detailed design projects (including P50 and P90 risk based cost estimates). These updated cost estimates will factor in the risk of increasing labour and material supply costs using current rates.
3. Concept designs for this project were announced in August 2020. The Infrastructure Study and Duplication Concept Design was funded in the 2019-20 Budget, and the Detailed Design in the 2020-21 Budget. The Woden Valley Reference Traffic Model (Expansion Area) which is being prepared for use on this project is based on the Canberra Strategic Transport Model and is the future reference model that will be used by TCCS in its role as the manager of the transport networks. This model takes into account the proposed changes to transport demand as a consequence of the light rail extension to Woden and potentially to Mawson, subsequent changes to the public transport network and the proposed improvements for active travel.

4. This project will deliver key infrastructure improvements to the active travel connections and public transport network for Woden and Tuggeranong residents making it easier and safer to walk, ride or catch the bus. Two rapid bus routes, cyclists and nearly 2,000 vehicles currently use this multi-modal transport route every hour during peak periods.

Northern section (Shea Street to Melrose Drive):

- Continuous on-road cycle lanes will be provided including safe crossing through new signalised intersections along the direct path of travel for cyclists.
- The western verge will see upgrades to sections of the existing shared path and new sections of path delivered, path users will also benefit from the signalisation of road crossings along the path of travel and to connect across Athllon Drive.
- In the eastern verge, there will be a new shared path connecting Hindmarsh Drive to the most northerly relocated bus stop on Athllon Drive and through to the Melrose Drive intersection.
- The signalisation of intersections at Shea Street, Parramatta Road and Melrose Drive will have significant benefits for active travel users of the off-road shared path providing safe crossing points along the paths direct path of travel and connecting across Athllon Drive.
- The four-way intersection at Shea Street will provide egress for the new Woden Bus Depot as well as street access to the proposed housing identified in the Indicative Land Release Program and Woden Town Centre and Mawson Group Centre Master Plans.
- There will be a bus priority lane heading north towards Hindmarsh Drive from the Melrose Drive intersection.
- There will be a new southbound bus stop at the highest patronage location adjacent to Shea Street, with safe crossing at the new signalised intersection, and northbound bus stop will be relocated to create the pair.
- Adjustments to the pedestrian bridge over Yarralumla Creek opposite Parramatta Street will improve connections to the broader path network.

Southern section (Sulwood Drive to Drakeford Drive):

- On-road cycle lanes in both directions will be improved to create both a safer experience and a higher feeling of safety for users of these lanes.
- The signalisation of the intersection with Atkins Street and upgrades to the other intersections will contribute significantly to improving safety and ease of use for cyclists utilising the cycle lanes.
- The intersection signalisation at Atkins Street and other intersection upgrades at Fincham Crescent and Vosper Street (which include controlled priority pedestrian crossings) will also significantly improve ease of use (efficiency of travel) and safety for the shared path users.
- The new shared path connection through a new underpass beneath the western leg of the Sulwood Drive intersection, including a safe connection to this path from the on-road cycle lane, resolves a key connection in the path and cycle lane network connecting Tuggeranong to Woden. This underpass will also connect to the new shared path that is planned to be constructed along Sulwood Drive.
- There will be improvements to the public transport network with new bus stops and path connections to the existing path network at the existing bridge midblock between Sulwood Drive and Atkins Street and relocation of the northbound bus stop at the Wanniasa Park and Ride.
- The intersection and path improvements within the area of works will contribute to making it easier and safer to access and use public transport.

- Part-time traffic signals at the intersection of Sulwood Drive and Athllon Drive will improve the general safety and efficiency of this intersection for all users.
5. The cost of public transport aspects of the project are included in the cost estimates which are calculated based on the Bill of Quantity items as defined by the ACT's Municipal Infrastructure Standards and Technical Specification. As such the cost of the public transport aspects of the project are combined into this overall total and are not separate. The money will be spent on the items identified in 4 above and as this list shows, active travel and the promotion of multimodal transport options in this corridor is an integral part of the concept design and the upcoming detailed design development.
 6. The cost of active travel aspects of the project are included in the cost estimates which are calculated based on the Bill of Quantity items as defined by the ACT's Municipal Infrastructure Standards and Technical Specification. As such the cost of the active travel aspects of the project are combined into this overall total and are not separate. The money will be spent on the items identified in 4 above and as this list shows active travel and the promotion of multimodal transport options in this corridor is an integral part of the concept design and the upcoming detailed design development.

Approved for circulation to the Select Committee on Estimates 2022-2023

Signature:



Date:

9/9/22

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