



LEGISLATIVE ASSEMBLY
FOR THE AUSTRALIAN CAPITAL TERRITORY

QTON No. 26

STANDING COMMITTEE ON ENVIRONMENT AND TRANSPORT AND CITY SERVICES
Ms TARA CHEYNE MLA (CHAIR), CANDICE BURCH MLA (DEPUTY CHAIR), JAMES MILLIGAN MLA

Inquiry into referred 2018–19 Annual and Financial Reports
ANSWER TO QUESTION TAKEN ON NOTICE
15 November 2019

Asked by Ms Tara Cheyne MLA:

In relation to: Impact of the Republic Development and how all of the sites coming online look

THE CHAIR: Okay and in terms of traffic modelling and road load, again there is quite a lot of—you know, with the Republic development rapidly coming online, there is a new hotel at the Labor Club as well as this car park site. There is another site nearby, next to the gymnasium and Chatterbox Café, as well as the Morris Property Group have just signalled that they are going to develop some National Capital land. How much can the roads in that area bear? Can they bear all of that development, not just in terms of you know, weight, but you know, traffic?

Mr Davidson: Yes, so there are different layers of modelling that we have available. At the highest level, there is the Canberra Strategic Transport Model, which is a very powerful tool that was developed in the early 2000s and that tool includes land use data, population data, employment data. It is a very powerful tool for forecasting demand across the city.

But that then allows us to help plan our capital works programs and optimisation of the network, if you like. So that tool was really important with planning for urban intensification. We then have other layers of modelling and in the middle, we have mesoscopic models that are commissioned for different projects.

For light rail stage 1 and 2, for example, there are mesoscopic models that have been developed to assess the operational impacts or the things that we need to do on the ground to look at the performance of individual intersections as well. And then at the very bottom layer of modelling there is the microsimulation, which is what has been undertaken to assess the impacts of the Republic development that you have mentioned.

So there are different levels of modelling capability and there are different uses for that. At the strategic level, it is very much about forecasting demand and then with the other layers of modelling, that allows us to actually analyse the performance of the network, even at individual intersections, and then we can start to run different scenarios to see what things we need to do to deliver through our Capital Works Program or to optimise the performance of the network to support the intensification.

THE CHAIR: We have run out of time, but are you able to take on notice what that impact of the Republic development is?

Mr Davidson: I can.

THE CHAIR: And very keen to know if there has been further work about how all of those sites coming online look.

Mr Davidson: Sure, thank you.

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

Transport Canberra and City Services (TCCS) uses different levels of transport modelling to forecast travel demand, evaluate the transport network performance and determine the impact of proposed developments.

The Canberra Strategic Transport Model suggests that without the Republic development, Cameron Avenue in its current configuration (one lane in each direction with lane capacity of 600 vehicles per hour) will be operating at close to capacity by 2031.

The Republic development, when fully developed, is forecasted to contribute a total of around 620 additional trips in the morning peak and around 728 trips in the afternoon peak to Cameron Avenue. These additional trips will exceed the existing lane capacity of Cameron Avenue. Parking within the Republic development and other developments adjacent to Cameron Avenue such as Section 47 and Section 45 Belconnen will also generate additional traffic along Cameron Avenue.

TCCS requires a Transport Impact Assessment (TIA) for most multi-unit and mixed-use developments depending on scale and location. The TIA is used to inform any offsite works, if required. In relation to the Republic development in Belconnen, TCCS originally supported the development with a condition that a roundabout be built at the intersection of Edmondstone Place and Cameron Avenue and traffic signals be installed at the intersection of Cameron Avenue and Chandler Street. Further detailed transport modelling undertaken by an independent consultant, which included the inputs and support from more recent surrounding development proposals, demonstrated that these intersection improvements were not required and in fact would have provided a worse outcome.

TCCS is currently considering revised improvements to Cameron Avenue to be delivered by the proponent of the Republic Development that will achieve the lane capacity required to manage the increased traffic movements.

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

Signature:



Date:

26/11/19

By the Minister for City Services, Chris Steel MLA