ACT Government
Transport Canberra and City Services

FREEDOM OF INFORMATION COVERSHEET

The following information is provided pursuant to section 28 of the *Freedom of Information Act 2016*.

FOI reference: 24-101

Information to be published	Status
1. Access application	Published
2. Decision notice	Published
3. Schedule	Not applicable
4. Documents	Published
5. Additional information identified	Not applicable
6. Fees	Not applicable
7. Processing time (in working days)	27 days
8. Decision made by Ombudsman	Not applicable
9. Additional information identified by Ombudsman	Not applicable
10. Decision made by ACAT	Not applicable
11. Additional information identified by ACAT	Not applicable

From: [redacted]
To: TCCS_FreedomOfInformation
Subject: Limestone Ave and traffic lights - FOI
Date: Tuesday, 2 July 2024 6:34:35 PM

Hi

Can you please provide any documents that cover the following:

- any analysis that was undertaken of impacts to traffic flows after installing new traffic lights at the corner of Limestone Ave and Treloar Cres, including what date the analysis was undertaken. This would include, but not limited to, any analysis that considered any changes in the travel times on Limestone Ave since installation, any changes in the number of vehicles passing through the intersection, and any information on the effectiveness and efficiency of the traffic lights.

[redacted]

ACT Government
Transport Canberra and City Services

[redacted]

Dear [redacted]

Freedom of Information Request - Reference 24-101

I refer to your application for access to government information received by Transport Canberra and City Services (TCCS) on 3 July 2024. It is my understanding that you are seeking access to the following government information under the *Freedom of Information Act 2016* (FOI Act):

> *"Any documents that cover the following:*
> *- any analysis that was undertaken of impacts to traffic flows after installing new traffic lights at the corner of Limestone Ave and Treloar Cres, including what date the analysis was undertaken. This would include, but not limited to, any analysis that considered any changes in the travel times on Limestone Ave since installation, any changes in the number of vehicles passing through the intersection, and any information on the effectiveness and efficiency of the traffic lights."*

Timeframes
In accordance with section 40 of the FOI Act a decision is due on your access application by 14 August 2024.

Authority
I am an Information Officer appointed by the Director-General under section 18 of the Act to deal with access applications made under Part 5 of the FOI Act.

Decision on access
In accordance with the FOI Act, a search of TCCS records has been completed and one record as relevant to your application.

Upon reviewing this record and applying the public interest test under section 17 of the FOI Act, I am providing you with full access. Reasons for my decision are detailed further below in the statement of reasons. A copy of the record is enclosed at Attachment A.

Statement of Reasons
In reaching my access decision, I have taken the following into account:

- The FOI Act.
- the content of the documents that fall within the scope of your request.
- the *Human Rights Act 2004*.

The FOI Act has a pro disclosure bias, which requires information to be disclosed unless doing so would be contrary to the public interest. As an Information Officer, I must decide where, on balance, public interest lies in the disclosure of government information. Section 17(1) of the Act sets out the steps for completing the public interest test. As part of this process, I must identify all relevant factors in schedule 1 of the FOI Act. If no factor in schedule 1 is found relevant, I must

then consider the factors listed in schedule 2 of the FOI Act and determine, on balance, where the public interest lies.

Schedule 1:

- No relevant sections identified.

Schedule 2:
Factors favouring disclosure (Schedule 2.1)

- Schedule 2.1(viii) - reveal the reason for a government decision and any background or contextual information that informed the decision

Factors favouring non-disclosure (Schedule 2.2)

- No relevant records have been identified.

In the reviewing the information falling in scope of your application, I recognise that the information relates to the function of a government asset, being the signalising of an intersection. I note that decisions around travel have an impact on the community and the disclosure of relevant information would provide insight into the reason for a government decision.

In my review of the information in scope of your application, I have not identified any factors favouring non-disclosure as relevant.

I find that the disclosure of information in this record is, on balance, in the public interest.

Charges
In accordance with *Freedom of Information (Fees) Determination 2018*, a fee of $0.35 per page of information disclosed, except for the first 50 pages, may be applied to an access application. No fee is applicable to your application as disclosure is within the fee-free threshold.

Online publishing – disclosure log
Under section 28 of the Act, TCCS maintains an online record of access applications called a disclosure log. A copy of your application, my decision and the information disclosed to you will be published on the TCCS disclosure log within 3 – 10 business days. Your personal information will be removed from these copies prior to publication. You may view the TCCS disclosure log here.

Ombudsman review
My decision on your access request is a reviewable decision as identified in Schedule 3 of the Act. You have the right to seek an Ombudsman review of this outcome under section 73 of the Act within 20 working days from the day that my decision is published in TCCS' disclosure log, or a longer period allowed by the Ombudsman. If you wish to request a review of my decision, you may write to the Ombudsman at:

The ACT Ombudsman
GPO Box 442
CANBERRA ACT 2601
Via email: actfoi@ombudsman.gov.au

ACT Civil and Administrative Tribunal (ACAT) review
Under section 84 of the Act, if a decision is made under section 82 on an Ombudsman review, you may apply to the ACAT for review of the Ombudsman decision. Further information may be obtained from ACAT at:

ACT Civil and Administrative Tribunal
GPO Box 370
CANBERRA CITY ACT 2601
Telephone: (02) 6207 1740
www.acat.act.gov.au

If you have any queries concerning the directorate's processing of your request, or would like further information, please contact the TCCS FOI team on (02) 6207 2987 or email to tccs.foi@act.gov.au.

Yours sincerely

Lisa Johnson
Information Officer

9 August 2024

From: Hubbard, Benjamin
To: Bunnik, Chris
Cc: Poon, Kit; Rampton, Tim
Subject: RE: Euree/Limestone/Treloar - RG 19038-3/1
Date: Thursday, 12 October 2023 10:40:20 AM
Attachments: image005.png
image006.png
image007.png
image008.png
image009.png

OFFICIAL

Chris,

If the money is there then lets see if we can get a camera asap so that we can at least see what is happening.

I ll have a chat with Tim about this site and the review process.

Regards Ben

From: Bunnik, Chris <Chris.Bunnik@act.gov.au>
Sent: Thursday, October 12, 2023 7:54 AM
To: Hubbard, Benjamin <Benjamin.Hubbard@act.gov.au>
Cc: Poon, Kit <Kit.Poon@act.gov.au>
Subject: FW: Euree/Limestone/Treloar - RG 19038-3/1

OFFICIAL

Ben,

As discussed recently, we have received a number of complaints regarding queuing and delays at the recently commissioned Limestone/ Treloar/ Euree signals.

Per the email below Kit has reviewed the model as prepared by the Consultant and found a number of anomalies, including the incorrect operation of the pedestrian crossing over Limestone Avenue in two phases instead of one, an unfeasible phase sequence and an unrealistically high cycle time.

Kit has revised the model to a more realistic configuration, which is aligning with current traffic conditions. This includes delays of 333 seconds compared to the originally modelled 135 seconds.

From an operational perspective the only likely substantial improvement we could make is staging the pedestrian movement over Limestone Avenue. Kit has modelled this, results summary below.

A staggered option was not originally considered as these arrangements often cause complaints at school sites. There would be significant cost including the relocation of a mast arm and potentially tree impacts.

During design development we discussed whether a camera was necessary. It was decided that this would not be justified given the site was not anticipated to cause any issues and the imminent provision of cameras at Limestone/ Ainslie. However given the issues we now face a camera would be of great assistance in closely monitoring and tweaking the operation of the site. I have discussed this option with the Project Manager, who indicates that the required funding (estimated $15k) may be available within the project budget. He will discuss this proposal with his management if it is requested by yourself and Tim.

It appears that the modelling was only reviewed by the Project Manager(s). PM s generally do not have the skills or experience to review and assure modelling. I believe that the process for review of project models requires review. I believe that Tim Wyatt s modelling team should be conducting a thorough review of modelling, whilst a precis of the modelling output should be provided as part of a design report which would allow my unit to conduct a quick sanity check . The design report would also be the vehicle for the identification and subsequent addressing of design non conformances which should be identified by the design consultant, not ourselves.

Could we please discuss.

Chris

From: Poon, Kit <Kit.Poon@act.gov.au>
Sent: Wednesday, October 11, 2023 10:56 PM
To: Bunnik, Chris <Chris.Bunnik@act.gov.au>
Subject: FW: Euree/Limestone/Treloar - RG 19038-3/1

OFFICIAL

Hi Chris,

I ve reviewed the model for Limestone Avenue and there are some clear mistakes in this model.

The phasing summary suggests a phase sequence of ABCDEF:

As we know, this phase sequence is impossible to operate considering standard traffic signal operation in Australia. The overlaps are non-complimentary from a phase to phase basis and the sequence suggests that the pedestrian across Limestone Avenue can operate in D and E phases. Furthermore, the pedestrian operating across Euree and Treloar during B and C phases when overlapping from A phase constitutes an illegal movement as the pedestrian may introduce whilst vehicles are streaming during the intergreen overlap from the previous phase.

Permitting the pedestrians to operate in both D and E phases overall reduces the delay to the main Limestone Avenue movement as the 31 second pedestrian operation can be split between two phases, instead of over one phase.

This original model suggested a 95th percentile queue of 811m with an average speed of 17km/h and an average delay of 135.4s. Note that the cycle length in the original model was configured as 150s a cycle length higher than any in the Territory (this cycle length would reduce the overall delays in the model).

I have now modified the SIDRA model provided to correct the phase sequence and the pedestrian operation as seen below:

With the updated modelling parameters including pedestrian movement/phase sequence, the model now suggests that the 95th percentile queue in the AM peak is 1384m (compared to 811m) with an average speed of 9.1km/h (original model 17km/h).

The average delay has increased from 135.4 seconds to 333.6 seconds.

This queue length and delay suggested in the updated model more closely compares to the current AM peak scenario with excessive queueing on Limestone Avenue.

In an attempt to improve the operation of this intersection, the only possible mitigation is to stagger the pedestrian crossing across Limestone Avenue. To this end, I have cloned the fixed model and modified the phasing as illustrated below:

Note that the pedestrian movement across Limestone Avenue now has been split into a staged arrangement during D and E phases.

By modifying the intersection, the 95th percentile queue reduces from 1384m to 958m. Average delay reduces from 333.6 seconds to 150.1 seconds and average speed increases from 9.1 km/h to 17.1 km/h. Note the staged pedestrian arrangement scenario has been compared against the corrected model with currently operating ADEF sequence.

Please find below a table to help illustrate the differences between the original model, fixed model and fixed model with staged pedestrians:

Regards,

Kit Poon | Assistant Director, SCATS and Signals

P 02 6207 9605 | [redacted]

Roads ACT | Transport Canberra and City Services Directorate | ACT Government

255 Canberra Avenue, Fyshwick 2609 | GPO Box 158 Canberra ACT 2601

www.act.gov.au | www.tccs.act.gov.au | @tccs_act

Image005.png

SIDRA Model	Average Speed (km/h)	95th percentile queue (m)	Average delay (s)
Original (incorrect phasing)	17.4	811	135.4
Fixed	9.1	1384	333.6
Fixed (Staged Ped)	17.1	958	150.1

Image009.png

Image006.png

PHASING SUMMARY

Site: 101 [Limestone Av_Treloar Cr_Euree St_AM (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site Practical Cycle Time)

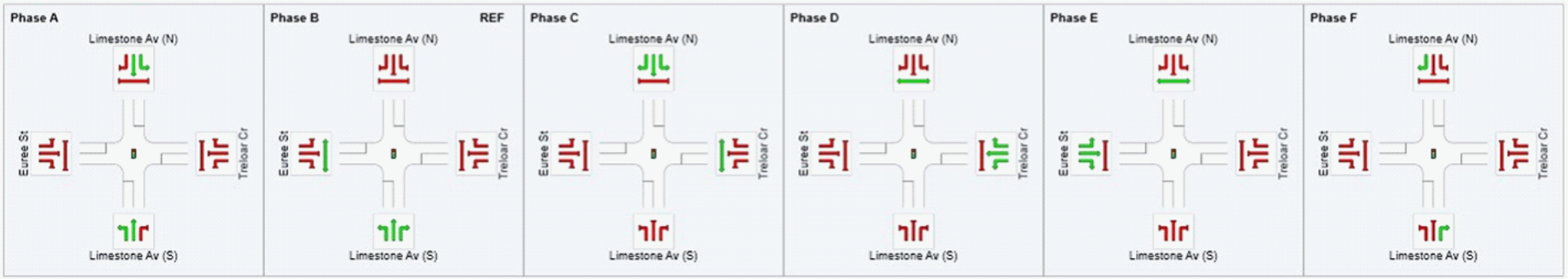
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Four-Phase Leading Right Turns
Reference Phase: Phase B
Input Phase Sequence: A, B, C, D, E, F
Output Phase Sequence: A, B, C, D, E, F

Phase Timing Summary

Phase	A	B	C	D	E	F
Phase Change Time (sec)	129	0	17	87	105	117
Green Time (sec)	15	11	64	12	6	6
Phase Time (sec)	21	17	70	18	12	12
Phase Split	14%	11%	47%	12%	8%	8%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



PHASING SUMMARY

Site: 101 [Limestone Av_Treloar Cr_Euree St_AM - Fixed (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 seconds (Site Practical Cycle Time)

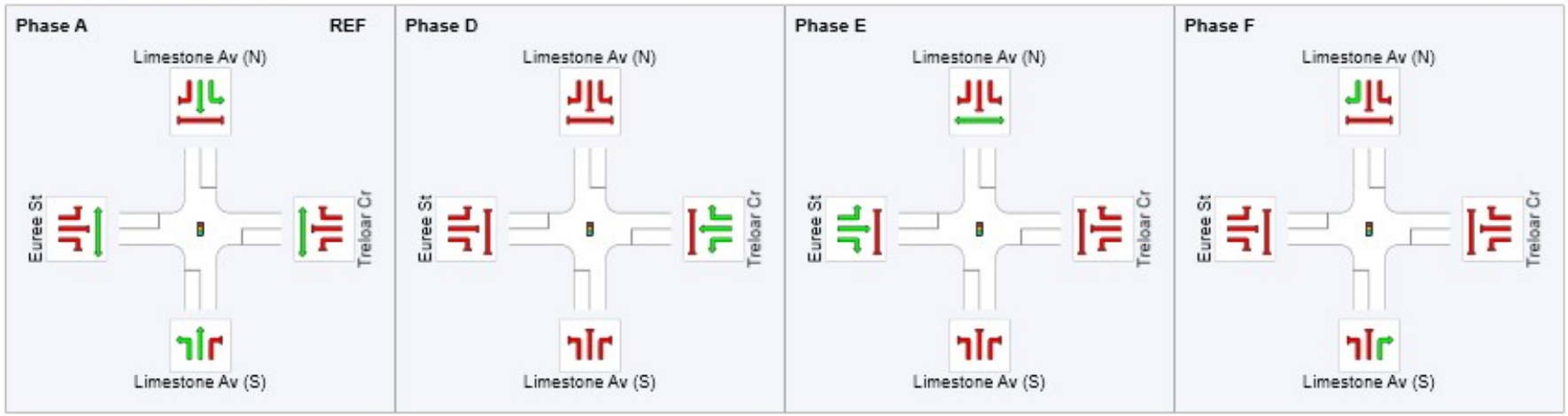
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Four-Phase Leading Right Turns
Reference Phase: Phase A
Input Phase Sequence: A, D, E, F
Output Phase Sequence: A, D, E, F

Phase Timing Summary

Phase	A	D	E	F
Phase Change Time (sec)	0	73	86	116
Green Time (sec)	66	6	22	6
Phase Time (sec)	73	14	30	13
Phase Split	56%	11%	23%	10%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

PHASING SUMMARY

Site: 101 [Limestone Av_Treloar Cr_Euree St_AM - Fixed - Stagger (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Four-Phase Leading Right Turns
Reference Phase: Phase A
Input Phase Sequence: A, D, E, F
Output Phase Sequence: A, D, E, F

Phase Timing Summary

Phase	A	D	E	F
Phase Change Time (sec)	0	86	99	116
Green Time (sec)	79	6	9	6
Phase Time (sec)	86	14	17	13
Phase Split	66%	11%	13%	10%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence