

The Department of Infrastructure, Planning and Logistics recognises that many Territorians have questions about the Barneson Boulevard and Tiger Brennan Drive Stage 3 project. Below are answers to some of the key questions we have been asked about the project.

Question	Answer
Is the Barneson Boulevard link the best solution to manage traffic in line with the projected future growth of our city?	<ul style="list-style-type: none">• Barneson Boulevard directs traffic to the geographical centre of the CBD at Cavenagh Street.• Traffic modelling of projected growth over the next 10 years and beyond identifies a need for this third entry point to Darwin's CBD to disperse traffic and ease congestion at the Stuart Highway/Daly St and Tiger Brennan Drive/Bennett St intersections.• Barneson Boulevard realised long term planning for the future. We all want to see Darwin thrive and grow. Other jurisdictions are now facing transport and traffic issues that forward planning could have resolved. We have an opportunity now to plan for generations to come.
Can we modify the design to end Barneson Boulevard at McMinn St?	<ul style="list-style-type: none">• Ending Barneson Boulevard at McMinn St would not achieve the same benefits of dispersing people to the centre of the city.• Traffic would have to filter through narrow local residential streets off McMinn Street (such as McLachlan, Shepherd, Manton Gardiner, Lindsay, Knuckey and Bennett Streets). This would require significant investment by City of Darwin to upgrade local roads, including possible land acquisition and interruption to local amenity.• It is likely Barneson Boulevard would still need to be extended in the future, at even greater cost to taxpayers than doing it all at once.

Question	Answer
<p>Could we instead duplicate or expand Knuckey St to cope with future demand?</p>	<ul style="list-style-type: none"> • Knuckey St would not provide the same efficiency as Barneson Boulevard as it does not link to the centre of the city. • Knuckey St currently experiences traffic issues and diverting more traffic to an already congested street is not good transport planning and engineering practice. • Duplication of Knuckey St would require significant land acquisition of privately owned business and buildings in the CBD at significant cost and inconvenience. • Currently there is no road reserve to connect Knuckey St to Tiger Brennan Drive, so land acquisition and site engineering would add to the cost of development.
<p>How will you atone for the loss of 50 trees to allow for construction of Barneson Boulevard?</p>	<ul style="list-style-type: none"> • Greening is fundamental to the project. For every tree that is removed during construction, four large shaded trees will be planted. • There will be approximately 200 shade trees planted along the new Barneson Boulevard. • \$7 million has been set aside in the Barneson project for landscaping, which includes a portion of funds for public art. • Upon completion of the project, 85 per cent of the current green space will remain. • The species of flora will be in keeping with the surrounding area. Trees will likely include natives selected to respond to the particular environment such as Milkwood, Rain Tree, Yellow Flame Tree, White Bush Apple, Mataranka Palms, Beach Hibiscus, Paperbark, Pongamia and Pandanus.
<p>The original design for Barneson Boulevard included a tunnel underneath Frog Hollow – why can't this be reinstated rather than going through</p>	<ul style="list-style-type: none"> • A tunnel would cost more than \$80 million - four times the estimated construction cost and result in considerable public disruption. • A tunnel would likely have a greater impact on Frog Hollow. • Construction of a tunnel would require excavation, treatment and disposal of a large quantity of acid sulphate soils. • A tunnel would be less accessible for pedestrians and amenities and not act as a street level activation including for pedestrians and cyclists.

Question	Answer
<p>Why do we need Barneson Boulevard – it seems like the Territory’s population is not growing rapidly?</p>	<ul style="list-style-type: none"> • Barneson Boulevard is a project which will offer an immediate opportunity for construction jobs for Territorians in the short term and longer term, by opening up access to unused land for commercial and community development. • Roads are an example of the type of infrastructure that enables growth and economic development. In the case of Barneson Boulevard, it will open up a substantial area of high value city centre land for development, which underpins long term prosperity. • While it is reported that the Territory is in a period of low growth, the NT Department of Treasury and Finance predicts the Territory’s population is projected to grow from 231,292 in 2011 to 319,533 by 2031 and 364,207 by 2041. • Building Barneson Boulevard now is a proactive step to ensuring the long term prosperity of the CBD by providing a high level of access.
<p>Won’t more roads heat up the city?</p>	<ul style="list-style-type: none"> • Driving, walking or riding into the city along the tree-lined boulevard is consistent with plans to revitalise Darwin CBD into a cooler, more pedestrian-friendly city centre. • 200 shade trees will be planted as part of the project – four times the shade effect of the existing trees.



Question	Answer
<p>Will the project damage the amenity of Frog Hollow?</p>	<ul style="list-style-type: none"> • The construction footprint will not encroach upon the boundaries of the heritage listed Frog Hollow Park. • The park currently is and will remain approximately 1.13 hectares in size. • The project will result in improved community access to Frog Hollow with dedicated pedestrian and cyclist paths, and a landscaped strip running alongside the park from Woods Street to McMinn Street. • Frog Hollow park will be preserved and continue to be used as public space for the benefit of the community. • The concept public space plans have allowed for an amphitheatre alongside Frog Hollow to be built into the road verge for public performances. The project also includes seating, interpretive signage for Frog Hollow and informal meeting places.
<p>Why does Barneson Boulevard contain several new signalised intersections – could we have roundabouts instead?</p>	<ul style="list-style-type: none"> • Traffic signals have been recommended for a number of reasons at three intersections along Barneson Boulevard. Key reasons include the safety of pedestrians and cyclists in a CBD environment, available space and network efficiency. • Roundabouts work well when there are even amounts of traffic approaching on all arms. In the case of Barneson Boulevard, traffic studies have indicated that roundabouts will adversely impact the traffic flow on the roads with lower traffic volumes. A roundabout at the intersection of McMinn and Cavenagh Streets would have required land acquisition from Frog Hollow park which is not a suitable option. • Signals are also consistent with the Darwin Regional Transport Plan, which is to encourage active transport through walking and cycling. In the right conditions, roundabouts are good for traffic flow, but are not conducive for walking and cycling.



Question	Answer
Will Barneson Boulevard be positive for cyclists?	<ul style="list-style-type: none"> The Barneson separated cycle path is a major step forward for Darwin and the Northern Territory. For the first time, a dedicated path for cyclists, separated from both pedestrians and vehicles will provide a direct link to the centre of the CBD. This approach to prioritising provision for cyclists is following leading cycling cities in Australia and around the world. Along with ACT, more people cycle in the NT in any given week (per capita) than any other jurisdiction and the new cycle path is expected to increase the number of people cycling to and from the Darwin CBD. The cycle path connects to a wide new shared path and beyond to Darwin's extensive off road shared path network. The traffic lights on the route actually improve connectivity for cyclists and pedestrians by providing dedicated crossing points to other routes and destinations.

