



**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: 22-035

Information to be published	Status
1. Access application	Published
2. Decision notice and schedule	Published
3. Documents	Published
4. Additional information identified	n/a
5. Fees	waived
6. Processing time (in working days)	28 days
7. Decision made by Ombudsman	n/a
8. Additional information identified by Ombudsman	n/a
9. Decision made by ACAT	n/a
10. Additional information identified by ACAT	n/a

**From:** [REDACTED]  
**To:** [TCCS FreedomOfInformation](#)  
**Subject:** Lake Ginninderra Community Path Feasibility Study and Detailed Design report  
**Date:** Friday, 18 March 2022 5:18:54 PM

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**CAUTION:** This email originated from outside of the ACT Government. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hello

Can you please provide me with a copy of the *Lake Ginninderra Community Path Feasibility Study and Detailed Design* report.

Contract: 30691-NCT-001

Expiry Date: 30/11/2021

The report should be available at this time.

More information here:

Lake Ginninderra Community Path Feasibility Study and Detailed Design  
30691-NCT-001

<https://tenders.act.gov.au/contract/view?id=190837>

accessed 18 March 2022

Regards,

[REDACTED]  
[REDACTED]

The following information is obtained from the ACT Contracts Register.

Contract - 30691-NCT-001

Contract Details

StatusExpired

Original Contracting Directorate/Agency:Transport Canberra and City Services

Current Contracting Directorate/Agency:Transport Canberra and City Services

Contract Number: 30691-NCT-001

Contract Name: Lake Ginninderra Community Path Feasibility Study and Detailed Design

Type of Contract: Contract

Goods & Services / Infrastructure: Infrastructure

Subject Type: Consultancy

Original Amount: \$126,650.00

Comment on Original Amount

Current Amount: \$126,650.00

GST included: Yes

Execution Date: 26/03/2021

Start Date: 26/03/2021

Expiry Date: 30/11/2021

Defects Liability Period Included: No

UNSPSC: Management and Business Professionals and Administrative Services,

Building and Facility Construction and Maintenance Services

Associated with TenderBIF 2020/21 Lake Ginninderra Community Path Feasibility study and detailed design documentation (30691-RFT-001)

Procurement Methodology: Selective

Whole of Government Contract: No

Exemption from Quotation & Tender Threshold requirements: Yes

Reason for Exemption: Compatibility with existing equipment

Social Procurement: No

Confidential Text: Yes

Confidential Text Brief: Price Component, Personnel/CVs

SME: No

Prequalification requested: Yes

Prequalification Code: CLA

Active Certification: No

IRE Obligations: No

Secure Local Jobs Code covered: No

██████████  
██████████████████████  
  
Dear ██████████

**Freedom of Information Request - Reference 22-035**

I refer to your application for access to government information received by Transport Canberra and City Services (TCCS) on 21 March 2022 seeking access to the following government information under the *Freedom of Information Act 2016*:

*“A copy of the Lake Ginninderra Community Path Feasibility Study and Detailed Design report – Contract 30691-NCT-001, Expiry date 30/11/2021.”*

Upon learning that the report was published in part you amended your access application to a request for only “Attachment 2 – Stakeholder record” as this section of the report had not been published on the TCCS website.

**Timeframes**

A decision was due on your access application by 20 April 2022. I thank you for agreeing to an extension to 6 May 2022.

**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 the relevant attachment has been identified.

Applying the public interest test under section 17 of the FOI Act, I have decided to provide you with partial access to the record.

The reasons for my decision are provided below under the heading ‘statement of reasons’. A copy of the record with deletions applied to the information I have found to be contrary to the public interest is at Attachment A.

**Statement of Reasons**

In making my decision on disclosing government information, I must identify all relevant factors in schedule 2 of the FOI Act and determine, on balance, where the public interest lies. In reaching my access decision, I have taken the following into account:

***Factors favouring disclosure in the public interest (Schedule 2, Section 2.1)***

- Section 2.1(a)(i) - promote open discussion of public affairs and enhance the government's accountability; and
- Section 2.1(a)(viii) - reveal the reason for a government decision and any background or contextual information that informed the decision.

***Factors favouring non-disclosure (Schedule 2, Section 2.2)***

- Section 2.2(a)(ii) - prejudice the protection of an individual's right to privacy or any other right under the *Human Rights Act 2016*.

In reviewing the relevant record, personal information relating to third parties has been identified. I find that factor 2.2(a)(ii) is relevant to this information and I must consider if the disclosure is likely to prejudice the protection of an individual's right to privacy under the *Human Rights Act 2004*.

Furthermore, I have found that this information is not readily available to the public and has not otherwise been disclosed by TCCS. I find that the protection of an individual's right to privacy under the *Human Rights Act 2004* carries significant weight. In this instance, I have found the disclosure of personal information to be, on balance, contrary to the public interest.

I have found that the factors favouring disclosure can be satisfied the deletion of information which is contrary to the public interest.

A copy of the relevant information is enclosed at Attachment A.

**Charges**

No fees are applicable to this application as the number of pages being released are 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. Your original access application, my decision and documents will be published in the TCCS disclosure log between 3 – 10 business days from the date of this decision.

Your personal contact details will not be published. You may view the TCCS' disclosure log at [https://www.cityservices.act.gov.au/about-us/freedom\\_of\\_information/disclosure-log](https://www.cityservices.act.gov.au/about-us/freedom_of_information/disclosure-log).

**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](mailto: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  
Level 4, 1 Moore Street  
GPO Box 370  
CANBERRA CITY ACT 2601  
Telephone: (02) 6207 1740  
[www.acat.act.gov.au](http://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](mailto:tccs.foi@act.gov.au).

Yours sincerely



Meghan Oldfield  
Information Officer

4 May 2022

## **Attachment 2**

**Minutes of the Pedal Power Consultation Session**

## Meeting Minutes

**Project:** 21 06 Lake Ginninderra Community Path Meeting Minutes  
**Purpose:** Pedal Power Engagement  
**Date:** 21 April 2021 at 3:00pm  
**Venue:** Tait Network Office; 10 Hobart Place, Canberra, ACT, 2601  
**Attendees:**

[REDACTED] (Pedal Power)  
 [REDACTED] (Tait Network)  
 [REDACTED] (Tait Network)  
 [REDACTED] (Pedal Power)

**Apologies:**

Item	Discussion	Action
1	<b>Overview of Project</b>	
1.1	[REDACTED] welcomed all into meeting.	All Note
1.2	<p>[REDACTED] shared agenda for session:</p> <ol style="list-style-type: none"> <li>1. Brief overview of project.</li> <li>2. Pedal Power to share local knowledge of path network.</li> <li>3. Tait Network to share overview of preliminary project findings.</li> </ol>	All Note
2	<b>Pedal Power Information Share</b>	
2.1	<p><b>Frequency of Use</b></p> <ul style="list-style-type: none"> <li>• [REDACTED] shared how he uses the network regularly to meet up with friends.</li> <li>• [REDACTED] added that they use the path network multiple times a week, often used on their way to meet with friends at various cafes.</li> </ul>	All Note
2.2	<p><b>Path Widths</b></p> <ul style="list-style-type: none"> <li>• [REDACTED] queried what an optimum shared path width is for cyclists and pedestrians.</li> <li>• [REDACTED] and [REDACTED] shared how a narrow path for cyclists is anywhere between 1.5m – 2m wide.</li> </ul> <p>Optimum path width being 3m for a shared path and 2.5 for bikes use only.</p> <p>[REDACTED] noted difficulty of navigating many users on narrow paths including small children on bikes.</p>	All Note
2.3	<p><b>Dangers Along Path</b></p> <ul style="list-style-type: none"> <li>• [REDACTED] shared that the steel edges flanking edges of paths in John Knight Park are extremely dangerous/deadly for road and hybrid bikes. This has worsened overtime as the soil adjacent to the path washes away creating a lip and then a depression that catches bicycle tyre causing the cyclist to fall.</li> <li>• [REDACTED] shared that the face of the ARMCO vehicle barrier rails on one of the bridges are very sharp and a hazard for cyclists.</li> </ul>	All Note



	<ul style="list-style-type: none"> <li>• [redacted] flagged that on Ginninderra Drive going East there are power poles in the middle of the path, which causes great conflicts and danger being so close to the road between path users.</li> <li>• [redacted] noted the banana rails used along Ginninderra Drive are a safety concern for cyclists, noting that they restrict movement and make it difficult to maneuver around them. Flagging that banana bars are now universally acknowledged as dangerous. Better solution is to have bars/rails at least 1.6m wide apart to fit two mountain bike handlebars next to one another (mountain bike handlebar used as reference as they have the largest width handlebars). Another suggestion is the Hydraulic bollards that pop up when cars come close.</li> <li>• [redacted] queried if cars driving on paths/crashing onto paths are considered an issue along the Ginninderra path network.</li> <li>• [redacted] and [redacted] both shared that cars have not been observed as an issue along path network.</li> <li>• [redacted] shared how dogs walking on a long lead separated from their walker make it extremely difficult and dangerous to pass by on a bike. Water Wren are also known to fly across the path super quickly causing a hazard.</li> </ul>	
2.4	<p><b>Path Network Issues</b></p> <ul style="list-style-type: none"> <li>• Grade of East bridge is very steep and the path network should be redirected further to the East to connect with recent path upgrade.</li> <li>• Transitions on East side of West bridge has very large bump.</li> <li>• Connection to boat ramp in Section 12 (near 11) is bumpy with debris at connection.</li> <li>• Section 12 is very damp and dangerous with leaf litter on path causing a slippery and hazardous surface.</li> <li>• Section 12, 13, 14 have Gum Trees constantly dropping bark all over the path, causing a damp and uneven surface.</li> <li>• [redacted] queried if [redacted] and [redacted] use Fix My Street tool to report issues in paths. [redacted] and [redacted] shared they do not use this tool.</li> <li>• [redacted] noted that there are often issues trying to go around people walking two abreast on the path network.</li> <li>• Section 17 just before the underpass junction, there is lots of silt washing off the road onto the path from both sides, noting that there is a steep turn into the underpass which gets quite dark at night. [redacted] flagged this area as steep and ambiguous that often causes confusion and hazards to occur.</li> <li>• [redacted] shared that his nighttime cycle route is along the back of Cook, along ANU where the path is better lit.</li> <li>• [redacted] and [redacted] noted that John Knight Park feels very dark after hours. Also flagging that the large Eucalyptus Trees block sight views through this area. [redacted] noted that John Knight Park has no sense of hierarchy, which causes conflicts and danger. The area gets very congested but due to no real separation of children playing down near water and cyclists and pedestrians using path, it causes many conflicts and dangers to all.</li> </ul>	All Note

	<ul style="list-style-type: none"> <li>• [REDACTED] shared how a dedicated cycle path through the park would be ideal but where it could go is not clear with all the paths being lined with nearby trees.</li> <li>• [REDACTED] shared vision for a path to run up along raised areas (on other side of trees) of the park with signalized crossing points for pedestrians.</li> <li>• [REDACTED] shared the connection to ANU from Lake Ginninderra is very poor.</li> <li>• [REDACTED] shared the path along the front of the Belconnen Arts Centre is very poor quality.</li> </ul>	
2.5	<p><b>Signage Along Path Network</b></p> <ul style="list-style-type: none"> <li>• [REDACTED] queried what type of signs are usual along path network.</li> <li>• [REDACTED] shared how he uses his bike bell to notify pedestrians of his presence on path flagging that the bell often scares people walking, often using his voice instead which appears to startle people less. Shared that existing signs are not very useful.</li> </ul> <p>Flagging how this is an issue of shared behaviors on the path with the current signs noted as not effective in providing the rules of using the path.</p> <ul style="list-style-type: none"> <li>• [REDACTED] shared how signs that describe how to share the path with multiple users would be useful. E.g., Keep left, dogs on lead, shared path, cyclists use bells when passing etc.</li> <li>• [REDACTED] queried whether [REDACTED] find using google maps is more useful than physical signs (technology vs. reading signs).</li> <li>• [REDACTED] shared that google maps are not useful for cyclists. One common digital resource that is used by cyclists is an online resource to locate the nearest public toilet - <a href="https://toiletmap.gov.au/">https://toiletmap.gov.au/</a></li> <li>• [REDACTED] shared that directional signs are useful at intersections that clearly signalise the upcoming destinations.</li> <li>• [REDACTED] noted poor sightlines near Black Pepper Café.</li> <li>• [REDACTED] shared how at the Beissel St Intersection (a high traffic area), has a sharp right angle turn where the inner side of the turn has a substantial wall that cyclists run into all the time.</li> <li>• [REDACTED] expressed that no turn should be more than 40 degrees otherwise it is nearly impossible to turn it on a bike without dismounting the bike.</li> <li>• [REDACTED] shared how the bridge outside Ginninderra College has improved with the removal of the bollards.</li> <li>• [REDACTED] shared how concrete unit pavers are loose and uneven along Emu Bank causing trip hazards.</li> <li>• [REDACTED] shared how there is major tree root damage to paths in sections 6, 7 &amp; 9.</li> </ul>	All Note
3	<b>Project Team Information Share</b>	
3.1	[REDACTED] shared findings from preliminary site investigations undertaken including site audits of infrastructure, condition of paths and where priority areas have been identified. Sharing that priority areas will inform the prioritisation of works completed.	All Note
3.2	<b>Priority Area 1 - John Knight Park</b>	All Note

	<ul style="list-style-type: none"> <li>• Increased seating and rest points required for Kangara Waters residents.</li> <li>• Improving the volume of seats.</li> <li>• Identified where tree roots are affecting paths, intense activity points, path crossing points, damp and low path points, insufficient path widths.</li> <li>• [redacted] shared we will pick up the steel edge comments to supplement our data.</li> </ul> <p><b>Priority Area 2 – Eastern Edge</b></p> <ul style="list-style-type: none"> <li>• Lack of path connections to boat ramps.</li> <li>• [redacted] shared these boat ramps are often used for fishing and for taking kayaks out on the lake.</li> <li>• Identified tree root damage and water damage.</li> <li>• Area is heavily treed.</li> </ul> <p><b>Priority Area 3 – Western Foreshore to Ginninderra</b></p> <ul style="list-style-type: none"> <li>• Lack of seating</li> <li>• Landscape treatments</li> <li>• Tree root damage</li> <li>• Low points</li> <li>• Narrow paths</li> <li>• Road crossings and leaf litter</li> <li>• Zone of intense activity.</li> </ul> <p><b>Priority Area 4 – Two Bridges</b></p> <ul style="list-style-type: none"> <li>• No shoulder and Armco barriers identified as dangerous.</li> <li>• Light poles are located on path over the bridge, obstructing path movements.</li> </ul> <p><b>Priority Area 5 – Emu Bank</b></p> <ul style="list-style-type: none"> <li>• Concrete unit pavers along Emu bank are loose and dangerous trip hazards, particularly at Western end.</li> </ul>	
4	<b>Next Steps</b>	
4.1	[redacted] thanked [redacted] and [redacted] for coming into the office to discuss project and shared that the meeting minutes will be circulated to [redacted] and [redacted] along with sketch of drawing for reference along with the project team.	All Note
4.2	Meeting ended at 4:30pm.	All Note