



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: 22-083

| Information to be published | Status |
|---|----------------|
| 1. Access application | Published |
| 2. Decision notice | Published |
| 3. Schedule | Published |
| 4. Documents | Published |
| 5. Additional information identified | Not applicable |
| 6. Fees | Waived |
| 7. Processing time (in working days) | 38 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](#)
Cc: [REDACTED]
Subject: FOI Request | Ministerial Briefs 10.03.22 - 10.04.22
Date: Wednesday, 1 June 2022 3:30:35 PM

Good Afternoon,

RE: FOI REQUEST – MINISTERIAL BRIEFS 10.03.22 – 10.04.22

I write to request under the *Freedom of Information Act 2016* a copy of the Ministerial Briefs with the titles outlined below.

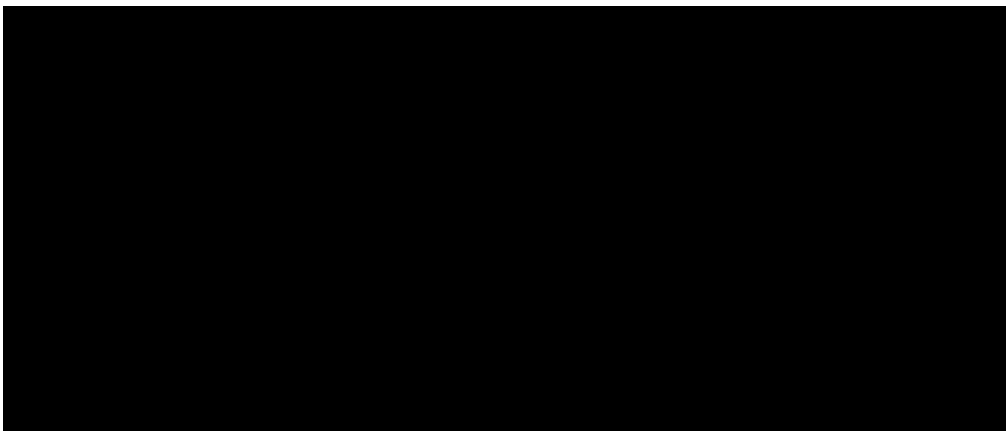
I would like my request to include all question time briefs for that period. Duplicate documents as well as attachments to the ministerial briefs may be excluded.

| Objective Reference | Title |
|----------------------------|---|
| MIN B2022/00407 | COO - MIN B2022/00407 - 2022-23 Budget initiative permission to bring forward for consideration - Minister Brief |
| MIN B2022/00589 | COO - MIN B2022/00589 - 2022-23 Budget initiative endorsement - Minister Brief |
| MIN S2021/00793 | TCBS - MIN S2021/00793 - Recommendations for addressing Rooster Management - Minister Brief |
| MIN S2021/01711 | CS - MIN S2021/01711 - Waste Education and Partnerships - work program overview - Minister Brief |
| MIN S2022/00013 | CS - MIN S2022/00013 - Request for exclusive use of public land - Tesla - Minister Brief |
| MIN S2022/00021 | CS - MIN S2022/00021 - Speed limit reduction on Swallowtail Road, Wright - Minister Brief |
| MIN S2022/00128 | COO - MIN S2022/00128 - TCCS vehicle fleet zero emissions transition - Minister Brief |
| MIN S2022/00129 | COO - MIN S2022/00129 - Impact of removal of User Choice subsidies for TCCS ACTPS Employees - Minister Brief |
| MIN S2022/00136 | TCBS - MIN S2022/00136 - Lifeline canberra - Number plates - Transport Policy |
| MIN S2022/00215 | TCBS - MIN S2022/00215 - Response to Scrutiny Report 12 - Road Transport Legislation Amendment Bill No 2 - Minister Brief |
| MIN S2022/00292 | CS - MIN S2022/00292 - Emesh concrete trial - BIF 2021-22 Active Travel Community Path Maintenance - Advisory Note |
| MIN S2022/00306 | CS - MIN S2022/00306 - Moncrieff GPT Drying Area - Remediation works - Advisory Note |
| MIN S2022/00377 | TCBS - MIN S2022/00377 - NHVR 'National Roadworthiness Survey A Health Check of Australia's Heavy Vehicle Fleet' - follow-up information - Minister Brief |
| MIN S2022/00380 | TCBS - MIN S2022/00380 - Offering Memorial Services at Gungahlin Memorial Park - Minister Brief |
| MIN S2022/00405 | COO - MIN S2022/00405 - Cemeteries and Crematoria Authority Determination of Trustee - Public Trustee and Guardian - Minister Brief |

| | |
|-----------------|---|
| MIN S2022/00406 | TCBS - MIN S2022/00406 - Belconnen Library Heritage Council Decisions - Advisory Note |
| MIN S2022/00450 | TCBS - MIN S2022/00450 - TCCS Omnibus Bill project outline - Minister Brief |
| MIN S2022/00462 | CS - MIN S2022/00462 - 40km "sherrin red" pavement markings on Northbourne - Minister Brief |
| MIN S2022/00473 | CS - MIN S2022/00473 - IDC Report - February 2022 - Minister Steel - Advisory Note |
| MIN S2022/00482 | TCBS - MIN S2022/00482 - Automatic Mutual Recognition - Minister Brief |
| MIN S2022/00485 | CS - MIN S2022/00485 - William Hovell Drive Shared User Path (Bindubi St to Coulter Dr) - project update (March 2022) - Advisory Note |
| MIN S2022/00507 | CS - MIN S2022/00507 - Transfer of appropriation - Belconnen Bikeway Stage 2 and Battye St Off Road Path - Minister Brief |
| MIN S2022/00512 | COO - MIN S2022/00512 - Codes of Practice Consultation (Animal Welfare Advisory Committee) and NSW Animal Welfare Law Implications for the ACT - Minister Brief |
| MIN S2022/00520 | CS - MIN S2022/00520 - ACT NoWaste commencing Waste Audits - Advisory Note |
| MIN S2022/00541 | TCBS - MIN S2022/00541 - Belconnen link e-scooter - Minister Brief |
| MIN S2022/00550 | TCBS - MIN S2022/00550 - Queensland's Zero Emission Vehicle Strategy and Action Plan - Advisory Note |
| MIN S2022/00597 | CS - MIN S2022/00597 - Umbagog District Park - new pedestrian bridges - Advisory Note |
| MIN S2022/00602 | CS - MIN S2022/00602 - ACT application for Food Waste for Healthy Soils Fund - Minister Brief |
| MIN S2022/00621 | CS - MIN S2022/00621 - Minister Brief Tree Week - Minister Brief |
| MIN S2022/00631 | TCBS - MIN S2022/00631 - Zero Emissions Charging Infrastructure 12 Battery Electric Buses - Advisory Note |
| MIN S2022/00670 | COO - MIN S2022/00670 - Transport Canberra Operations (ACTION) Enterprise Agreement Bargaining Update - Advisory Note |

Should you require any further information or clarification about my request, please contact my office on [REDACTED]

Best,





FREEDOM OF INFORMATION REQUEST SCHEDULE

Please be aware that under the *Freedom of Information Act 2016*, some of the information provided to you will be released to the public through the ACT Government’s Open Access Scheme. The Open Access release status column of the table below indicates what documents are intended for release online through open access.

Personal information or business affairs information will not be made available under this policy. If you think the content of your request would contain such information, please inform the contact officer immediately. Information about what is published on open access is available online at: https://www.tccs.act.gov.au/about-us/freedom_of_information/disclosure-log

Deemed refusal:

- Schedule 1.6 – Cabinet information

Factors favouring non-disclosure:

- Schedule 2.2(a)(ii) – Prejudice the protection of an individual’s right to privacy or any other right under the Human Rights Act 2004.
- Schedule 2.2(a)(xiii) - Prejudice the competitive commercial activities of an agency
- Schedule 2.2(a)(xvi) - Prejudice a deliberative process of government
- Schedule 2.2(a)(x) – Prejudice intergovernmental relations

| Reference number | | Description | | | |
|---------------------|----------------|---|-------------|------------------------------------|--|
| FOI – 22-083 | | Access to specified ministerial briefs | | | |
| | | <i>Note for publication: this application relates to TCCS FOI 22-063</i> | | | |
| Ref No | Page | Description | Status | Reason for non-release or deferral | Open Access release status |
| 1 | 1 – 3 | S2021-00793 - Recommendations for addressing Rooster Management - Minister Brief | Full access | Not applicable | Information will be published on the TCCS Disclosure Log . |
| 2 | 4 – 11 | S2021_01711 - Waste Education and Partnerships - work program overview - Minister Brief | Full access | Not applicable | |
| 3 | 12 – 15 | S2022-00013 - Request for exclusive use of public land - Tesla - Minister Brief | Full access | Not applicable | |

| | | | | |
|-----------|--------------------|---|----------------|---|
| 4 | 16 – 19 | S2022-00021 - Speed limit reduction on Swallowtail Road, Wright - Minister Brief | Partial access | Schedule 2.2(a)(xiii) |
| 5 | 20 – 23 | S2022-00128 - TCCS vehicle fleet zero emissions transition - Minister Brief | Full access | Not applicable |
| 6 | 24 – 27 | S2022 00129 - Impact of removal of User Choice subsidies for TCCS | Partial access | Schedule 2.2(a)(xvi) Schedule 2.2(a)(ii) |
| 7 | 28 – 30 | S2022-00136 - Lifeline Canberra - Number plates - Transport Policy | Full access | Not applicable |
| 8 | 31 – 33 | S2022-00215 - Response to Scrutiny Report 12 - Road Transport Legislation Amendment Bill No 2 - Minister Brief | Full access | Not applicable |
| 9 | 34 – 35 | S2022-00292 - Emesh concrete trial - BIF 2021-22 Active Travel Community Path Maintenance - Advisory Note | Full access | Not applicable |
| 10 | 36 – 37 | S2022-00306 - Moncrieff GPT Drying Area - Remediation works - Advisory Note | Full access | Not applicable |
| 11 | 38 – 41 | S2022_00377 - NHVR 'National Roadworthiness Survey A Health Check of Australia's Heavy Vehicle Fleet' - follow-up information | Full access | Not applicable |
| 12 | 42 – 44 | S2022-00405 - Cemeteries and Crematoria Authority Determination of Trustee - Public Trustee and Guardian | Full access | Not applicable |
| 13 | 45 – 46 | S2022-00406 - Belconnen Library Heritage Council Decisions | Partial access | Schedule 2.2(a)(xvi) |
| 14 | 47 – 50 | S2022_00462 - 40km "Sherrin red" pavement markings on Northbourne | Full access | Not applicable |

| | | | | |
|----|---------|--|----------------|---|
| 15 | 51 – 53 | S2022_00473 - IDC Report - February 2022 | Full access | Not applicable |
| 16 | 54 – 60 | S2022_00482 - Automatic Mutual Recognition | Partial access | Schedule 2.2(a)(xvi) Schedule 2.2(a)(ii) |
| 17 | 61 – 62 | S2022-00485 - Advisory Note | Partial access | Schedule 2.2(a)(xiii) |
| 18 | - | S2022-00507 - Transfer of appropriation - Belconnen Bikeway Stage 2 and Battye St Off Road Path | Refused | Schedule 2.2(a)(xvi) Schedule 2.2(a)(x) |
| 19 | 63 – 67 | S2022_00512 - Codes of Practice Consultation (Animal Welfare Advisory Committee) and NSW Animal Welfare Law Implications for the ACT | Partial access | Schedule 2.2(a)(xiii) |
| 20 | 68 | S2022-00520 - ACT NoWaste commencing Waste Audits | Full access | Not applicable |
| 21 | 69 – 72 | S2022-00541- Belconnen link e-scooter | Partial access | Schedule 1.6 |
| 22 | 73 – 75 | S2022-00550 - Queensland's Zero Emission Vehicle Strategy and Action Plan | Full access | Not applicable |
| 23 | 76 – 77 | S2022 00597 - Umbagog District Park - New pedestrian bridges | Full access | Not applicable |
| 24 | 78 – 80 | S2022-00602 - ACT application for Food Waste for Healthy Soils Fund | Partial access | Schedule 2.2(a)(xvi) Schedule 2.2(a)(x) |
| 25 | 81 – 83 | S2022 00621 - Minister Brief Tree Week | Full access | Not applicable |
| 26 | 84 – 85 | S2022-00631 - Zero Emissions Charging Infrastructure 12 Battery Electric Buses | Full access | Not applicable |

| | | | | | |
|-----------|--------------------|--|----------------|----------------------|--|
| 27 | 86 – 87 | S2022 00670 - Transport Canberra Operations (ACTION) Enterprise Agreement Bargaining Update | Partial access | Schedule 2.2(a)(xvi) | |
| 28 | - | COO - MIN B2022/00407 - 2022-23 Budget initiative permission to bring forward for consideration - Minister Brief | Refused | Schedule 1.6 | |
| 29 | - | COO - MIN B2022/00589 - 2022-23 Budget initiative endorsement - Minister Brief | Refused | Schedule 1.6 | |
| 30 | - | TCBS - MIN S2022/00380 - Offering Memorial Services at Gungahlin Memorial Park - Minister Brief | Refused | Schedule 1.6 | |
| 31 | - | TCBS - MIN S2022/00450 - TCCS Omnibus Bill project outline - Minister Brief | Refused | Schedule 1.6 | |



Transport Canberra and City Services

| | | |
|-----------------------------|---|---------------------------|
| To: | Minister for Transport and City Services | Tracking No.: S2021/00793 |
| Date received in MO: | 15/03/2022 | |
| From: | Executive Group Manager, Territory and Business Services | |
| Through: | Director-General, Transport Canberra and City Services Deputy Director-General, Transport Canberra and Business Services | |
| Subject: | Recommendations for addressing rooster management | |
| Critical Date: | In the normal course of business | |

Recommendations

That you:

1. Note the information contained in this brief; and

Noted / Please Discuss

2. Agree to update the Animal Welfare (Welfare of Poultry: Non-Commercial) Code of Practice.

Agreed / Not Agreed / Please Discuss

Chris Steel MLA  17./3./22

| |
|---------------------|
| Minister's Feedback |
|---------------------|

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Background

1. The Animal Welfare (Welfare of Poultry: Non-Commercial) Code of Practice 2010 (the Code) covers responsible ownership, housing, environment, nutrition, and management of domestic poultry. The Code is at [Attachment A](#).
2. The Code does not restrict rooster ownership but states that 'people wishing to keep roosters should consider the impact their crowing may have on neighbours'.

Issues

3. Domestic Animal Services (DAS) receives numerous animal nuisance complaints related to roosters annually. During the financial year 2020-2021, 34 animal nuisance complaints relating to roosters were received. In the current financial year to date 30 complaints have been recorded.
4. DAS recommends strengthening the Animal Welfare (Welfare of Poultry: Non-Commercial) Code of Practice 2010 to reference the responsibility of owners of roosters to prevent noise related nuisance outcomes and provide recommendations on how they might mitigate the risk of animal nuisance outcomes, such as using purpose-built night boxes. Clarifying the responsibility of owners of roosters will assist the community to better understand the impact of keeping animals in residential areas.
5. The Animal Welfare Advisory Committee (AWAC) advice and endorsement of the updated code will be sought as part of this process and a YourSay survey created to seek community engagement and feedback on the draft changes to the code.
6. DAS considered the noise threshold in residential areas in the ACT as an option for enforcement of regulations, considering that a rooster's crow can reach 80 decibels. However, the noise threshold regulations under the *Environment Protection Act 1997* and the Environment Protection Regulation 2005 does not apply in relation to noise made by an animal.
7. A targeted community engagement process will be undertaken as outlined in the Communications plan at [Attachment B](#).

Financial Implications

8. This brief has no financial implications.

Consultation

Internal

9. DAS were consulted as part of this brief.
10. TCCS Communications was consulted as part of this brief.

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Cross Directorate

11. The Hoarding Case Management Group may be consulted.

External

12. Consultation with targeted poultry industry stakeholders will be conducted to ensure any changes to the Code meets current best practice for rooster management.
13. Animal Welfare Advisory Committee will be conducted to ensure any changes to the Code meets current best practice for rooster management.

Work Health and Safety

14. Nil.

Benefits/Sensitivities

15. Rooster owners may have concerns about the ability to keep their roosters or acquire new ones. Transport Canberra and City Services (TCCS) will work with individuals to assist them in understanding their obligations as responsible owners.

Communications, media and engagement implications

16. TCCS Communications and DAS will target rooster owners and prospective rooster owners on the steps they can take to minimise the impact on neighbours of keeping backyard roosters.
17. DAS will educate the community on the complaints process when receiving calls about roosters.

Signatory Name: Craig Jordan

Phone: 6207 4279

Attachments

| Attachment | Title |
|-------------------|---|
| Attachment A | Animal Welfare (Welfare of Poultry: Non-Commercial) Code of Practice 2010 |
| Attachment B | Rooster Nuisance - comms on a page |

Transport Canberra and City Services

OFFICIAL

To: Minister for Transport and City Services

Tracking No.: MIN S2021/01711

Date received in 11/03/2022

MO:

From: Executive Branch Manager, ACT NoWaste

Through Director-General, Transport Canberra and City Services
Deputy Director-General, City Services
Executive Group Manager, Infrastructure Delivery and Waste
Executive Branch Manager, TCCS Communications

Subject: Waste Education and Partnerships work program

Critical Date: In the normal course of business

Recommendations

That you:

1. Note the information contained in this brief.

Noted / Please Discuss

2. Agree to the upcoming priorities of the Waste Education and Partnerships team.

Agreed / Not Agreed / Please Discuss

3. Agree to the development of a waste education, behaviour change and communications strategy.

Agreed / Not Agreed / Please Discuss

4. Agree to the development of a Waste Sorted campaign.

Agreed / Not Agreed / Please Discuss

Chris Steel MLA  24/3/22

Minister's Feedback

Please discuss universal brand identity or a waste education, behaviour change and communications strategy, or a new 'Waste sorted' campaign being undertaken at this time against the current existing priority campaigns on FOGO and SUP, and any human resources towards the development of the circular economy strategy/legislation.

Background Research activities may be better directed towards understanding the circular economy piece and what's important to the community there.

1. The purpose of this brief is to:
 - a. provide you with an overview of ACT NoWaste's Waste Education and Partnerships (WEP) function;
 - b. demonstrate how WEP contributes to the ACT Government's waste management and resource recovery outcomes; and
 - c. seek your input into the WEP work program.
2. WEP contributes to delivery of the following ACT Government commitments:
 - a. *Parliamentary and Governing Agreement of the 10th Legislative Assembly*, such as the roll-out of the FOGO pilot.
 - b. *ACT Waste Management Strategy 2011–2025*.
 - c. *Waste Feasibility Study Roadmap 2018*.
 - d. *ACT Climate Change Strategy 2019*.
 - e. *National Waste Policy Action Plan 2019*.
3. WEP supports the ACT Government's waste and resource recovery objectives through:
 - a. promotion of ACT Government waste and resource recovery priorities and initiatives, such as the implementation of the *Plastics Reduction Act 2021*, FOGO pilot, bulky waste collections, collection calendar changes and waste drop off services;
 - b. service specific education to support the ongoing delivery of waste services to minimise contamination and the inappropriate use of services;
 - c. delivery of education and behaviour change to improve recycling and waste avoidance behaviours, such as the Recycling Discovery Hub Program, digital

waste education resources such as the Recyclopaedia, recycling education campaigns, bin tagging programs and the Love Food Hate Waste pilot; and

- d. management of public facing ACT NoWaste communications in collaboration with TCCS Communications.
4. A summary of outcomes from the WEP team program in 2021 can be found at [Attachment A](#).
5. Additionally, WEP plays a key role supporting communications on waste and recycling incidents that impact the public. For example, WEP worked closely with the TCCS Communications team to support community awareness of alternative waste collection arrangements during the SUEZ industrial action in late 2020.
6. Education and behaviour change is crucial to drive waste management and resource recovery outcomes. As an example of the effectiveness of education, the *Waste Feasibility Study* highlights an education program introduced by Penrith council which saw contamination drop from 30 to 11%¹.
7. Similar agencies in other jurisdictions also employ behaviour changes as a means of driving improved waste management behaviours, for example the NSW *Waste Less Recycle More education strategy 2016-21*² outlines actions to change community behaviour through targeted education.
8. There are a range of factors to be considered in ensuring programs are effective:
 - a. Changes in the industry have changed recycling instructions for householders, leading to community confusion.
 - b. People are at various changes of the behaviour change cycle^{3,4}, for each and many different behaviours.
 - c. Frequent, regular communications using a range of methods and channels are necessary to ensure the desired behaviour is achieved then maintained.
9. ACT NoWaste undertakes regular research on attitudes and knowledge towards recycling and waste. An executive summary of the most recent research can be found for your information at [Attachment B](#).
10. The research identifies audience segmentation according to awareness, understanding, attitudes and motivation on recycling behaviours and Government services, and is used to inform the development and targeting of key messages, activities and communications channels.

¹ ACT Government [ACT Waste Feasibility Study and Roadmap 2018](#)

² NSW Government. [Waste Less Recycle More](#). 2016.

³ Queensland Government. [Stages of Behaviour Change](#).

⁴ [Stage of Change Model](#). Jonathon S Shaffer. Encyclopaedia of Behavioural Medicine.

11. The 2021 research identified a gap between perceived and actual knowledge, with 96% of residents stating they have a good or very good knowledge of recycling. However, when asked to identify where items go, the survey indicates people are getting it wrong 20% of the time. This is also supported by early results from the recycling bin tagging trial, with baseline inspections showing medium to high contamination in 25% of bins.
12. The research also highlighted a key opportunity, with only 55% of people knowing where to find information on waste and recycling. WEP is focusing on promoting and maintaining the Recyclopaedia search tool to support Canberrans to know where to find information. This approach, including the Recycle Right campaign and utilising Recyclopaedia as the call to action on all public announcements, media releases and messages is succeeding, with average Recyclopaedia visits per month increasing from 18,000 in 2020 to almost 24,000 in November 2021.

Issues

13. ACT NoWaste seeks your input into WEP work program priorities, outlined below. The allocation of the 9 FTE in WEP is included.
14. **Ongoing support for key ACT Government commitments (3.5 FTE)**, including:
 - a. *Support for the FOGO pilot*, aiming for 50% food waste diversion in the pilot area. This is an ambitious target. The NSW average for FOGO services is sitting at 44%, with FOGO services less than one year old achieving on average 43% and trial programs only 28% diversion⁵. Activities include development of resources, direct mail-outs, development of an email database in the pilot area with reminders and tips through email, support for media events, social media promotion, presentations to community groups, community pop ups and individualised engagement with strata groups, body corporates and resident communities in multi-unit developments.
 - b. *Support for implementation of the ACT single-use plastics ban*. The team manages the consultation to inform Tranche 2 regulation development, while continuing to implement the education program on Tranche 1 items. Once regulations for Tranche 2 are passed by Cabinet, the team will design and implement an education program for Tranche 2 for businesses and community groups, to commence in March 2021.
 - c. *Leading the engagement for plastic free events*, including development of a toolkit for events and venue managers and recruitment of events. The team is also engaging with events that have been declared plastic free, such as the Royal Canberra Show, to provide advice and support.

⁵ NSW EPA, [Analysis of NSW Green Lid Bin Audit Data Report](#) 2020, p2.

15. **Ongoing recycling and waste avoidance education (2.5 FTE).** Effective recycling education combines direct feedback (such as bin tagging) with broad scale awareness raising (such as campaigns). The program includes:
- a. In depth sessions for up to 7,000 people (students and adults) each year through the Recycling Discovery Hub. This small team delivers a high level of service – in comparison the Canberra Museum and Gallery has a team of five education officers to conduct tours for 1,800 participants each year.
 - b. Maintenance and promotion of the Recyclopaedia search tool.
 - c. Direct feedback through a trial of recycling bin tagging from November 2021 to March 2022.
 - d. Delivery of recycling campaigns (Recycle Right in 2021, Waste Sorted in 2022).
 - e. Events and outreach through government and non-government partnerships such as Actsmart schools, the SLA Mingle program, GIVIT, the Canberra Environment Centre and the Garage Sale Trail.
16. **Building a universal brand identity (0.5 FTE).** WEP/TCCS Communications have worked closely with your office and CMTEDD to develop 'Waste Sorted', as an element of the overarching ACT Government 'Everyday Climate Choices' brand. The style guide can be found for your information at [Attachment C](#). The new branding has already been applied to FOGO pilot and single-use plastics resources. NoWaste is now consolidating all public facing resources into this new brand to achieve stronger identity, brand confidence and a cost saving in design expenses over time. The transition will take place between now and April 2022.
17. **Development of a waste education, behaviour change and communications strategy (0.5 FTE).** ACT NoWaste seeks your approval to develop this strategy, which will be undertaken in collaboration with your office and TCCS Communications. The strategy will be developed by a communications and behavioural change agency and based on the principles of behaviour change to improve waste and recycling outcomes and reduce contamination by:
- a. creating awareness of Government waste and recycling services and initiatives
 - b. educating the community on the correct recycling behaviours
 - c. supporting the community to take easy and sustainable daily actions to achieve improved recycling behaviours, reduce contamination and avoid waste.
18. As part of the strategy development, the current work program will be reviewed with recommendations made on elements to be continued or discontinued. The strategy will include phases to build on progress over time, with measurable targets for each phase. The strategy will tailor approaches to key audiences, using market segmentation, with the understanding that people learn and are motivated in different ways, and are in different stages of behaviour change.

19. **Development and implementation of a new Waste Sorted campaign (0.5 FTE).** With the 2021 community research highlighting that only 50% of residents know where to find information on waste and recycling, there is a significant opportunity to raise awareness of Government waste services, increase knowledge of correct behaviours and contribute to a decrease in recycling contamination. The campaign has been discussed with your office and will be aligned with the proposed new strategy. The aim is to launch the campaign in the second quarter of 2022, following the transition of current collateral to the new branding.
20. **Develop and test a model to achieve better resource recovery in multi-unit developments (MUDs) (1 FTE).** As the density of housing in the ACT grows, engagement with MUDs and understanding how they access ACT Government services such as waste and recycling, FOGO, and bulky waste collections is increasingly important. Research has shown some councils experience three times the contamination in MUDs compared to SUDs⁶.
21. To this end, a recently appointed MUDs officer is engaging with strata managers and resident committees. The initial focus for this role has been recruitment and support for MUDs in the FOGO pilot and promoting improvements in the bulky waste service for MUDs.
22. To inform the longer-term program a MUDs engagement strategy is under development. The program will include collaboration with other areas of NoWaste and across government to align with work on development outcomes (such as the Development Control Code review) and to ensure the program is informed by insights from the service delivery and customer service teams.
23. The strategy will include a combination of wide-reaching tool kits and resources available to strata companies, real estate agents and motivated resident groups as well as testing more intensive innovative solutions with different types of MUDs to inform and iteratively improve the program.
24. **Inform and improve waste services and programs through research (0.5 FTE).** ACT NoWaste has a strong program of research and evaluation which helps to track performance against the work plan, guide the development of education and behaviour change activities and inform continual improvement for specific services. This includes:
 - a. Annual attitudinal research undertaken by the WEP team
 - b. Evaluation of Recycling Discovery Hub sessions and programs
 - c. Survey results from single use plastics engagements
 - d. Upcoming waste stream audits in 2022 which measure actual waste categories and quantities, including the household streams
 - e. Bin tagging data for green bins, FOGO pilot and the recycling bin trial

⁶ Just Waste Consulting. [Kingsborough Kerbside General Waste and Recycling Audit](#) p28, 2020.

- f. Landfill data
 - g. TCCS customer satisfaction survey
 - h. Bulky waste customer survey
 - i. Green bins satisfaction survey
 - j. Love Food Hate Waste evaluation
 - k. CDS consumer attitudes research (undertaken and funded through the ACT CDS Scheme Coordinator, developed in collaboration with WEP).
25. The WEP team is responsible for some of this research, such as the attitudinal research, and works closely with other areas of ACT NoWaste to share information and inform waste and resource recovery activities.
26. **Provide media and communications support** (as required) to build the reputation of the ACT Government waste and recycling services. This includes liaising with the community about changes to bin collections, addressing issues with services and sites as they arise, responding to media requests for information, and supporting your office with media events and announcements as needed.

Financial Implications

27. The estimated cost of WEP activities consists of:
- a. \$1,297,000 for employee and contractor staff costs; and
 - b. \$340,000 for supplies and services.
28. Historically base funding for WEP costs, including staff, services and supplies, has been provided through monthly contractor contributions from the MRF and household recycling contracts:
- a. Materials Recovery Facility (MRF) contract is providing \$934,000 (ex-GST) in 2021-22. The previous (pre-2016) MRF contract included a similar clause.
 - b. The SUEZ household collections contract is providing \$298,000 (ex-GST) in 2021-22.
29. Over the past five years WEP activities have had to broaden to support a range of new initiatives commencing with green bins in 2016 and more recently the bulky waste services, single use plastics legislation and the FOGO pilot. Some Budget funding for these new initiatives have included funding to cover the cost of education and engagement activities.
30. Beyond 2021-22 the WEP activities will need to be adjusted to reflect available funding and Government priorities.

Consultation

Internal

31. TCCS Finance and TCCS Communications have been consulted.

Work Health and Safety

32. Nil.

Benefits/Sensitivities

33. Nil.

Communications, media and engagement implications

34. The team works closely with TCCS Communications. One of the SOG C staff members has a direct reporting line to TCCS Communications to ensure collaboration/consistency.

Signatory Name: Michael Trushell

Phone: x72840

Attachments

| Attachment | Title |
|-------------------|--|
| Attachment A | WEP program impact summary 2021 |
| Attachment B | 2021 community research – executive summary |
| Attachment C | Waste Sorted – Everyday Climate Choices branding style guide |

Transport Canberra and City Services

To: Minister for Transport and City Services MIN S2022/00013

Date received in MO: 11/03/2022

From: Executive Branch Manager, Development Coordination Branch

Through: Director-General, Transport Canberra and City Services
A/g Deputy Director-General, City Services
Executive Group Manager, City Operations

Subject: Request for exclusive use of public land at Tocumwal Lane – Tesla

Critical Date: 31 March 2022

Critical Reason: Tesla recently opened its new dealership

Recommendations

That you:

1. Note that Tesla recently opened a vehicle showroom in Canberra City and has requested exclusive use of public land for Tesla electric vehicle charging.

 **Noted / Please Discuss**

2. Agree to Transport Canberra and City Services (TCCS) granting a licence under the *Planning and Development Act 2007* to Tesla for the exclusive use of public land for parking to facilitate Tesla electric vehicle charging.

  **Agreed / Not Agreed / Please Discuss**

Chris Steel MLA

14/3/22

Minister's Feedback

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Background

1. On 1 October 2021, the Environment, Planning and Sustainable Development Directorate (EPSDD) approved (DA202139002) – a proposal for a vehicle showroom for Tesla at Block 2, Section 49, City.

Issues

2. Tesla is seeking exclusive use of part of Tocumwal Lane (35m²) for two exclusive Tesla electric vehicle charging bays to support the showroom. This is not for general public use on Territory land but to park Tesla vehicles while they are connected to a charger located on adjacent private land.
3. The two proposed charging bays were previously two loading zone parking spaces at the subject site. The two loading zones were removed and relocated as part of DA202139002 to allow vehicles to enter and exit the proposed showroom for car sales display purposes.
4. The request for a licence is important to the operation of the adjacent showroom because there is no on-site parking available to facilitate vehicle charging. The two proposed charging bays, which are the subject of this brief, are in front of the vehicular access point to the site. Therefore, they are unsuitable for alternate use as public parking, as this would block vehicular access to the showroom.
5. If you agree, the proponent will be requested to apply for a licence under the *Planning and Development Act 2007*. As the licence process could take months to complete, the proponent may be granted a permit under the *Public Unleased Land Act 2013* (PULA) in the interim.
6. A permit under the *Public Unleased Land Act 2013* can be issued for up to 3 years and is renewable. A Licence under the *Planning and Development Act 2007* can be longer term, and generally TCCS would look at no more than 10-year terms. For either approach TCCS will ensure that conditions are placed on the permit or license arrangement enabling annual review of the fee structure.
7. Currently there are no specific electric vehicle land use fees associated with the issue of short-term permits under the PULA. The current fees for a short-term land use permit under PULA are:
 - a. Primary area (Civic, Manuka and Kingston*) use of land at \$0.80 per m² per day (Public Unleased Land (Fees) Determination 2021 (No 1), Schedule 1, Item 2.6).

Financial Implications

8. If the proponent is granted a permit or licence, the relevant fees for the use of the area would be charged. Under the current PULA fees, it is estimated that it would cost the proponent \$28 per day (\$0.80 per m² x 35m²).

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9. While the ACT Government is encouraging electric vehicle take-up, waiving the permit or licence fees is not considered appropriate in this instance, as this will be a commercial use. The electric vehicle spaces will be exclusively for Tesla and to support the showroom.

Consultation

Internal

10. City Presentation (Licensing and Compliance) and Roads ACT (Traffic Management and Safety) were consulted with in the preparation of this brief.

Cross Directorate

11. Access Canberra (Parking Operations) was consulted in the preparation of this brief.
12. EPSDD and the City Renewal Authority were also consulted and neither had any clear direction nor plans for Tocumwal Lane as part of their broader city planning work.

External

13. The former loading zone parking spaces at this location have already been removed to facilitate vehicular access to the site. Therefore, the proposal will not reduce parking or loading zones for adjacent businesses.

Work Health and Safety

14. This brief has no impact on work health and safety.

Benefits/Sensitivities

15. Under current road transport legislation Parking Operations cannot enforce:
 - a. exclusive (Tesla only) parking.
 - b. non-electric vehicles parking in an electric vehicle only space.
16. TCCS is introducing two new strict liability offences for stopping in a parking area for electric-powered vehicles in the Road Transport (Road Rules) Regulation 2017. These amendments will support effective enforcement of parking spaces for EV vehicles. This is due to be progressed in the Road Transport Legislation Amendment Bill (No 2).
17. Therefore, if you agree to agree to TCCS granting a license to the proponent for Tocumwal Place, the proponent will be informed that ACT Government cannot provide enforcement over certain aspects for these parking spaces.

Communications, media and engagement implications

18. There are no communications, media or engagements implications related to this brief.

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Signatory Name: Geoffrey Davidson Phone: 6205 9799
Action Officer: Tim Wyatt Phone: 6205 4200

Attachments

| Attachment | Title |
|-------------------|--------------|
| Attachment A | Location Map |



Transport Canberra and City Services

| | | |
|-----------------------------|--|-------------------------------|
| To: | Minister for Transport and City Services | Tracking No.: MIN S2022/00021 |
| Date received in MO: | 25/03/2022 | |
| From: | Executive Branch Manager, Roads ACT | |
| Through: | Director-General, Transport Canberra and City Services Deputy Director-General, City Services Executive Group Manager, City Operations | |
| Subject: | Speed limit reduction on Swallowtail Road, Wright | |
| Critical Date: | In the normal course of business | |

Recommendations

That you:

1. Note the information regarding the proposed speed limit reduction on Swallowtail Road Wright contained in this brief.

Noted / Please Discuss

Chris Steel MLA  1./4./22

Minister's Feedback

Suggest TCCS do a letterdrop to neighbouring suburbs to alert them to the upcoming change.

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Background

1. The Traffic Management and Safety (TMS) unit received the below customer enquiry through the Fix My Street portal in 2021, regarding the inconsistent speed limit and speeding on Swallowtail Road in Wright:

“People regularly speed in both directions. No speed sign means 50 zone, but people don't seem aware as they come off higher speed zones.”
2. The current speed limit on Swallowtail Road is 80km/h between Cotter Road and Banjo Patterson Avenue, and 60km/h between Banjo Patterson Avenue and John Gorton Drive.
3. Swallowtail Road collects and distributes traffic from local streets within the suburb, but also acts as a connector to and from adjacent suburbs and the Stromlo district.
4. Swallowtail Road was previously surveyed in February 2021, revealing that the road is carrying around 737 vehicles per day travelling at average speed of 58km/h.
5. Based on the seven years (2014-2020) of reported crashes, Swallowtail Road had five crashes out of which two resulted in injury.
6. A site investigation confirmed that the speed limit signage was inconsistent and given the current function of the road, its current road classification should be amended and the speed limit be reduced from 80km/h to 60km/h for the whole length of the road.
7. This assessment has been made based on the following factors:
 - a. To provide a consistent speed limit
 - b. The change in the roads function from a rural distributor to a major collector,
 - c. its proximity to the residential area and nearby attractors such as Stromlo Forest Park and
 - d. actual travel speeds.

Issues

8. The function of Swallowtail Road has changed over time and prior to the gazettal of Wright, Swallowtail Road was part of Uriarra Road.
9. Given how the function of the road has changed from rural to urban distributor the roads classification has been reviewed and should be amended as follows:
 - a. In the ACT Road Hierarchy 2017, Swallowtail Road is currently classified as an Arterial Road with an 80km/h speed limit. The northern end connecting to John Gorton Drive is currently classified as an Arterial with a 60km/h speed limit. Arterial roads predominantly serve longer distance travel within a district and through traffic from one district to another, which was a fair classification of the road when it was part of Uriarra Road before the development of Wright and other suburbs in the Stromlo area. Roads ACT

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proposes to amend this classification to Major Collector for its whole length based on the environmental changes.

- b. In the Canberra Strategic Transport Model (CSTM), Swallowtail Road is currently coded as a Rural Distributor with an 80km/h speed limit and the northern end connecting to John Gorton Drive is currently coded as a Local Street with a 60km/h speed limit. Roads ACT propose to amend this to Urban Distributor for its whole length.
 - c. In the Office of the Surveyor General's database, the Swallowtail Road centreline is classified as a Rural Distributor for its whole length. This database doesn't capture posted speed limits. Roads ACT propose to amend this to Urban Distributor for its whole length.
10. The use of 60km/h speed limits is appropriate for both Major Collector Roads and Urban Distributors and consistent with ACT road network.

Financial Implications

11. [REDACTED]
12. This work will be undertaken through the Traffic Management and Safety team's Minor New Works Program, where funding is provided through the internal budget.

Consultation

Internal

- 13. Asset Data Integration team, Infrastructure Planning – regarding the road's classification and hierarchy.
- 14. Transport Assessment and Modelling team, Development Coordination Branch – regarding the Canberra Strategic Transport Model.

Cross Directorate

- 15. Office of the Surveyor General, ESPDD – regarding the road's classification and hierarchy within their database.
- 16. Access Canberra - to ensure appropriate enforcement of the speed limit.

External

- 17. No external communication with the public has occurred to date.

Work Health and Safety

- 18. All future works will follow required WHS requirements and regulations.

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Benefits/Sensitivities

- 19. The reduced speed limit on Swallowtail Road will enhance road safety for all road users.
- 20. TMS is aware of sensitivities surrounding speed limit reductions on our road network and will monitor incoming Fix My Street enquiries following the speed limit reduction.

Communications, media and engagement implications

- 21. TMS will work with the Media and Communications unit to prepare a community consultation plan for these changes.

Signatory Name: Shelly Fraser Phone: x 79020

Action Officer: Benjamin Hubbard Phone: x 76616

Attachments

| Attachment | Title |
|--------------|--|
| Attachment A | TCD Drawing No. TC 769616 - Swallowtail Road |



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Transport Canberra and City Services

| | | |
|-----------------------------|--|-------------------------------|
| To: | Minister for Transport and City Services | Tracking No.: MIN S2022/00128 |
| Date received in MO: | 18/03/2022 | |
| From: | Executive Branch Manager, Governance and Ministerial Services | |
| Through: | Director-General, Transport Canberra and City Services Deputy Director-General, Transport Canberra and Business Services Deputy Director-General, City Services A/g Chief Operating Officer | |
| Subject: | TCCS Vehicle fleet - zero emissions transition | |
| Critical Date: | In the normal course of business | |

Recommendations

That you note the information contained in this brief.

Noted / Please Discuss

Chris Steel MLA 21/3/22

| |
|---------------------|
| Minister's Feedback |
|---------------------|

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Background

1. Your office requested a brief on the transition of the TCCS vehicle fleet (specifically heavy vehicles (HV)) to zero emission vehicles (ZEV), including both ACT Government leased and owned vehicles and any privately-owned vehicles from various contracts.
2. Information on the current fleet manager as well as engagement with EPSDD was also requested.

Issues

3. TCCS currently has 569 owned and leased fleet vehicles (excluding public transport buses) of which 129 are classified as HV (103 leased trucks; 24 leased buses; and two owned trucks). Attachment A provides further details of vehicle types by gross vehicle mass (GVM) and lease end dates which will provide the opportunity to transition the HV fleet to ZEV if a fit for purpose equivalent is available.
4. While passenger vehicles are relatively simple to transition to ZEV, light commercial and HV requires significant planning and investment. Attachment B provides a full breakdown of TCCS fleet by class and the current opportunities to transition to ZEV.
5. TCCS does not currently track privately-owned vehicles through its various contracts. We are exploring options to require a transition to zero emissions vehicles by contractors. The first stage of this is to do a stocktake of existing contracts and fleet used to execute these.
6. TCCS is actively engaging with industry and monitoring rapidly changing developments, ensuring fit for purpose design (e.g. through trials), developing risk assessments for HV transitioning to ZEV and installing suitable charging infrastructure across relevant TCCS sites. Through a centralised fleet model, TCCS Fleet Services are exploring viable opportunities to transition HV to ZEV and ensuring TCCS are ahead of the curve.
7. Whilst trials can establish fit for purpose ZEV for HV, further funding will be needed to meet increase in lease fees, installation of charging infrastructure for HV and possible upgrades of electrical infrastructure to meet increased demand (see Financial Implications).
8. Continued advancements are being made by TCCS to transition HV to ZEV including installation of HV charging equipment at two sites, trial of an electric tipper truck, trial of a flexible transport bus in 2022 and a fully electric garbage compactor trial currently being undertaken. Together these trials could see transition of up to 46% of the heavy vehicle fleet to ZEV by 2026, providing funding and suitable charging infrastructure is in place.
9. As a member of the Heavy Vehicle Non-Passenger Working Group, chaired by EPSDD, TCCS Fleet services are sharing the experience, success and lessons learned with HV trials which is building momentum for the transition of ACT government fleets to

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ZEV. As an example, in 2021 TCCS provided a demonstration of the electric tipper truck trial to all ACT Government agency representatives. Additionally, Evenergi will produce a comprehensive analysis through EPSDD grant funding of the electric tipper truck trial using telemetric data obtained from the truck over the next twelve months which will inform government and industry about the transition of HV to ZEV.

10. TCCS is currently considering the best way to deliver a TCCS zero emissions vehicle strategy, and a holistic approach to delivering zero emissions more broadly. You will be briefed on this.

Financial Implications

11. TCCS is working closely with the Zero Emission Government (ZEG) Team in EPSDD to enable the transition through various grants and funds including the ZEG Fund, the Social Cost of Carbon Grant, and direct funding support from EPSDD. This has included both the electric tipper truck trial and flexible transport bus trials.
12. Transitioning to ZEV HV will have a financial implication for TCCS while the industry matures and HV becomes more widely adopted and available. The table below compares existing diesel with current estimated purchase price of ZEV alternatives.

| Vehicle Type | Number | Diesel | | ZEV | Estimated difference |
|-------------------|--------|--|--|---|----------------------|
| Bus | 24 | 6.3t GVM non-DDA compliant 17 passenger Estimated purchase price: \$180k/unit ¹ | 7.7t GVM DDA compliant 10 passenger Estimated purchase price: \$265k/unit = \$6.4m | 14t GVM DDA compliant 29 passenger Estimated purchase price: \$460k/unit = \$11m | \$4.6m |
| Tipper Truck | 32 | 6.5t GVM Estimated purchase price: \$100k/unit = \$3.2m | | 6.5t GVM Estimated purchase price: \$230k/unit = \$7.4m | \$4.2m |
| Garbage Compactor | 3 | 14t GVM Estimated purchase price: \$270k/unit = \$0.8m | | 14t GVM Estimated purchase price: \$400k/unit = \$1.2m | \$0.4m |

13. Presently electric ute conversion comes at a cost of approximately \$130k or more.
14. Following the successful trial of each vehicle type, Fleet Services will work with business areas to develop business cases which will cover the additional cost of transitioning HV to ZEV including leasing cost increases; charging infrastructure and

¹ These HV will not be replaced due to non-compliance with DDA requirements
Tracking No.:

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any costs associated with electrical supply infrastructure upgrades to meet additional demand.

15. Costs to transition to zero emissions vehicles are expected to go down over time.
16. The TCCS Fleet Manager, supported by the Chief Operating Officer Group and business units, is responsible for overall TCCS Fleet Management. Resource needs are being explored to support the transition of TCCS fleet to ZEV.

Internal

17. Bus Operations within Transport Canberra and City Presentation have been consulted.

Cross Directorate

18. TCCS Fleet Services liaise at a Whole of Government level in respect to zero emissions vehicles. Specifically, ACT Property Group and EPSDD are key stakeholders in supporting TCCS to move to ZEV.

Work Health and Safety

19. Development of risk assessments and staff training to ensure the health and safety of workers is undertaken as part of the transition of HV to ZEV.

Benefits/Sensitivities

20. Transitioning HV to ZEV will demonstrate a strong commitment to the ACT Climate Change Strategy and Zero Emission Government Framework and display leadership for TCCS to other agencies, industry and the broader community.

Communications, media and engagement implications

21. Positive media is likely to result from transitioning TCCS HV to ZEV.

Signatory Name: Lisa Johnson, Executive Branch Phone: 6205 5187
Manager, Governance and
Ministerial Services Branch

Attachments

| Attachment | Title |
|--------------|------------------------------|
| Attachment A | TCCS Fleet HV Profile |
| Attachment B | TCCS Fleet Transition to ZEV |



Transport Canberra and City Services

| | | |
|-----------------------------|---|-------------------------------|
| To: | Minister for Transport and City Services | Tracking No.: MIN S2022/00129 |
| Date received in MO: | 23/03/2022 | |
| From: | Executive Branch Manager, People and Capability | |
| Through: | Director-General, Transport Canberra and City Services Deputy Director-General, City Services Deputy Director-General, Transport Canberra and Business Services A/g Chief Operating Officer, TCCS Chief Financial Officer, TCCS | |
| Subject: | Impact of removal of User Choice subsidies for TCCS ACTPS Employees | |
| Critical Date: | In the normal course of business | |

Purpose

To brief you on the potential impact removal of User Choice subsidies will have on the TCCS budget and ability to attract, retain and develop its employees.

Recommendations

That you note the information contained in this brief.

Chris Steel MLA  **Noted / Please Discuss**  25/3/22

Minister's Feedback

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Background

1. Through the budget process, the ACT Government removed the Australian Apprenticeship (User Choice) subsidies for ACT and Australian Government employees from 1 January 2022.
2. Australian School-based apprentices are excluded from this measure and existing apprentices and trainees will continue to attract training subsidies for the duration of their qualification.
3. The training and subsidies are integral to ensure the safe and effective execution of duties and services that Canberrans rely on every day.

Issues

4. Across calendar years 2019 - 2021, TCCS had 368 staff enrol in qualifications that attracted a User Choice subsidy.
5. Of these, 209 (56.5%) related to the Certificate III in Driving Operations, noting that TCCS employ (on average) 80 new bus drivers per year.
6. The 2019-21 training accessed includes eight key qualifications, each aligned to a major TCCS deliverable or service:

| Qualification | Purpose |
|------------------------------------|---|
| Cert III/IV in Government | GSOs – EA soft barrier for promotion |
| Cert III in Parks and Gardens | Apprentices in Place Management |
| Cert III in Arboriculture | Urban Trees: critical in supporting Tree Protection Act and actions under the Urban Forest Strategy |
| Cert III in Driving Operations | Bus operators |
| Cert III in Horticulture | Yarralumla Nursery, Urban Trees |
| Cert IV in Leadership & Management | Operational Frontline Manager program |
| Cert IV in Gov Investigations | All rangers and compliance officers |

7. In addition to the above, a new qualification (auto-electrics) has been introduced to support employees ahead of the Territory taking possession of its new fleet of electric buses. This training will be specified within the new Enterprise Agreement.
8. Although some of the courses (such as leadership) could be reconsidered, the financial impact on the necessary operational or government priority qualifications such as Driving Operations, Horticulture and Arboriculture will be substantial.
9. An ageing workforce and the introduction of the secure employment framework amplifies the importance of having an accurate understanding of the Directorate's current and shifting composition.

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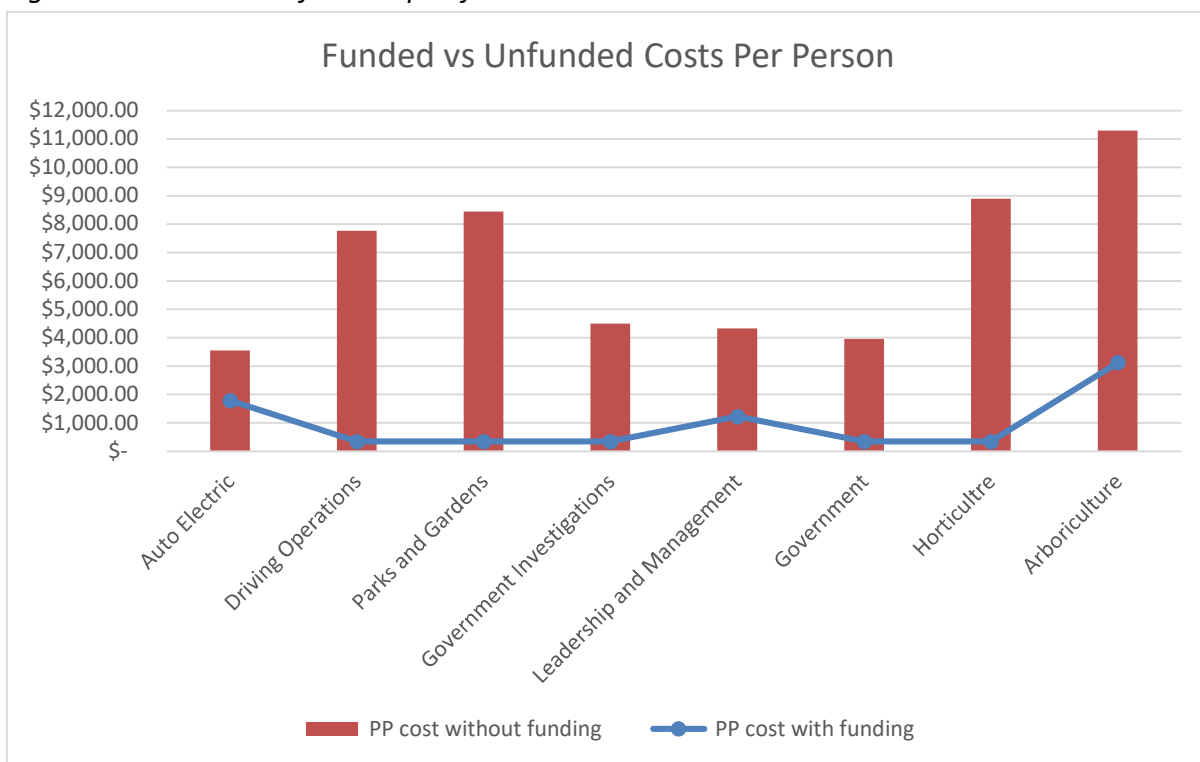
- The strategic and operational approaches required into the future will require considerable investment and focus to build and maintain innovative, capable and effective operations.

Financial Implications

- [REDACTED]

- Figure 1 below shows the expected per person budget impact across the 8 key qualifications.

Figure 1: Funded vs Unfunded qualifications



- The removal of the User Choice subsidy to TCCS would have an estimated impact of \$0.84 million in 2020 and \$0.46 million in 2021 based on the actual training enrolment. The impact in 2021 was lower than previous years due to less bus drivers recruited as a result of the COVID lockdown.

- [REDACTED]

Consultation

Internal

- Implications have been discussed with business units most likely to be impacted by the decision. This has included Transport Operations, Urban Trees, Place Management and Domestic Animal Services.

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Cross Directorate

16. Training figures for past three years obtained from Skills Canberra.

External

17. Nil.

Work Health and Safety

18. Many of the qualifications undertaken by TCCS employees include WHS competencies critical to the inherent requirements of the roles being performed.
19. The Certificate III in Driving Operations is a nationally recognised qualification adopted by the Directorate as a best practice training methodology. Whilst this qualification is not mandated in legislation or licencing requirements, it provides incentive and competence to new employees, aligns with a national standard, and builds greater public confidence.
20. Ceasing the provision of this qualification is not advisable and would likely lead to operational decrement.

Benefits/Sensitivities

21. TCCS acknowledges the Government's decision to support local industry and small business because of the COVID-19 pandemic, however TCCS is competing in the same labour market given the nature of roles and services performed.
22. Access to VET training provides a real opportunity for TCCS to become an employer of choice, upskilling and professionalising industry practice, for example, arboriculture is an unregulated industry.

Communications, media and engagement implications

23. Nil.

| | | | |
|-----------------|-----------------|--------|--------------|
| Signatory Name: | Meghan Oldfield | Phone: | 02 6205 3817 |
| Action Officer: | Petra Crowe | Phone: | ██████████ |



Transport Canberra and City Services

To: Minister for Transport and City Services Tracking No.: MIN S2022/00136

Date received in MO: 18/03/2022

From: Executive Branch Manager, Strategic Policy and Customer

Through: Director-General, Transport Canberra and City Services
Deputy Director-General, Transport Canberra and Business Services

Subject: Lifeline Canberra – Number Plates

Critical Date: 25/03/2022

Critical Reason: To provide sufficient time for Access Canberra to finalise plate design with Lifeline and order and receive plates by the Gala on 6 May 2022

Recommendations

That you:

1. Note the information contained in this brief;

Noted / Please Discuss

2. Agree to donate 10 sets of “custom euro style” numberplates to Lifeline Canberra to be auctioned or sold at their gala on 6 May 2022; and

Agreed / Not Agreed / Please Discuss

3. Sign the letter at (Attachment A) to [REDACTED] Director Strategic Engagements and Communications, Lifeline Canberra.

Signed / Not Signed / Please Discuss

Chris Steel MLA *18/3/22*

Minister’s Feedback

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Background

1. Lifeline Canberra has provided Telephone Crisis Support to the people of Canberra and the surrounding region for 50 years. This service is possible due to the dedication of over 250 trained volunteers from the ACT and region who fill shifts as part of a national network to ensure the phone will be answered 24 hours a day, seven days a week. Lifeline Canberra relies heavily on donations and fundraisers to meet the cost of its telephone services.
2. Lifeline Canberra has sought the donation of 10 sets of “custom” “euro style” plates to be sold or auctioned at their Gala on 6 May 2022.

Issues

3. Since 1990, various ACT Governments have responded to requests for donations of custom numberplates from a number of charities and sporting groups by agreeing to supply numberplates free of charge for public auction or sale of the numberplates by the charity, ([Attachment B](#)) refers.
4. The ACT Government previously donated numberplates in December 2012 and May 2018 to Lifeline Canberra.
5. Section 13 of the *Road Transport (General) Regulation 2000* provides for the Minister to remit any fee, charge or other amount payable under the road transport legislation. This section allows you to donate custom numberplates if you choose.

Financial Implications

6. Manufacture of the numberplates will cost about \$650.

Consultation

Internal

7. N/A.

Cross Directorate

8. Access Canberra has provided details of plate availability, whom Lifeline should liaise with to finalise the design of the plates, obtain letters so successful bidders/purchasers of the plates will not be charged on collection.

External

9. N/A.

Work Health and Safety

10. There are no work health and safety issues arising from this matter.

Benefits/Sensitivities

11. Donating the plates will support Lifeline Canberra in delivering services to the ACT and surrounding residents.

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12. There are not considered to be any sensitivities in relation to this matter.

Communications, media and engagement implications

13. There are not expected to be any media issues arising from this matter. It is expected that Lifeline Canberra will acknowledge the donation of the plates at the Gala.

Signatory Name: John Bowdery

Phone: 78467

Attachments

| Attachment | Title |
|-------------------|---------------------------------------|
| Attachment A | Letter to Lifeline Canberra |
| Attachment B | List of donated custom plates to date |



Transport Canberra and City Services

| | | |
|-----------------------------|--|--------------------------------|
| To: | Minister for Transport and City Services | Tracking No.: MINS S2022/00215 |
| Date received in MO: | 24/03/2022 | |
| From: | Executive Branch Manager, Strategic Policy and Customer | |
| Through: | Director-General, Transport Canberra and City Services Deputy Director-General, Transport Canberra and Business Services | |
| Subject: | Road Transport Legislative Amendment Bill 2021 (No 2) – Scrutiny Response | |
| Critical Date: | 04/04/2022 | |
| Critical Reason: | A response to the Standing Committee on Justice and Community Safety (Legislative Scrutiny Role) is required prior to debate of the Bill in the Assembly which is scheduled for the sitting week of 5 April 2021 | |

Recommendations

That you:

1. Sign the response to the Standing Committee on Justice and Community Safety (Legislative Scrutiny Role) (the Committee) at Attachment B.

Signed / Not Signed / Please Discuss

Chris Steel MLA  24/3/22

Minister's Feedback

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Background

1. On 1 December 2021 you introduced the Road Transport Legislation Amendment Bill 2021 (No 2) (the Bill) to the Legislative Assembly.
2. In its Report No. 12 dated 1 February 2022 (Attachment A), the Scrutiny Committee commented on the Bill and has sought a response from you in relation to the right to the presumption of innocence (section 22 of the HRA).

Issues

3. The Committee has requested further clarification on how individuals will be informed when they are using a road related area and subject to the amended alcohol and drug offence under section 24A of the Bill.
4. Education will be undertaken through a media release, social media and updated website content. A detailed road safety campaign focused on vulnerable road users will be released shortly after the Bill.
5. A proposed response addressing the concern raised by the Committee has been prepared for your signature and is at Attachment B.

Financial Implications

6. Nil.

Consultation

Internal

7. Nil.

Cross Directorate

8. Nil

External

9. Nil.

Work Health and Safety

10. Nil

Benefits/Sensitivities

11. The Bill improves road safety and provides better protections for road users, including vulnerable road users, which is consistent with the *ACT Road Safety Strategy 2020-25* and the *ACT Road Safety Action Plan 2020-2023*.
12. The issues raised in the Scrutiny Response may be raised during the debate of the Bill.

Communications, media and engagement implications

13. The updates will form part of a vulnerable road user education campaign scheduled for release mid-2022.

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Signatory Name: Mel Hynds / Georgia Nicolls Phone: X78969

Action Officer: John Bowdery Phone: x78467

Attachments

| Attachment | Title |
|-------------------|---|
| Attachment A | Standing Committee on Justice and Community Safety (Legislative Scrutiny Role) Report Number 12 - 1 February 2022 |
| Attachment B | Draft response to Scrutiny Committee – Road Transport Legislation Amendment Bill 2021 (No 2) |

Advisory Note

Objective Reference: MIN S2022/00292

To: Minister for Transport and City Services

Through: Director-General
Deputy Director-General, City Services
Executive Group Manager, Infrastructure, Delivery and Waste

From: Executive Branch Manager, Infrastructure Delivery

Subject: Emesh concrete trial - BIF 2021-22 Active Travel Community Path
Maintenance

Critical Date: In the normal course of business

Purpose

To brief you on the trial of the Emesh product as a more environmentally friendly alternative for reinforcing concrete used in path construction where appropriate.

Background


1. The ACT Budget allocated \$4m over four years for the BIF 2021-2022 Active Travel Community Path Maintenance.

Issues

2. The Infrastructure Delivery team (ID) identified an opportunity to trial a more environmentally friendly product for reinforcing concrete used in path construction (where appropriate).
3. The aim of the trial is to explore the use of alternative reinforcement products used in the placement and maintenance of Canberra's concrete community path network to reduce the environmental impact of our work.
4. ID has committed to a 1,000m² trial of Emesh, a product produced by Fibercon which uses 100% recycled commercial plastic in place of standard steel reinforcement in concrete.
5. Roads ACT maintenance team have been involved in the development of the trial and the Roads ACT EBM and TCCS Infrastructure Delivery EBM have approved the use of the product.
6. The trial sites are to be at varying locations and a four-year performance monitoring plan has been established to report on its performance compared to standard steel reinforced concrete community paths.

Advisory Note

7. Slump testing and cylinder tests (7 and 28 day) will be taken on site on at least two occasions per package of works. Schmidt hammer tests will also be conducted in the first and last year of the four-year program. This has been included in the scope of work for the contractor.
8. These documented results will be accompanied by on site photos which will show both Emesh and standard reinforced sections of community path for comparison. This has been included in the scope of work for the Superintendent.
9. The cost of utilising Emesh compared to traditional methods is comparable.
10. By exploring the use of recycled products, TCCS are actively trying to reduce carbon emissions created through the production of steel and find innovative and sustainable solutions to reduce plastic waste. The product claims to reduce carbon emissions by up to 90% of traditional methods.
11. Infrastructure Planning have been consulted and options for incorporating the use of this type of product into the TCCS standards will be explored based on the outcome of the trial and information that may be able to be provided by other jurisdictions.



Noted/Please Discuss

Chris Steel MLA
Minister for Transport and City Services
15/03/22

Advisory Note

Objective Reference: MINS2022-00306

To: Minister for Transport and City Services

Through: Director-General
Deputy Director-General, City Services
Executive Group Manager, City Operations

From: Executive Branch Manager, Roads ACT

Subject: Moncrieff Gross Pollutant Trap Drying Area – Remediation works

Purpose

This brief is to provide you with an update on improvement works proposed at the Moncrieff Gross Pollutant Trap (GPT) Drying Area.

Background

ACT Greens candidate Natasa Sojic and the Moncrieff Landcare Group provided media statements in early 2022 calling for the ACT Government to remove the Moncrieff GPT drying area. TCCS officers have inspected the area and scheduled improvements works.

Material collected and removed from the ACT stormwater network, via Gross Pollutant Traps (GPT's) or other network cleaning, is deposited at approved drying sites like Moncrieff Drying Pad and then transported to the Mugga Lane Resource Management Centre.

The ACT Government uses the Moncrieff Drying Pad area to assist to dry out waste material collected from a series of Gross Pollutant Traps from across the northern suburbs in the ACT.

Having a specialised area to dry wet waste at this site is essential to comply with environmental protection requirements before being taken to the Mugga Lane Resource facility.

GPTs prevent the flow of coarse sediment, trash and organic debris into waterways, water quality control ponds, and urban lakes. This maintains the appearance of these waterways and water bodies, assists with the maintenance of water quality, and ensures the health of downstream flora and fauna.

There are over 265 GPTs in the ACT Government's stormwater network which are designed to remove up to 70 per cent of contaminants from stormwater runoff.

The ACT Government acknowledges population has grown in the region since the Moncrieff Drying pad site was established. Steps are being taken to improve containment and introduce soft landscaping to better control the dried material from the GPT and improve the aesthetics. This is expected to be completed by 30 June 2022.

Roads ACT and City Presentation have worked collaboratively to develop suitable containment treatment and aesthetic improvements to the GPT drying pad surrounds within existing budget means.

Action Officer: Shelly Fraser

Date: 16 March 2022

Advisory Note

A tender was released by Roads ACT for installation of chain wire fencing around the perimeter of the drying pad including heavy duty shade cloth. The fencing tender closed on the 10 March 2022.

City Presentation is marking up the planting and coordinating with the Ginninderra Catchment Group (GCG), and also consulting with the Fire Management team as the site is partially zoned as a Bushfire Prone Area and is close to the Outer Asset Protection Zone.

City Presentation will slash and spray along the fence line and then lay a thick layer of mulch on the eastern side of the area after the permanent chain link fence has been installed. GCG volunteers will plant larger sized eucalypts (250mm spring ring) and screening shrubs (tubes) along the eastern side, and plant casuarinas between the pin oaks on the western side. GCG will also look for opportunities to plant trees along the cycle path running north-east of the creek as part of the Autumn planting program. Planting is planned for around May-June 2022.

The mid to long-term management strategy would be to arrange 2-3 maintenance events with GCG in the first year and to return to spray out weeds one year after the initial planting. The site will be allowed to naturalise to minimise the need for ongoing maintenance.

Traffic signage will also be installed at the entrance to the site from Mirrabai Drive to improve road safety.



Noted/Please Discuss

Chris Steel MLA
Minister for Transport and City Services

27/3/22



OFFICIAL

Transport Canberra and City Services

| | | |
|-----------------------------|---|-------------------------------|
| To: | Minister for Transport and City Services | Tracking No.: MIN S2022/00377 |
| Date received in MO: | 07/03/2022 | |
| CC: | Minister for Business and Regulation | |
| From: | Executive Branch Manager, Strategic Policy and Customer | |
| Through: | Director-General, Transport Canberra and City Services Deputy Director-General, Transport Canberra and Business Services | |
| Subject: | NHVR 'National Roadworthiness Survey: A Health Check of Australia's Heavy Vehicle Fleet' – follow-up information | |
| Critical Date: | In the normal course of business | |

Recommendations

That you:

1. Note the information contained in this brief.

Noted / Please Discuss

Chris Steel MLA  16/3/22

Minister's Feedback

Are there any other criteria/risks that trigger an inspection other than defect notices?

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Background

1. You were provided a brief on the National Heavy Vehicle Regulator's (NHVR) national roadworthiness survey in December 2021 (Attachments A - C).
2. You requested further advice in relation to whether TCCS would be proposing any regulation amendments in light of the results, particularly in relation to the lower inspection frequency in the ACT compared to other jurisdictions and whether this is contributing to compliance findings, especially in comparison to NSW.

Issues

3. The ACT inspects heavy vehicles on original registration and then every second year. Inspections are also conducted if a vehicle is issued a defect notice.
 - a. NSW, QLD, SA and NT require annual inspections with NSW, QLD and SA allowing some vehicles to be inspected at private heavy vehicle authorised inspection stations dependent on type, size and/or combination and use of the vehicle (public passenger etc).
 - b. WA requires annual inspection of buses and public transport vehicles (and possibly tow trucks by private sector).
 - c. VIC only requires inspection on establishment or transfer of registration.
 - d. TAS requires inspection on establishment and if a defect is issued.
4. The NHVR's roadworthiness survey is intended to gauge the "health" of Australia's heavy vehicle fleet as a measure of how the fleet compares to the applicable vehicle standards.
5. 41% of the vehicles inspected in the ACT were registered in other jurisdictions. The survey does not report in which jurisdictions those vehicles were registered, however it would be expected the majority would have been registered in NSW, with most of the rest registered in QLD, VIC or SA.
6. For some classes of vehicles the interstate registered vehicles displayed a higher level of non-conformance than ACT registered vehicles. The report also indicates that 99% of ACT registered vehicles inspected interstate passed the inspection conducted.
7. These figures, noting there were very few ACT vehicles inspected interstate, indicate that there may have been some differences in the standard of the inspections conducted.
8. It is not proposed to progress any regulatory or vehicle inspection changes as a result of the survey.
9. Access Canberra has some capacity to inspect more heavy vehicles at the inspection station at Hume, however, this would require the engagement of additional staff and the use of an inspection lane that is not set up to be able to inspect all heavy

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vehicles. Undertaking more heavy vehicle inspections would also affect the number of light vehicles that can be inspected.

10. The NHVR is responsible for enforcing the Heavy Vehicle National Law in the ACT and has been since services were transitioned on 1 July 2019.
11. The NHVR has also proposed that they take over responsibility for heavy vehicle inspections in participating jurisdictions (QLD, NSW, ACT, VIC, TAS and SA) under a risk based assessment of vehicle types and uses.

Financial Implications

12. There are no financial implications arising from this brief.
13. While it is not proposed that additional periodic inspections be introduced for heavy vehicles in the ACT, should that occur, the operators of those vehicles would be required to organise and take the time to have the vehicle inspected at Hume and pay \$170.30 for the initial inspection and \$18.30 for any required follow-up inspection conducted within a month of the initial inspection. Access Canberra would be required to reorganise inspection arrangements and engage additional staff to conduct those inspections.

Consultation

Internal

14. N/A.

Cross Directorate

15. Access Canberra were consulted in the preparation of this brief.

External

16. N/A.

Work Health and Safety

17. There are no Work, Health and Safety implications arising from this matter.

Benefits/Sensitivities

18. The NHVR's roadworthiness survey provides a point in time snapshot of Australia's heavy vehicle roadworthiness.
19. There is some sensitivity in the reports as the results might be perceived as ranking jurisdictional performance rather than vehicles that happen to be in jurisdictions. Additionally, the inspections are conducted by local NHVR inspectors, not a team of inspectors travelling around the country, and these arrangements can produce inconsistent results.

Communications, media and engagement implications

20. There are not expected to be any media implications arising from this matter.

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Signatory Name: John Bowdery Phone: 78476
Action Officer: Rod Paule, Director, Road Transport Policy Phone: 77115

Attachments

| Attachment | Title |
|-------------------|--|
| Attachment A | National Roadworthiness Survey: A Health Check of Australia's Heavy Vehicle Fleet 2021 - ACT |
| Attachment B | 2021 National Roadworthiness Survey – Overview |
| Attachment C | Previous brief on this matter MIN S2021 01866 |

Transport Canberra and City Services

To: Minister for Transport and City Services

Tracking No.: S2022/00405

**Date received
in MO:** 16/03/2022

From: Executive Branch Manager, Governance and Ministerial Services and
ACT Cemeteries and Crematoria Regulator

Through: Director-General, Transport Canberra and City Services
Deputy Director-General, Transport Canberra and Business Services
Executive Group Manager, Territory and Business Services
A/g Chief Operating Officer, Chief Operating Officer Group

Subject: Cemeteries and Crematoria Authority Determination of Trustee – Public
Trustee and Guardian

Critical Date: In the normal course of business

Recommendations

That you:

1. Note the information contained in this brief;

 **Noted / Please Discuss**

2. Agree to the Determination of Trustee under the *Cemeteries and Crematoria Act 2020*; and

 **Agreed / Not Agreed / Please Discuss**

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3. Sign the attached Disallowable Instrument (Attachment A) appointing the Trustee.

Signed / Not Signed / Please Discuss

Chris Steel MLA



16/3/22

Minister's Feedback

Background

1. The *Cemeteries and Crematoria Act 2020* (the Act) came into effect on 23 August 2020 and replaced the *Cemeteries and Crematoria Act 2003*.
2. In accordance with Section 106 of the Act, the Minister is required to determine a percentage of revenue to be transferred to a Perpetual Care Trust established to fund maintenance of a cemetery after it is closed for new burials, interment of ashes or memorialisation.
3. The current Perpetual Care Trust percentages in accordance with the *Cemeteries and Crematoria (Perpetual Care Trust Percentage) Determination 2021 (No 1)* are as follows:

| Column 1 | Column 2 |
|-----------------------------|------------------------------------|
| Cemetery/ Crematorium | Perpetual care trust percentage |
| Gungahlin Cemetery | 11% |
| Woden Cemetery | 11% |
| Woden Mausoleum | 11% |
| Hall Cemetery | 11% |
| Norwood Park Crematorium | 1% |

Issues

4. Under Section 105 of the Act, the Minister must determine that the trustee for a Perpetual Care Trust is either the public trustee, or the Director-General.
5. It is proposed that the trustee for the Cemeteries and Crematoria Authority's Perpetual Care Trust is formally appointed as the Public Trustee and Guardian. An

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instrument for this is provided at Attachment A for your signature along with an Explanatory Statement at Attachment B.

Financial Implications

- 6. The trustee is responsible for managing funds in the perpetual care trust and is expected to act in the best interest of the trust and in accordance with the terms of the trust documents.

Consultation

Internal

- 7. The Chief Executive Officer of the Cemeteries and Crematoria Authority has been consulted and noted the determination without objection.
- 8. TCCS Legal have reviewed the disallowable instrument and explanatory statement.

External

- 9. The Public Trustee and Guardian has been consulted and agreed to take on the role of trustee for the Cemeteries and Crematoria Authority Perpetual Care Trust.

Work Health and Safety

- 10. Nil.

Benefits/Sensitivities

- 11. Determining the trustee for the Cemeteries and Crematoria Authority Perpetual Care Trust will ensure compliance with the Act and provide for the long-term financial management of cemeteries in the ACT.

Communications, media and engagement implications

- 12. Nil expected. Talking points can be prepared if required.

Signatory Name: Lisa Johnson

Phone: 6205 5187

Attachments

| | |
|--------------|--|
| Attachment A | Disallowable Instrument – Determination of Trustee |
| Attachment B | Explanatory Statement |

Advisory Note

Objective Reference: 2022-00406

To: Minister for Transport and City Services

Through: Director-General
DDG, Transport Canberra and Business Services
EGM, Territory and Business Services

From: EBM, Libraries ACT

Subject: Belconnen Library Heritage Council Decision

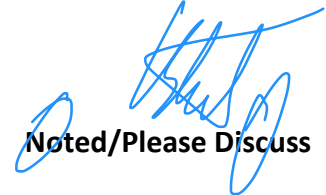
Critical Date: In the normal course of business

- On 10 February 2022 the ACT Heritage Council met and under *Section 32* of the *Heritage Act 2004*, agreed to provisionally register the Belconnen Library and Pedestrian Plaza, Belconnen, to the Heritage Register.
- Libraries ACT have no outstanding plans for upgrading the Belconnen Library site, and as such this provisional registration should not impact on services over the coming months.
- ACT Property Group (ACTPG) are concerned about the nomination and does not believe there are strong grounds included in the nomination for listing of this particular building.
- The Belconnen Library underperforms in both visits and loans of items. Its use should be comparable with Woden Library, but it is much less used. Location and car parking are two major contributors to this underperformance.
- It is noted that the nomination is only on the grounds of *course or pattern of the ACT's cultural or natural history* but was not found to be strong on any other category, including its architectural merit or use as a Library.
- Libraries ACT, the Suburban Land Agency and ACTPG have been considering the current location of the Community Centre and Library and a possible option to relocate these to the redeveloped Lathlain Street precinct. Should the Library service relocate from its current building, to one more centrally located to transport pathways, retail activity and other community services, ACTPG advises that there is limited alternative use for the current building.



Advisory Note

- [REDACTED]
- ACTPG will work with TCCS on a response to the Heritage Council on the nomination.
- The information in this Advisory Note has been approved by ACT Property Group Executive Branch Manager.


Noted/Please Discuss

Chris Steel MLA

Minister for Transport and City Services

18/03/2022



Transport Canberra and City Services

| | | |
|-----------------------------|---|-------------------------------|
| To: | Minister for Transport and City Services | Tracking No.: MIN S2022/00462 |
| Date received in MO: | 01/04/2022 | |
| From: | Executive Branch Manager, Roads ACT | |
| Through: | Director- General, Transport Canberra and City Services A/g Deputy Director General, City Services Executive Group Manager, City Operations | |
| Subject: | Use of 'Sherrin Red' colour for 40km/h Road Markings Civic | |
| Critical Date: | 06/04/2022 | |
| Critical Reason: | To implement new road markings in the 40km/h zones in Civic | |

Recommendations

That you:

1. Note the information contained in this brief; and
2. Agree to one of the options outlined in this brief

Noted / Please Discuss

Agreed / Not Agreed / Please Discuss

Chris Steel MLA 4/4/20

| |
|--|
| <p>Minister's Feedback</p> <p>Options 2 or 3. Honeycomb sounds fine.</p> |
|--|

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Background

1. The expansion of 40km/h zones in City and Braddon was approved for implementation in December 2020 and executed in March 2021. This includes the following:
 - a. Northbourne Avenue between McKay Street to Vernon Circle.
 - b. Sections of Barry Drive and Cooyong Street with high pedestrian activity.
 - c. A large section of the Braddon commercial precinct.
2. The permanent warning signage installed when the new speed limit came into effect included:
 - a. 40km speed zone signs at each entry point into the new speed limit zone.
 - b. Repeater signs following each major road that intersects with the zone.
 - c. 40 km/h pavement road markings.
3. In response to community feedback during and after the grace period, further signage has been installed, including:
 - a. Additional 40 km/h road signs immediately in advance of, or on, the speed camera poles located on Northbourne Avenue and Barry Drive - installed in July 2021.
 - b. Additional pavement markings at mid-blocks on Northbourne Avenue, Barry Drive and Cooyong Street – installed in September 2021.
 - c. Additional larger size permanent “40km/h Area” signs on the entry to the new speed zones, installed in December 2021.
4. Additional pavement marking using red patched on the entry to the 40km zone on Northbourne Avenue and Barry Drive has also been proposed.
5. You recently requested advice regarding the ability to change these red patched areas to be coloured “Ochre/Sherrin Red”.

Issues

6. Roads ACT has approached the manufacturer of applied coloured pavement surfacing material to enquire if ‘Sherrin Red’ colour can be provided. The manufacturer has informed that two colours of red are available: Venetian and Signal red and these are the only red shades available for use in Australia ([Attachment C](#)).
7. Applied pavement surfacing material, unlike general trade paints cannot be mixed as manufacturer’s need to follow strict guidelines to comply with Australian Standards - AS 4049 - Paints and related materials – Pavement Marking Materials.
8. The coloured surfacing manufacturer noted that further research and development is required to develop additional colours to ensure specifications concerning skid resistance and resistance to UV can be achieved.

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9. Roads ACT has been seeking an alternative to the proposed “sherrin red” markings. These could include:
 - a. Option 1 - No patch and relying on the 40 km/h roundel alone. This option would not meet the commitment for additional markings.
 - b. Option 2 - Use of a standard red colour patch as originally proposed. Standard red surfacing is available off the shelf and could be implemented within four to six weeks (weather permitting). Red surfacing is used to indicate bus lanes. The use of red surfacing for alerting drivers to a speed limit is inconsistent with normal practice and could be confusing for drivers and so could be a hazard, particularly for those with less driving experience and during less favourable weather conditions.
 - c. Option 3 - Roads ACT has been investigating other options and has found that NSW are installing a yellow honeycombed pattern patch with speed limit road markings ([Attachment B](#) provides an example from Coffs Harbour in NSW). This could be used in the ACT and could be implemented within 6 to 8 weeks.
10. Yellow is a colour that can be provided off the shelf and is used in NSW for school zone 40km/h speed limit pavement markings patches.

Financial Implications

11. Installing the yellow honey combed pattern patches would be funded from within existing budgets.

Consultation

12. No consultation has taken place on the use of additional pavement colours.

Work Health and Safety

13. Nil.

Benefits/Sensitivities/Recommendation

14. Use of pavement marking can change the road surface friction coefficient (skid resistance) particularly on cold / frosty conditions. For general traffic this is rarely a concern. However, the reduction of friction coefficient can be an issue for motorcyclists at speed, particularly in unfavourable weather conditions.
15. Yellow honeycomb pattern has recently been used in Coffs Harbour to provide a high contrast surface patch that is clearly visible to passing traffic.
16. It is recommended that yellow honey combed pattern patches be installed instead of the originally proposed “Sherrin red” patches. The use of yellow honey combed pattern patches for 40km/h zones would be consistent with other jurisdictions and readily understood by motorists.

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Communications, media and engagement implications

17. The extension of the 40km/h speed limit has attracted significant media attention. Changing the scheme and introducing additional markings is likely to attract further media and public interest.
18. Installing the proposed patched does not require consultation with road users or adjoining businesses and no consultation is proposed.

Signatory Name: Ben Hubbard

Phone:

Attachments

| Attachment | Title |
|-------------------|--|
| Attachment A | Current pavement markings |
| Attachment B | Pavement marking arrangement used in Coffs Harbour |
| Attachment C | Applied coloured road surfacing material red colours currently available |

Advisory Note – Minister Steel

Objective Reference: MINS2022-00473

To: Minister for Transport and City Services

Through: Director-General
DDG, City Services

From: EBM, Infrastructure Delivery

Subject: Transport Canberra and City Services (TCCS) - Infrastructure Delivery (ID) monthly progress report – February 2022

Critical Date: In the normal course of business

Advice:

To provide an update on progress and key issues relating to the Transport Canberra and City Services Infrastructure Delivery Program project/s status. The Infrastructure Delivery Committee (IDC) report for February 2022 is available at [Attachment 1](#).

Background

The Program includes a diverse range of projects for client areas within the Directorate. This includes playgrounds, major road upgrades, and new active travel projects.

Infrastructure Delivery within the Transport Canberra and City Services Directorate manages a large annual program of facilities, safety and security improvements to TCCS depots, as well as infrastructure development to support the ACT's public transport operations and functions.

At the end of February 2022 expenditure on capital works was \$70.3 million, this is approximately 33% of the Revised budget of \$215 million as shown below. The expenditure to the end of February 2022 is approximately \$32 million behind the revised budget, details are in the IDC report.

The delays that have affected the program outlined in the report are:

COVID-19

Since the World Health Organisation declared COVID-19 a pandemic in March 2020, effects on the availability and pricing of products and services have occurred. This is impacting the TCCS capital works program by:

- availability of materials e.g. steel, timber, concrete, bitumen, paint, piping, IT components and equipment;
- availability of services, trades, and skilled labour e.g. electricians, concreters, builders;
- high demand is also negatively affecting supply;

Action Officer: Jeremy Smith

Date: 15 March 2022

Advisory Note – Minister Steel

- significant price increases for both building materials and trades due to resource scarcity, increased cost of raw materials, increased shipping costs, and the falling AUD; and
- a surge in demand due to COVID-19 and ongoing port disputes across Australia is delaying vital shipments of goods into the country which could also affect project schedules.

The emergence and rapid spread of the Omicron variant of COVID-19, is exacerbating the above issues and will continue to negatively affect the TCCS capital works program. Omicron is also creating human resourcing issues which will add further delays to the TCCS capital works program.

La-Nina

Australia's Bureau of Meteorology has declared a La Niña weather event is under way in the Pacific, bringing the country in line with other agencies, and underscoring the prospect of a relatively cool, damp, and stormy summer for much of the north and east.

The ACT recorded its wettest and coldest November/December period in over a century and is in the midst of a five month long La Nina weather event that will cause heavy rainfall and increased flooding. This event has already begun to impact the TCCS capital works program by:

- sites becoming waterlogged;
- soil erosion on sites;
- contractors down time; and
- temporary site closures.

As this weather event progresses, the impacts on schedules and budgets will increase and could significantly impact the TCCS capital works program.

Outside influences

The following external factors have also negatively affected projects:

- client delays;
- unforeseen environmental requirements;
- standing committee decisions; and
- services relocations.

Noted / Please Discuss

Chris Steel MLA
Minister for Transport and City Services

.../.../....

Advisory Note – Minister Steel

Transport Canberra and City Services

To: Minister for Transport and City Services Tracking No: MIN S2022/00482

Date received in MO: 23/03/2022

CC: Minister for Business and Better Regulation
Chief Minister

From: Executive Branch Manager, Strategic Policy and Customer

Through: Director-General, Transport Canberra and City Services
Deputy-Director General, Transport Canberra and Business Services

Subject: Automatic Mutual Recognition: Determination to require notification of intention to work in the ACT

Critical Date: 25/03/2022

Critical Reason: For the legislative instruments and explanatory statements to be finalised ahead of lodgement on the Federal Register of Legislative Instruments in March 2022

Recommendations

That you:

1. Note the information contained in this brief;

 **Noted / Please Discuss**

2. Agree to determine, by signing the attached legislative instruments, that if a person intends to carry on any of the activities listed in the ACT under an automatic deemed registration, they must notify the relevant local registration authority, i.e Road Transport Authority or the Registrar of Domestic Animal Services.

 **Agreed / Not Agreed / Please Discuss**

3. Agree to the Explanatory Statements which will accompany the notification instruments.

 **Agreed / Not Agreed / Please Discuss**

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4. Agree to share any signed notification instruments with the Better Regulation Taskforce for uploading on the Federal Register of Legislative Instruments (FRLI) ahead of commencement of the scheme in the ACT.

 Agreed / Not Agreed / Please Discuss

Chris Steel MLA  23 / 3 / 22

Minister's Feedback

Background

1. Amendments to the *Mutual Recognition Act 1992* (Cth) (the MR Act) commenced on 1 July 2021. These amendments now enable an individual registered for an occupation in their home State/Territory to be taken to be registered in a second State/Territory, this is known as Automatic Deemed Registration (ADR). The ACT is a participating jurisdiction under the MR Act.
2. There are 14 occupations in scope of the MR Act which are regulated through legislation TCCS is responsible for. A list of these occupations is included at the appendix. To allow time for further assessment of the impacts of MR on these occupations a temporary exemption under section 42T(1)(a) of the MR Act was applied and will expire on 30 June 2022.
3. The MR Act provides a power to a Minister of a State/Territory to require an individual to notify the local registration authority (LRA) that they intend to work in that state, in accordance with the Administrative Arrangements (see CAB2021/222).
4. As portfolio minister with responsibility for relevant occupational registrations, you must now consider whether an individual worker who wishes to undertake the activities that fall within the scope of these occupational registrations in the ACT must notify the relevant LRA, being the Australian Capital Territory Road Transport Authority (RTA) or the Registrar of Domestic Animal Services (DAS), before carrying on those activities in the Territory.

Issues

5. Transport Canberra and City Services (TCCS) has considered the impacts of the MR Act on the identified occupations and does not recommend any further exemption be sought at this time however it is recommended that you require persons intending to work within the ACT under the MR Act provisions to notify the relevant LRA.
6. A notification requirement is recommended for the related occupational registrations because it will:
 - a. provide the trigger for the LRA to seek information from the worker's home jurisdiction about their eligibility for ADR under the MR Act. A worker is not eligible for ADR if certain

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- circumstances arise in their home State, such as registration suspension or cancellation, or disciplinary proceedings;
- b. ensure that compliance and enforcement activities are targeted to minimise risk;
 - c. allow public registers to be updated to include relevant interstate workers in the ACT under an ADR. This is an important community protection measure; and
 - d. provide an opportunity for the ACT Government to provide the worker with targeted information and guidance about 'carrying on' requirements under ACT licensing laws with which the individual must comply.
7. The notification requirement could be perceived as diluting the 'automatic' nature of ADR. However, given the obligations government has to protect consumers, provide targeted compliance and enforcement activities to minimise risk, and to provide appropriate information to the individual workers about the laws they will need to comply with, TCCS does not believe that requiring a notification will defeat the intent of the MR Act.

The notification instruments

8. As the power to make the instruments is provided under a Commonwealth Act, the notification instruments must be made in accordance with the Commonwealth's *Legislation Act 2003*.
9. The Better Regulation Taskforce, in consultation with the Parliamentary Counsel's Office, have prepared the notification instruments and explanatory statement templates with guidance materials from the Australian Government Department of Prime Minister and Cabinet.
10. The legislative instruments that you are required to make to require notification by individuals wishing to rely on ADR to undertake the activities of:
 - a. a bus service operator, transport booking service provider, taxi service operator, rideshare driver, hire car service operator, and demand responsive service operator in the ACT is the *Automatic Mutual Recognition (Australian Capital Territory) (Notification Requirement – Public Passenger Services) Determination 2022* at Attachment A for your consideration.
 - b. a driving instructor (cars), heavy vehicle driver assessor, interlock installer, interlock service provider, and driver training course provider in the ACT is the *Automatic Mutual Recognition (Australian Capital Territory) (Notification Requirement – Driver Licensing) Determination 2022* at Attachment C for your consideration.
 - c. an authorised examiner in the ACT is the *Automatic Mutual Recognition (Australian Capital Territory) (Notification Requirement—Vehicle Registration) Determination 2022* at Attachment E for your consideration.
 - d. Assistance animal trainer and assistance animal assessor in the ACT is the *Automatic Mutual Recognition (Australian Capital Territory) (Notification Requirement—Domestic Animals) Determination 2022* at Attachment G for your consideration.
11. The explanatory statements provide notes on the operation of the Determinations. The explanatory statements require you to be satisfied that the consultation undertaken is

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appropriate and practical for the purposes of making the Determinations. The draft statements set out the consultation that has been undertaken on this matter.

Next Steps

12. The steps to make the notification instruments are:
 - a. **Agree** to the notification instruments and the explanatory statements;
 - b. **Sign** the following legislative instruments:
 - i. *Automatic Mutual Recognition (Australian Capital Territory) (Notification Requirement – Public Passenger Services) Determination 2022*, at Attachment A.
 - ii. *Automatic Mutual Recognition (Australian Capital Territory) (Notification Requirement – Driver Licensing) Determination 2022* at Attachment C.
 - iii. *Automatic Mutual Recognition (Australian Capital Territory) (Notification Requirement—Vehicle Registration) Determination 2022* at Attachment E.
 - iv. *Automatic Mutual Recognition (Australian Capital Territory) (Notification Requirement—Domestic Animals) Determination 2022* at Attachment G.
 - c. Your Office (through the DLO) conveys the signed instruments and explanatory statements to the Taskforce so that it can be lodged on the FRLI.
13. There is a strict timeframe for lodgement as substantial fees will be absorbed by the Commonwealth if instruments are lodged by 31 March 2022 but levied against the ACT for lodgement after this date.
14. There remain considerations for communicating any requirement for notification with interstate workers and TCCS will continue to engage Access Canberra and the Better Regulation Taskforce to take this forward.

Financial Implications

15. The lack of automated information sharing arrangements between jurisdictions mean there will be some resource cost, to be absorbed by the LRAs, incurred in manually administering the notifications (and subsequent information verification) process. Until the MR Act comes into force against the identified occupations it is not possible to forecast the likely financial impact however should additional funding be required, this will be sought through the usual budget process.

Consultation

Cross Directorate

16. Officers in TCCS have liaised with the Better Regulation Taskforce and consulted broadly with relevant industry stakeholders including Access Canberra.

Work Health and Safety

17. Nil.

Benefits/Sensitivities

18. The notification requirement could be perceived as diluting the 'automatic' nature of ADR.

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19. Notification for authorised examiners is included within this brief to ensure coverage for 1 July 2022. However, Access Canberra continues work to understand the application of AMR to the transport occupations [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

20. [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

21. [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Communications, media and engagement implications

22. The media and communications team at the Chief Minister, Treasury and Economic Development Directorate (CMTEDD), with whom the Taskforce is working closely with, has taken the lead in providing the relevant information and guidance materials that will eventually be published by AC on its website.

Signatory Name: John Bowdery Phone: [REDACTED]

Action Officer: Brett Matthews Phone: [REDACTED]

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Appendix

| Item | Occupational Registration that is currently temporarily exempted | Legislation |
|------|--|--|
| 1 | Accreditation to operate bus services | <i>Road Transport (Public Passenger Services) Act 2001</i> |
| 2 | Accreditation as a transport booking service | <i>Road Transport (Public Passenger Services) Act 2001</i> |
| 3 | Accreditation as a taxi service operator (including as an independent taxi service operator) | <i>Road Transport (Public Passenger Services) Act 2001</i> |
| 4 | Accreditation as a rideshare driver | <i>Road Transport (Public Passenger Services) Act 2001</i> |
| 5 | Accreditation as a hire car service operator | <i>Road Transport (Public Passenger Services) Act 2001</i> |
| 6 | Accreditation as a demand responsive service operator | <i>Road Transport (Public Passenger Services) Act 2001</i> |
| 7 | Authorisation to operate a demand responsive service | <i>Road Transport (Public Passenger Services) Act 2001</i> |
| 8 | Accreditation as a driving instructor (cars) | <i>Road Transport (Driver Licensing) Regulation 2000</i> |
| 9 | Accreditation as a heavy vehicle driver assessor | <i>Road Transport (Driver Licensing) Regulation 2000</i> |
| 10 | Approved interlock installer and approved interlock service provider | <i>Road Transport (Driver Licensing) Regulation 2000</i> |
| 11 | Authorised vehicle examiner | <i>Road Transport (Vehicle Registration) Regulation 2000</i> |
| 12 | Approved driver training course provider | <i>Road Transport (Driver Licensing) Regulation 2000, section 15</i> |
| 13 | Registered assistance animal assessor | <i>Domestic Animals Act 2000</i> |
| 14 | Registered assistance animal trainer | <i>Domestic Animals Act 2000</i> |

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Attachments

| Attachment | Title |
|--------------|--|
| Attachment A | Legislative Instrument: <i>Automatic Mutual Recognition (Australian Capital Territory) (Notification Requirement – Public Passenger Services) Determination 2022</i> |
| Attachment B | Explanatory Statement: this provides notes on the operation of the <i>Automatic Mutual Recognition (Australian Capital Territory) (Notification Requirement – Public Passenger Services) Determination 2022</i> |
| Attachment C | Legislative Instrument: <i>Automatic Mutual Recognition (Australian Capital Territory) (Notification Requirement – Driver Licensing) Determination 2022</i> |
| Attachment D | Explanatory Statement: this provides notes on the operation of the <i>Automatic Mutual Recognition (Australian Capital Territory) (Notification Requirement – Driver Licensing) Determination 2022</i> |
| Attachment E | Legislative Instrument: <i>Automatic Mutual Recognition (Australian Capital Territory) (Notification Requirement—Vehicle Registration) Determination 2022</i> |
| Attachment F | Explanatory Statement: this provides notes on the operation of the <i>Automatic Mutual Recognition (Australian Capital Territory) (Notification Requirement—Vehicle Registration) Determination 2022</i> |
| Attachment G | Legislative Instrument: <i>Automatic Mutual Recognition (Australian Capital Territory) (Notification Requirement—Domestic Animals) Determination 2022</i> |
| Attachment H | Explanatory Statement: this provides notes on the operation of the <i>Automatic Mutual Recognition (Australian Capital Territory) (Notification Requirement—Domestic Animals) Determination 2022</i> |

Advisory Note - Minister Steel

Objective Reference: MIN S2022/00485

To: Minister for Transport and City Services

Through: Director-General
Director Director-General, City Services
A/g Executive Group Manager, Infrastructure Delivery and Waste

From: A/g EBM, Infrastructure Delivery

Subject: William Hovell Drive Shared User Path (Coulter Drive to Bindubi Street) – Project Status

Critical Date: In the normal course of business

This Advisory Note is to provide an update on the status of the Shared User Path (SUP) between Coulter Drive and Bindubi Street, adjacent to William Hovell Drive (WHD).

Background:

1. A Preliminary Sketch Plan (PSP) design of the SUP was finalised in April 2021.
2. The SUP will be 2.43km in length and complete the shared user path network in this area of south Belconnen.
3. To the east, the SUP will connect with two existing shared user paths; one heading north, adjacent to Bindubi Street, to the Belconnen Town Centre and the other continuing east to Glenloch Interchange and then onto the City. An alignment map is provided at [Attachment A](#).
4. To the west, the SUP will connect to an existing path adjacent to John Gorton Drive and the proposed shared user path to Hawker which will be delivered as part of the WHD duplication.

Environmental and Development Approval Issues:

5. The planning approval process for WHD duplication (including EPBC approval process) has been delivered separately to the SUP, due to the timing of the addition of the SUP to the project.
6. As part of the SUP delivery due diligence ecological, heritage and contamination studies were undertaken on the path's alignment.
7. The ecological study (an environment impact assessment (EIA)) found that the SUP will impact 1.2ha of a critically endangered ecological community of White Box - Yellow Box - Blakely's Red Gum Grassy Woodland and Derived Native Grassland.
8. The EIA findings were discussed with the Conservator of Flora and Fauna, ACT Government Ecologists and the Impact Assessment area in the EPSD Directorate.
9. The consensus from these discussions was that a referral under the EPBC Act was required.

Action Officer: Sophie Clement
Date: 31 March 2022

Advisory Note - Minister Steel

10. This referral is underway and will most likely be deemed a controlled action under the EPBC Act.
11. This process will prolong the development approvals for the SUP and, as such, an expedited construction delivery for the SUP cannot occur.

Financial:

12. The design funding for the SUP was included in the \$2 million WHD duplication detail design allocation in 2019-20 ACT Budget (*Planning Better Roads for Our Growing City*).
13. A funding allocation for the construction of the WHD duplication was provided in the 2021-22 ACT Budget under the Capital Works Program (New Works).
14. Total WHD duplication construction funding is \$63.25 million and comprises:
 - \$36.75 million ACT Government Funding; and
 - \$26.50 million Commonwealth Funding.

[REDACTED]

[REDACTED]

[REDACTED]



Noted/Please Discuss

Chris Steel MLA
Minister for Transport and City Services

7./4./22

Transport Canberra and City Services

To: Minister for Transport and City Services Tracking No.: S2022/00512

Date received in MO: 29/03/2022

From: Executive Group Manager, Territory and Business Services

Through: Director-General, Transport Canberra and City Services
Deputy Director-General, Transport Canberra and Business Services
A/g Chief Operating Officer, Chief Operating Officer Group
Executive Branch Manager, Governance and Ministerial Services

Subject: Codes of Practice Consultation (Animal Welfare Advisory Committee) and NSW Animal Welfare Law implications for the ACT

Critical Date: In the normal course of business

Recommendations

That you:

1. Note the information regarding the recently completed Codes of Practice and implications for the ACT following the amendments to the NSW of the *Companion Animals Act 1998* contained in this brief;

**Noted / Please Discuss**

2. Agree with the consultation already undertaken along with the proposed groups for additional consultation (Attachment F); and

**Agreed / Not Agreed / Please Discuss**

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3. Sign the attached response letter to the Animal Welfare Advisory Committee (Attachment G).

Signed / Not Signed / Please Discuss

Chris Steel MLA  30/3/22

Minister's Feedback

Please arrange a discussion/briefing on these new and updates and advise on what's changed and any broader implications.








Background

Codes of Practice

1. The Animal Welfare Advisory Committee (AWAC) is established by the *Animal Welfare Act 1992* (the Act) to, among other things:
 - a) advise you about animal welfare legislation; and
 - b) to participate in the development of approved codes of practice and mandatory codes of practice.
2. Under the Act you can approve an animal welfare code of practice as a disallowable instrument making part or all of that code mandatory. It is an offence under the Act for a person to breach a mandatory code of practice.
3. There are a number of codes of practice that already exist under the Act, many of which have not been comprehensively reviewed for some time.

Issues

Codes of Practice

4. AWAC has recently drafted four codes of practice which are currently sitting with Transport Canberra and City Services (TCCS) for consideration. 






5. In accordance with the Act, before approving a code you must be satisfied that adequate consultation has occurred.

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6. Attachment F identifies who AWAC has engaged with on the various codes of practice. This table also recognises additional groups who AWAC have identified consultation still needs to be undertaken with. The Boards and Committees team are consulting with TCCS Communications regarding the process for the remaining consultation.
7. Whilst TCCS considers the Codes of Practice, a thank you letter to AWAC for drafting the Codes is provided at Attachment G for your signature.

NSW Animal Welfare Laws

8. On 18 February 2022, the NSW Legislative Assembly passed the *Companion Animals Amendment (Rehoming Animals) Bill 2021* (the Bill) to amend the *Companion Animals Act 1998* tabled by Animal Justice Party MP Hon. Emma Hurst (Attachment A).
9. The amendments set out the following actions a NSW council must take towards rehoming a seized or surrendered animal (other than a dangerous animal):
 - a) Before action is taken to destroy a seized or surrendered animal, councils must give written notice to at least two rehoming organisations to inform them that the animal is available for rehoming and take reasonable steps to advertise the animal as available for rehoming on social platforms. The written notice must specify the period of time, not less than seven days from the date the notice is given, during which the animal is available for rehoming.
 - b) If a rehoming organisation, whether or not the organisation was given written notice, provides the council written notice that it is able to rehome an animal, the council must not destroy the animal and must make arrangements to transfer the animal to the organisation for rehoming.
 - c) Councils must keep and make available for inspection the records that identify animals that have been rehomed. Councils must also keep records that identify animals that have been destroyed, with a record of the actions that the council took to rehome the animal and alternative action the council considered before destroying the animal.
10. The ACT is already meeting the standards brought in by the NSW Legislative Assembly.
11. Domestic Animal Services (DAS) is taking steps to rehome the highest possible number of dogs through:
 - a) Partnerships established between DAS and rescue groups such as ACT Rescue and Foster (ARF), Dog4Jobs and Working Dogs Rescue.
 - b) Advertising adoptable dogs on the City Services website.
12. DAS statistics reflecting these efforts are set out below:
 - a) In the first six months of the current financial year, 99% of dogs were rehomed through sales and rescue groups.

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b) In the financial year 2020-21, 98% of dogs were rehomed through sales and rescue groups.

13. There is no set time for dogs at DAS after which they may be automatically euthanised. Before euthanasia, each dog is assessed by an animal trainer and its history carefully considered before the Deputy Registrar endorses the Euthanasia Report.

14. DAS continues to keep records identifying the animals that have been rehomed, transferred to rescue organisations, returned to their owners or euthanised. These statistics inform the Accountability Indicators for DAS.

Financial Implications

15. Nil.

Consultation

Codes of Practice

Internal

16. TCCS Communications are being consulted regarding the process for the remaining consultation on the draft codes of practice.

Cross Directorate

17. Justice and Community Safety Directorate will be consulted on the Welfare of Horses in the ACT Code of Practice.

External

18. As outlined in Attachment F.

NSW Animal Welfare Laws

Internal

19. Policy and Legislative Solutions within TCCS.

Cross Directorate

20. Nil.

External

21. The RSPCA ACT, ACT Veterinary Practitioners Board, and key industry stakeholders are yet to be consulted on the revised *Code of Practice for the Management of Animals in Pounds, Shelters and Rescue Establishments*.

Work Health and Safety

22. Nil.

Benefits/Sensitivities

Codes of Practice

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23. Nil.

NSW Animal Welfare Laws

24. Scrutiny in NSW on the treatment of unowned domestic animals following passage of the Bill may indirectly relate to cat rescue groups in the ACT that are likely to raise concerns if their ability to conduct trap, neuter, release (TNR) activities is impacted after 1 July 2022, resulting in a larger number of stray cats being euthanised in the ACT.

25. A service funding agreement between RSPCA and the ACT Government (Schedule 2 – the Services – B Care for cats) outlines the current management of stray cats (Attachment H):

- a) Accept and manage stray cats received from the public and assessed as displaying behavioural characteristics that would make the cat unsuitable to rehouse.

Communications, media and engagement implications

Codes of Practice

26. Nil.

NSW Animal Welfare Laws

27. Cat rescue groups may raise concerns in the media relating to TNR activities and broader management of Canberra’s stray cat population.

Signatory Name: Craig Jordan Phone: 02 6207 4279

Action Officer: Erin Barker Phone: 02 6207 2000

Attachments

| Attachment | Title |
|--------------|---|
| Attachment A | <i>NSW Companion Animals Amendment (Rehoming Animals) Bill 2022</i> |
| Attachment B | |
| Attachment C | |
| Attachment D | |
| Attachment E | |
| Attachment F | |
| Attachment G | |
| Attachment H | RSPCA Service Funding Agreement 1 July 2021 – 30 June 2022 |

Advisory Note

MIN S2022/00520

To: Minister for Transport and City Services


Through: Director-General
A/g Deputy Director-General, City Services
A/g EGM, Infrastructure, Delivery and Waste

From: EBM, ACT NoWaste

Subject: ACT NoWaste Commencing Waste Audits

Critical Date: In the normal course of business

- ACT NoWaste has engaged Anne Prince Consulting (APC) to conduct sampling and analysis of the composition of waste and recycling entering Territory waste facilities and in household waste, recycling and organics bins (waste audits).
- The 2022 waste audits are scheduled to occur from April to June as follows:
 - Household audit (single and multi-unit dwellings) 4 - 14 April 2022.
 - Hume Materials Recovery Facility (MRF) first half of May 2022.
 - Transfer Stations at Mugga Lane and Mitchell Resource Management Centres mid-May 2022.
 - Mugga Lane Landfill late June 2022.
- The household audits will include an assessment and comparison of the difference between households participating in the FOGO pilot and households not participating in the FOGO pilot.
- Households are generally not advised about the audits prior to their completion as this may change household waste disposal behaviour and impact the statistical quality of the results.
- APC will prepare reports on the findings from each audit. The contract requires all reports to be completed by September 2022.



Noted/Please Discuss

Chris Steel MLA
Minister for Transport and City Services

7/4/22
...../...../.....



Transport Canberra and City Services

| | | |
|-----------------------------|---|-------------------------------|
| To: | Minister for Transport and City Services | Tracking No.: MIN S2022/00541 |
| Date received in MO: | 23/03/2022 | |
| From: | Executive Branch Manager, Strategic Policy and Customer | |
| Through: | Director-General, Transport Canberra and City Services Deputy Director-General, Transport Canberra and Business Services | |
| Subject: | Final details of the extension of the Belconnen link for e-scooters | |
| Critical Date: | 25/03/2022 | |
| Critical Reason: | To allow for implementation of phase one arrangements by 4 April 2022 | |

Recommendations

That you:

1. Note the information contained in this brief; and

Noted / Please Discuss

2. Agree to TCCS proceeding with finalising the link between the Belconnen and Central Canberra operating areas for e-scooter services.

Agreed / Not Agreed / Please Discuss

Chris Steel MLA/...../.....

| |
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| Minister's Feedback |
|---------------------|

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Background

1. Following the Government commitment to expand e-scooter services Canberra wide, the Strategic Transport Policy and Active Travel (STPAT) team has been working on the first stage to link the Belconnen and Central Canberra operating areas. This has included taking suggestions from operators, local stakeholder destinations and members of the Belconnen Community Council to refine the details.
2. Concurrently STPAT has been working with your office on refining the operational policy to reflect the Government's position on controls for shared use micromobility in light of the 2021 review into the schemes and the continued road safety legislative program.
3. [REDACTED]

Issues

4. As advised previously in AN S2022/00123 the Belconnen link will be implemented according to the proposed amendments as far as they reflect existing operational practice, for example geofencing approaches.
5. With your approval, the extended area would be operational by 4 April with an expanded fleet totalling 1900 devices. Operators have indicated their preference for a minimum deployment in Belconnen of 150 devices at the start of each day.
6. The map at [Attachment A](#) shows the proposed features through the Belconnen link.
7. In summary the changes include:
 - a. Extension of the Belconnen operating area to the edge of the O'Connor and Bruce Ridge Nature reserves, bounded by Ginninderra Drive and Belconnen Way.
 - b. Harmonisation of the operating boundaries between the two operators to ensure a uniform customer experience in both operating areas.
 - c. Path only linkage between Belconnen and the Central Canberra operating areas through the C3 cycle route/ shared paths over Bruce Ridge from the two underpasses on Gungahlin Drive.
 - d. Geofenced areas to shape preferred behaviours:
 - i. 18 new parking/ deployment sites.
 - ii. No ride zones covering: Radford College, Haydon Retirement Community, GIO Stadium and Gossan Hill.

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- iii. No parking zones including Fern Hill Park and wetlands in the area.
 - iv. Slow zones (15km/hr): Calvary Hospital (24/7) and GIO Stadium (timed operation from 90 minutes before until 90 minutes after doors close on major events).
8. The changes, including the deployment cap will be reviewed on an ongoing basis with all parties agreeing the need for flexibility to test demand.

Financial Implications

9. Increased device numbers deployed in the Belconnen link will attract additional fees at the current rate of \$1 per device per day. Should operators deploy the maximum number of additional devices allowed through this permit this would equate to an additional \$36,000 in the 2021/22 financial year.
10. As per AN S2022/00123, the greater Canberra-wide expansion beyond linking the Belconnen area will be subject to future Expenditure Review Committee (ERC) consideration of the cost and revenue implications of the scheme. That consideration does not impact the Belconnen link.

Consultation

Internal

11. Licencing and Compliance have been consulted.
12. Road Safety Policy and Road Safety Regulation have been consulted.

Cross Directorate

13. None.

External

14. TCCS representatives have met with the operators separately and together on several occasions. Operators are supportive of the proposed changes and can move quickly to implement.
15. Two external stakeholder consultation meetings took place with the following outcomes:
- a. A stakeholder destination meeting on 23 February which included:
 - i. University of Canberra, supportive and will include in forthcoming master planning exercise.
 - ii. University of Canberra Hospital, supportive with identified parking.
 - iii. Australian Institute of Sport, supportive with slow zone.
 - iv. Venues Canberra (GIO Stadium), supportive with no ride zone inside the stadium and timed slow zone during events.
 - v. CIT Bruce, supportive with identified parking.

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- vi. Fern Hill business precinct, no representation identified.
 - vii. Calvary Hospital, supportive with identified parking (operators suggested slow zone).
 - viii. Radford College, supportive with no-ride zone on within school grounds. Consultation revealed an appetite for more active travel to alleviate future construction disruption onsite. Referred to TCCS Schools Program Manager.
 - ix. Calvary Haydon Retirement Community (no response), no-ride zone applied.
16. Belconnen Community Council meeting on 15 March 2022 (focus on Fern Hill residents and the business park occupants). No feedback was provided on the specific features proposed in the extension link through Bruce. The TCCS representative undertook to receive feedback on an ongoing basis and flagged that further consultation will take place on the broader Belconnen expansion later in the year. The Chair of the Council was broadly supportive of the proposal.

Work Health and Safety

17. None.

Benefits/Sensitivities

18. The extension of the Belconnen operating zone represents a small administrative change that will provide welcome connectivity for users (particularly for young people) who frequent the key destinations in Bruce as well as those who wish to move between the two operating zones.
19. With every announcement, there is likely to be community discussion which reflects the range of opinions of e-scooters.

Communications, media and engagement implications

20. TCCS Communications will brief separately about the announcement scheduled for 4 April.
21. E-scooters are both priority topics in safety and disruption messaging.

Signatory Name: John Bowdery

Phone: X76248

Attachments

| Attachment | Title |
|-------------------|--|
| Attachment A | Proposed Belconnen link area – extended e-scooter operations |

Advisory Note

Objective Reference: MIN S2022/00550

To: Minister for Transport and City Services

Through: Director-General
DDG, Transport Canberra and Business Services

From: EBM, Strategic Policy and Customer

Subject: Queensland Zero Emission Vehicle Strategy and Action Plan

Critical Date: In the normal course of business

- The Queensland (QLD) Government released their [Zero Emission Vehicle \(ZEV\) Strategy 2022-2032](#) and [Action Plan 2022-2024](#) on Wednesday 16 March 2022.
- The Strategy and Action Plan have a dual focus on both emissions reduction and renewable energy (QLD's target is 50% renewable energy by 2030) and a strong focus throughout on hydrogen as a renewable resource.

Action Plan

- The Action Plan is very high level, predominantly aligning to / replicating those commitments already made public in the ACT via the Parliamentary and Governing Agreement, Budget 2020-21, Climate Change Strategy, Transition to Zero Emissions (ZE) Public Transport (PT) Plan, etc.
- One action not currently in the ACT draft ZEV Action Plan that may be of interest under a waste / circular economy lens is: *Investigate opportunities to improve management of end-of-life vehicles and implement activities aimed at repurposing internal combustion engine vehicle and zero emission vehicle components.*

Strategy

Forewords

- The Strategy has a dual foreword, one each from the Minister for Transport and the Minister for Energy. Transport Minister Bailey's foreword:
 - Sets out that the strategy is "both vehicle and fuel type agnostic".
 - That the strategy was developed in consultation with almost 5,000 Queenslanders and in consultation across local government, transport industries, environment and sustainability sectors
 - Consultation on the ACT ZEV Action Plan is understood to have been largely internal to date, with targeted external engagement as needed.
 - Flags development of a *Net Zero Emissions for Transport Roadmap and Action Plan*.

National leadership

- The Strategy flags the need for national leadership and commitment to QLD strengthening ongoing dialogue with the Australian Government on ZEVs. It largely aligns to the input provided by TCCS into the ACT ZEV Action Plan, with additions of:

Action Officer: Kate Brennan

Date: 21 March 2022

Advisory Note

- Market support to attract international vehicle manufacturers
- Adoption of vehicle emission control technologies
- Second-hand vehicle import regulations for ZEVs
- National Construction Code requirements for ZEVs
- Renewable energy procurement and manufacturing policy
- Fringe benefit tax legislation to encourage ZEV over internal combustion engine purchase.

Targets

- Additions to the PT bus fleet are to be ZEV from 2025 in South-east QLD and from 2025-2030 in regional QLD. Also provides that QLD will replace all current diesel PT buses with ZEVs but does not commit to when.
 - The ACT is currently working to the PT fleet as a whole being ZEVs by 2040.
- QFleet ZEV targets for 100% of eligible vehicles by 2026.
 - The ACT met 100% ZEVs for suitable vehicles in 2020-21 under the current ZEV fleet definition, noting this definition currently includes hybrids.
 - EPSDD explored if this definition could be changed to fully ZE as part of ZEV Action Plan work, seeking Chief Financial Officer comments across directorates given this is expected to have budget impacts. Following feedback, this action will not progress in its current form.
 - TCCS commenced a transition to fully ZE suitable fleet vehicles in 2019, with a small number of ICE and hybrids to be replaced in the next few years as their leases expire. This is understood to be a relatively small impost for TCCS compared to other directorates that have a more significant transition to undertake.
- 50% of new passenger vehicles to be ZEVs by 2030, with 200,000 passenger vehicles ZEVs by 2027. Passengers vehicles here are defined as light passenger vehicles and SUVs.
 - A ZEV sales target for the Territory remains under development by EPSDD for the ACT ZEV Action Plan (see Governance Group below).
- 100% of light vehicles to be ZEVs by 2036.

Incentives

- Existing incentives include registration and stamp duty – these are not changing.
- New incentive of \$3,000 grants to purchase *new* ZEVs under \$58,000 from 16 March 2022 with eligibility and guidance under development to be released shortly.
- Only six vehicles fit this grant threshold which is lower than other states (e.g. New South Wales is \$68,000). Rationale includes:
 - The QLD Government did not want to subsidise people "who can easily afford well-off vehicles".
 - Boosting electric car sales so more second-hand ones are available in the future.
 - Hoping that the subsidy will inspire manufacturers to offer more models in the cheaper price bracket.

Advisory Note

Other

- Focuses on all ZEV modes across active travel, micro-mobility, light personal vehicles and public / shared transport. This includes e-bikes and scooters, drones for freight and passengers, automated vehicles, and personalised transport such as ZEV taxis.
 - The current ACT ZEV Action Plan is currently largely focused on the private light passenger vehicle fleet.
- ZE technologies are provided to include: hydrogen powered vehicles, light commercial and freight vehicles, biofuelled heavy vehicles and buses, electric utes, off-road vehicles and marine craft.
 - Current ACT ZEV Action Plan drafting is understood to recognise the role of hydrogen in the ZE transition but focuses largely on Battery Electric Vehicles.
- Barriers to ZEV uptake align to those identified in ACT work.
- Commitment to report on progress and refocus via Action Plans every two years.

ZEV Governance Group

- The cross-directorate Governance Group met on Friday 18 March where the following feedback was provided from Minister Rattenbury's Office after the Climate Action Subcommittee (CASC) package was pulled ahead of the meeting on Tuesday 15 March:
 - Seeking a more ambitious sales target of 85%.
 - Investigation of a grant model like that offered by other jurisdictions to support ZEV purchase, in addition to the existing interest-free loan via the Sustainable Household Scheme.
 - Further work on the phasing out of ICE vehicles.
 - The May CASC will consider the ZEV package, with advice to be confirmed on how this effects current Expenditure Review and full Cabinet consideration (currently scheduled for 15 April and 18 May respectively).
 - Alignment of the ZEV package with that on and emissions and distance-based registration remains to be confirmed.



Noted/Please Discuss

Chris Steel MLA
Minister for Transport and City Services

1/4/22

Advisory Note - Minister Steel

Objective Reference: MIN S2022/00597

| | |
|-----------------------|--|
| To: | Minister for Transport and City Services |
| Through: | Director-General Director-General, City Services Executive Group Manager, Infrastructure, Delivery and Waste |
| From: | Executive Branch Manager, Infrastructure Delivery |
| Subject: | Umbagog District Park – new pedestrian bridges |
| Critical Date: | In the normal course of business |

Purpose

To provide you an update on the new pedestrian bridges at Umbagog District Park.

Advice

- Umbagog District Park in Latham is a 64.5-hectare urban park that forms part of the Ginninderra Creek corridor. It is a popular recreation area with playgrounds, picnic facilities, walking tracks and cycle paths that connect the surrounding suburbs of Macgregor, Holt, and Charnwood.
- Three older timber bridges in Umbagog Park were closed in April 2021. Structural assessments determined the structures a safety risk beyond reasonable repair and were at the end of their serviceable life. Accordingly, they were identified for replacement (Bridges 1193, 1194 and 1195).
- Umbagog District Park is known to contain ecological values that include matters of National Environmental Significance which are protected under the *Environment Protection and Biodiversity Conservation Act 1999* (EBBC Act). The Park is also known to contain ecological values protected under the *Nature Conservation Act 2014*, and cultural heritage values protected under the *Heritage Act 2004*.
- An ecological survey and a heritage assessment were undertaken during the 2021-2022 summer to inform the design of the replacement bridges ([Attachment A](#)).
- The design consultant was engaged in January 2022.
- Concept designs for the three bridges have been finalised and artist impressions have been prepared for engagement with the community ([Attachment B](#)).
- The concept designs are similar in approach to that used by EPSDD for the pedestrian bridges in Tidbinbilla, with a 'light touch' approach involving a minimal ground disturbance methodology.

Advisory Note - Minister Steel

- The results of the ecological and heritage surveys concluded there would be no negative impacts on significant ecologies and heritage values in Umbagog District Park on the basis that: the proposed design of the replacement bridges proceeded with the proposed 'light touch' Tidbinbilla concept; the new bridges kept within the same alignments as the existing structures, and site access and compounds do not encroach on areas of ecological or heritage significance during the construction stage.
- The proposed concept design for the bridges will meet all these requirements.
- TCCS have consulted with the Umbagog Landcare Group, Ginninderra Creek Catchment Group, City Presentation and Roads ACT regularly throughout the duration of this project to date.
- A strategy for community engagement has been prepared and is provided at Attachment C. Noting the significant ecological and heritage values within the park and the constraints for design, it has been identified there is little scope for amendments to the design as a result of community feedback. For this reason, it is proposed for the engagement process to be undertaken via the City Services project page, face-to-face pop-ups and a presentation to the Belconnen Community Council.
- The community will be invited to share feedback with the project team via email.
- Detail design will proceed whilst engagement with the community is undertaken.
- A Development Application (DA) is expected to be submitted for the three footbridges in June 2022. It is anticipated there will be a public notification period which will be supported by TCCS Communications (this is outlined within the communications strategy).
- The program is provided at Attachment D.



Noted/Please Discuss

Chris Steel MLA
Minister for Transport and City Services

3.../4.../22



Transport Canberra and City Services

| | | |
|-----------------------------|--|------------------------------|
| To: | Minister for Transport and City Services | Tracking No.: MINS2022/00602 |
| Date received in MO: | 30/03/2022 | |
| From: | Executive Branch Manager, ACT Nowaste | |
| Through: | Director-General A/g Deputy Director-General, City Services A/g Executive Group Manager, Infrastructure Delivery and Waste | |
| Subject: | ACT Government Application for Food Waste for Healthy Soils Fund | |
| Critical Date: | 31/03/2022 | |
| Critical Reason: | The application along with accompanying Letter of Support from the Minister must be submitted by 4:00pm on the 31/03/2022 | |

Recommendations

That you:

1. Note the information contained in this brief;

Noted / Please Discuss

2. Agree to sign the attached Letter of Support for the Territory's application (Attachment A)

Agreed / Not Agreed / Please Discuss

Chris Steel MLA 30/3/22

| |
|---------------------|
| Minister's Feedback |
|---------------------|

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Background

1. The Food Waste for Healthy Soils Fund (The Fund) was announced by the Commonwealth following an Environment Minister Meeting (EMM) in April 2021.
2. The Fund includes a \$57 million infrastructure package to support new and improved organic waste recycling infrastructure to divert food organic and garden organic (FOGO) waste from landfill.
3. In June 2021 you were briefed on the Fund and indicated that you would like ACT NoWaste to work on an application to offset the cost of the FOGO facility. ([Attachment B](#)).
4. [REDACTED]
5. ACT NoWaste has developed an application ([Attachment D](#)) for the Fund based off information from the FOGO facility Business Case.
6. [REDACTED]

Issues

7. The final date for applications to be submitted is 31 March 2022 and the application must be submitted by 4pm (AEST).
8. All applications must include a Letter of Support signed by the relevant Minister for the State or Territory.
9. ACT NoWaste has drafted the attached Letter of Support ([Attachment A](#)) for the application.
10. Once you have signed the Letter of Support, ACT NoWaste will submit the application for consideration by the Commonwealth.
11. The Commonwealth will announce a decision on successful projects by July 2022.
12. ACT NoWaste will keep your office informed of any updates or discussions regarding the application prior to any announcement.

Financial Implications

13. [REDACTED]

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Consultation

Internal

14. ACT NoWaste has developed this application in consultation with TCCS Infrastructure Delivery.

Cross Directorate

15. ACT NoWaste has developed this application in consultation Major Projects Canberra.

External

16. ACT NoWaste has maintained officer level Communication with Commonwealth Officials regarding the application for the Fund.

Work Health and Safety

17. Nil.

Benefits/Sensitivities

18. If successful, the application for the Fund will offset one third of the Capital Construction Cost of the FOGO facility Business Case.

Communications, media and engagement implications

19. If successful there may be opportunities for joint media events between ACT and Commonwealth Ministers.

Signatory Name: Michael Trushell Phone: 72840

Action Officer: Anthony Haraldson Phone: 75345

Attachments

| Attachment | Title |
|--------------|--|
| Attachment A | Letter of Support for ACT Application |
| Attachment B | Previous Brief on the Fund. |
| Attachment C | Letter to Minister Ley on fund guidelines |
| Attachment D | ACT Application for FOGO composting facility |



Transport Canberra and City Services

OFFICIAL

To: Minister for Transport and City Services

Tracking No.: s2022/00621

Date received in MO: 5/4/2022

From: Executive Branch Manager, City Presentation

Through: Director-General, Transport Canberra and City Services
A/g Deputy Director-General, City Services
Executive Group Manager, City Operations

Subject: Canberra Tree Week 2022

Critical Date: In the normal course of business

Recommendations

That you note the information regarding events planned for Canberra Tree Week contained in this brief.

[Signature]
Noted / Please Discuss

Chris Steel MLA *[Signature]* 7/4/22

Minister's Feedback

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Background

1. Canberra Tree Week is a celebration of all things trees in Canberra and encourages Canberrans and visitors to Canberra to appreciate, admire and celebrate our beautiful trees and the many benefits they provide.
2. The first Canberra Tree Week was held in 2014 and is now an annual event organised by the City Presentation Urban Treescapes team. The purpose of Canberra Tree Week is to celebrate the many benefits of the trees that make up the Canberra landscape and to promote positive messages about their role and contribution to that landscape. It is an opportunity to promote and celebrate the role the ACT Government plays in the management of Canberra's urban forest.

Issues

3. The 8th annual Canberra Tree Week will be held from 30 April to 8 May 2022.
4. The launch of Canberra Tree Week will be held on 2 May 2022 at 4.00pm at the Australian National Botanic Gardens. Attachment A is an invitation to the launch to be distributed to stakeholders and networks. The launch host is yet to be determined.
5. A draft calendar of events is at Attachment B. Events include guided walks, tree themed poetry readings, music workshops, a short symposium and a story walk.
6. The symposium, hosted by TCCS, will be at the National Botanic Gardens Theatre on 6 May 2022 at 2.00pm. The presentations will also be streamed online. Speakers will include a representative from Doctors for the Environment and Professor Cris Brack.

Financial Implications

7. Modest costs of less than \$1,000 for purchase of plants from Yarralumla Nursery as prizes in the art competition 'Connect to Trees' and for catering at the symposium will be met from the TCCS Urban Treescapes recurrent budget.
8. The costs of running the events and activities is provided in-kind by the relevant host organisation.

Consultation

Internal

9. Libraries ACT and Yarralumla Nursery are hosting events or activities.

Cross Directorate

10. The City Renewal Authority and the National Arboretum Canberra are hosting events or activities.

External

11. The Australian National Botanic Gardens, Government House and a number of community groups and individuals are hosting events.

Work Health and Safety

12. Nil.

Benefits/Sensitivities

13. Canberra Tree Week promotes the many benefits of Canberra's urban forest and provides an opportunity to educate and inform the community about the importance of the urban forest to residents and visitors to Canberra.

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Tracking No.: s2022/00621

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14. Canberra Tree Week fosters collaboration between local and federal government agencies as well as community groups. It encourages the Canberra community to engage with trees by providing hands on activities and information, furthering the objectives of the Urban Forest Strategy.
15. Canberra Tree Week is expected to coincide with public consultations on the draft Urban Forest Bill and the Loss of Mature Native Trees Action Plan and provides an opportunity for complementary education and promotion of the importance of trees and protecting the urban forest.

Communications, media and engagement

16. The activities and messages will be promoted through a range of media including social media, radio and a number of Canberra Times articles. A draft communication plan is at Attachment C.

Signatory Name: Stephen Alegria

Phone: 

Attachments

| Attachment | Title |
|--------------|----------------------|
| Attachment A | Invitation to launch |
| Attachment B | Calendar of events |
| Attachment C | Communication plan |

OFFICIAL

Advisory Note- Minister Steel

Objective Reference: MIN S2022/00631

To: Minister for Transport and City Services

Through: Director-General
DDG, Transport Canberra and Business Services
EGM, TC Operations

From: EBM, Transport Planning and Delivery

Subject: Zero Emissions Charging Infrastructure 12 Battery Electric Buses

Critical Date: In the normal course of business

1. Procurements commenced in early 2021 for three tenders (8 BEB, 26 Diesel Buses, off-site charging) all closing in July 2021.
2. From that activity, the Evaluation Team has identified two current preferred suppliers to lease the ACT's first twelve electric buses; Vehicle Dealers International (VDI) Australia and Custom Bus Group.
3. This approach provides different technology types by two different manufacturers, facilitating an opportunity for Transport Canberra (TC) to understand and evaluate how different technologies perform in our environment.
4. These buses will operate from the Tuggeranong and Belconnen bus depots and will be part of the TC fleet by the end of 2022. Contracts are currently being drawn up for the preferred suppliers.
5. The requirements to fulfill and support the 12 Battery Electric Buses as outlined in the approach to market (procurement) required not only the supply of vehicles, but for suppliers to identify and provide charging equipment as part of their full response. This equipment will include the charging cabinet and the plug in dispensers. Reticulation of the fence supply to the charging cabinet will be provided by TC.
6. The equipment identified within the procurement as required to support Battery Electric Bus integration consists of charging cabinets, equipped with plug in dispensers.
 - a. The equipment for Battery Electric Buses intended for the Tuggeranong depot is to be provided by a sub-contractor through preferred supplier VDI. The provision is for 4 X 180KW CCS2 chargers that can charge two vehicles to one charging cabinet.
 - b. The equipment for the Battery Electric Buses intended for Belconnen depot is to be provided by a sub-contractor through preferred supplier Custom Bus Group. The provision is for a charging centre that can support four plug in dispensers including innovative and advanced battery technology to enable all

Action Officer: Matthew Halls
Date: 29 March 2022

Advisory Note- Minister Steel

four vehicles to be charged via SichargeUC200 reducing the need of additional equipment to support the Belconnen depot transition.

7. Additional supporting electrical infrastructure and reticulation will be the responsibility of TC. This infrastructure supplies power to the charging equipment and is classified as inside the fence. Cables are required to run from the transformer in the depot through the switch board direct to the charging cabinets. Cables will be sized accordingly to maximum power draw requirements which will electrify the sites to support the first 12 Battery Electric Buses.
8. To provide the power required to enable the replacement of additional diesel fleet with Battery Electric Buses at Tuggeranong and Belconnen depots (in addition to the 12) a Preliminary Network Assessment (PNA) application has been lodged with Evo Energy. This application will inform TC of requirements to support the replacement of aging fleet at existing sites and enable garaging and receipt of the first of the 90 BEB's. Inclusive of larger infrastructure such as additional feeders which falls outside the fence that powers the substation.
9. The three key infrastructure levels (supplier charging equipment, TC reticulation and Evo additional power supply infrastructure) noted above provides the end-to-end charging architecture required to support a Zero Emission fleet.



Noted/Please Discuss

Chris Steel MLA
Minister for Transport and City Services

6./4./22

Advisory Note- Minister Steel

Objective Reference: MIN S2022/00670

To: Minister for Transport and City Services

Through: Director-General
Deputy Director-General, Transport Canberra and Business Services
A/g Chief Operating Officer
Executive Group Manager, TC Operations

From: Executive Branch Manager, People and Capability

Subject: Transport Canberra Operations (ACTION) Enterprise Agreement
Bargaining Update

Critical Date: In the normal course of business

Purpose

To provide you with an update on the Transport Canberra Operations (ACTION) Enterprise Agreement Bargaining.

Advice

As you are aware the Government agreed to a one-year rollover of the enterprise agreements with minimal changes, including two pay rises of 1.35% (Dec 2021 and June 2022).

On 21 February 2022, the Deputy Director-General, Workforce Capability and Governance (WCaG) announced the commencement of bargaining for new ACT Public Sector (ACTPS) enterprise agreements which are due to expire 31 October 2022.

Under the *Fair Work Act 2009*, Transport Canberra and City Services (TCCS) must provide employees with a Notice of Employee Representational Rights. These were issued on 25 February and 4 March 2022 (new starters).

Considering the above, TCCS invited the Transport Workers Union (TWU) and Australian Manufacturers Workers' Union (AMWU) to review and reset the bargaining approach and calendar. These meetings took place on: TWU – 08 March 2022 and AMWU – 17 March 2022.

Advisory Note- Minister Steel



The bargaining efforts will focus on providing this assurance as well as delivering improved workplace flexibility to increase gender and cultural diversity across the workforce.

Noted/Please Discuss

Chris Steel MLA
Minister for Transport and City Services
7/4/22
.../.../...



ACT
Government

Transport Canberra and
City Services

Ms Elizabeth Lee MLA
Leader of the Opposition
ACT Legislative Assembly
lee@act.gov.au

Dear Ms Lee

Freedom of information request: Reference 22-083

I refer to your applications made under section 30 of the *Freedom of Information Act 2016* (the FOI Act) that was received by Transport Canberra and City Services (TCCS) on 1 June 2022. It is my understanding that you are seeking access to the following information:

*“... a copy of the Ministerial Briefs with the titles outlined below.
I would like my request to include all question time briefs for that period.
Duplicate documents as well as attachments to the ministerial briefs may be excluded.”*

| | Objective Reference | Title |
|----|----------------------------|---|
| 1 | MIN B2022/00407 | COO - MIN B2022/00407 - 2022-23 Budget initiative permission to bring forward for consideration - Minister Brief |
| 2 | MIN B2022/00589 | COO - MIN B2022/00589 - 2022-23 Budget initiative endorsement - Minister Brief |
| 3 | MIN S2021/00793 | TCBS - MIN S2021/00793 - Recommendations for addressing Rooster Management - Minister Brief |
| 4 | MIN S2021/01711 | CS - MIN S2021/01711 - Waste Education and Partnerships - work program overview - Minister Brief |
| 5 | MIN S2022/00013 | CS - MIN S2022/00013 - Request for exclusive use of public land - Tesla - Minister Brief |
| 6 | MIN S2022/00021 | CS - MIN S2022/00021 - Speed limit reduction on Swallowtail Road, Wright - Minister Brief |
| 7 | MIN S2022/00128 | COO - MIN S2022/00128 - TCCS vehicle fleet zero emissions transition - Minister Brief |
| 8 | MIN S2022/00129 | COO - MIN S2022/00129 - Impact of removal of User Choice subsidies for TCCS ACTPS Employees - Minister Brief |
| 9 | MIN S2022/00136 | TCBS - MIN S2022/00136 - Lifeline Canberra - Number plates - Transport Policy |
| 10 | MIN S2022/00215 | TCBS - MIN S2022/00215 - Response to Scrutiny Report 12 - Road Transport Legislation Amendment Bill No 2 - Minister Brief |

| | | |
|----|-----------------|---|
| 11 | MIN S2022/00292 | CS - MIN S2022/00292 - Emesh concrete trial - BIF 2021-22 Active Travel Community Path Maintenance - Advisory Note |
| 12 | MIN S2022/00306 | CS - MIN S2022/00306 - Moncrieff GPT Drying Area - Remediation works - Advisory Note |
| 13 | MIN S2022/00377 | TCBS - MIN S2022/00377 - NHVR 'National Roadworthiness Survey A Health Check of Australia's Heavy Vehicle Fleet' - follow-up information - Minister Brief |
| 14 | MIN S2022/00380 | TCBS - MIN S2022/00380 - Offering Memorial Services at Gungahlin Memorial Park - Minister Brief |
| 15 | MIN S2022/00405 | COO - MIN S2022/00405 - Cemeteries and Crematoria Authority Determination of Trustee - Public Trustee and Guardian - Minister Brief |
| 16 | MIN S2022/00406 | TCBS - MIN S2022/00406 - Belconnen Library Heritage Council Decisions - Advisory Note |
| 17 | MIN S2022/00450 | TCBS - MIN S2022/00450 - TCCS Omnibus Bill project outline - Minister Brief |
| 18 | MIN S2022/00462 | CS - MIN S2022/00462 - 40km "sherrin red" pavement markings on Northbourne - Minister Brief |
| 19 | MIN S2022/00473 | CS - MIN S2022/00473 - IDC Report - February 2022 - Minister Steel - Advisory Note |
| 20 | MIN S2022/00482 | TCBS - MIN S2022/00482 - Automatic Mutual Recognition - Minister Brief |
| 21 | MIN S2022/00485 | CS - MIN S2022/00485 - William Hovell Drive Shared User Path (Bindubi St to Coulter Dr) - project update (March 2022) - Advisory Note |
| 22 | MIN S2022/00507 | CS - MIN S2022/00507 - Transfer of appropriation - Belconnen Bikeway Stage 2 and Battye St Off Road Path - Minister Brief |
| 23 | MIN S2022/00512 | COO - MIN S2022/00512 - Codes of Practice Consultation (Animal Welfare Advisory Committee) and NSW Animal Welfare Law Implications for the ACT - Minister Brief |
| 24 | MIN S2022/00520 | CS - MIN S2022/00520 - ACT NoWaste commencing Waste Audits - Advisory Note |
| 25 | MIN S2022/00541 | TCBS - MIN S2022/00541 - Belconnen link e-scooter - Minister Brief |
| 26 | MIN S2022/00550 | TCBS - MIN S2022/00550 - Queensland's Zero Emission Vehicle Strategy and Action Plan - Advisory Note |
| 27 | MIN S2022/00597 | CS - MIN S2022/00597 - Umbagog District Park - new pedestrian bridges - Advisory Note |
| 28 | MIN S2022/00602 | CS - MIN S2022/00602 - ACT application for Food Waste for Healthy Soils Fund - Minister Brief |
| 29 | MIN S2022/00621 | CS - MIN S2022/00621 - Minister Brief Tree Week - Minister Brief |
| 30 | MIN S2022/00631 | TCBS - MIN S2022/00631 - Zero Emissions Charging Infrastructure 12 Battery Electric Buses - Advisory Note |

| | | |
|----|-----------------|---|
| 31 | MIN S2022/00670 | COO - MIN S2022/00670 - Transport Canberra Operations (ACTION) Enterprise Agreement Bargaining Update - Advisory Note |
|----|-----------------|---|

I thank your office for agreeing to amend your application on 22 July 2022, to exclude all QTBs from this application on the condition that access is considered under a separate application. This request has been registered as received on 22 July 2022 and will be referred to as reference FOI 22-102. A separate acknowledgement of this application will be provided to you within 10 business days.

Authority

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

Timeframes

In accordance with section 40 of the Act, TCCS was required to provide a decision on your access application by 30 June 2022. I thank you for agreeing to an extension until 26 July 2022.

Decision on access

A search has now been completed and all 31 briefs have been identified. I have included as **Attachment A** to this decision the schedule listing these records.

I have refused access under section 35(1)(c) of the FOI Act to some of the information that you have requested. This is because it is contrary to the public interest to disclose. My access decision is detailed further in the following statement of reasons.

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. Further, 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; and
- The *Human Rights Act 2004*.

Items 21, 28 - 31 - Schedule 1.6 of the Act (Cabinet Information)

In reviewing the information within these records, it has been identified that some or all information has been prepared for the consideration of Cabinet. The information includes deliberations and decisions of Cabinet and documents that have been prepared for consideration of Cabinet. As some of this information is not publicly known, release of this information would therefore impact the deliberative functions of Cabinet.

In reviewing these documents, I note the requirements of schedule 1 section 1.6(2) of the Act which states that the exemption for Cabinet Information does not apply to 'purely factual information'. The term 'purely factual material' does not extend to factual material that is an integral part of the deliberative content and purpose of a document or is embedded in or intertwined with the deliberative content in such a manner that it is impractical to separate it from the other content.

I find that schedule 1.6 applies to some of the information within item 21, and all information within items 28 – 31, which deems the disclosure of this information to be contrary to the public interest.

Public interest test

Factors favouring disclosure (Schedule 2.1)

- Section 2.1(a)(i) promote open discussion of public affairs and enhance the government's accountability;
- Section 2.1 (a)(ii) contribute to positive and informed debate on important issues or matters of public interest; and
- Section 2.1(a)(iv) ensure effective oversight of expenditure of public funds.

Factors favouring non-disclosure (Schedule 2.2)

- Schedule 2.2(a)(ii) – Prejudice the protection of an individual's right to privacy or any other right under the Human Rights Act 2004;
- Schedule 2.2(a)(xiii) - Prejudice the competitive commercial activities of an agency;
- Schedule 2.2(a)(xvi) - Prejudice a deliberative process of government; and
- Schedule 2.2(a)(x) – Prejudice intergovernmental relations.

As an Information Officer, I must decide where, on balance, public interest lies. As part of this process, I must consider factors favouring disclosure and non-disclosure.

Items 6 and 16 – Privacy of an individual

In reviewing the information within items 6 and 16, information relating to third parties and information which impacts the privacy of an employee outside of their role has been identified. I have considered that this information is not available to the public and that disclosure is likely to prejudice the protection of an individual's right to privacy under the *Human Rights Act 2004*. I have placed significant weight on this factor and have decided that disclosure is, on balance, contrary to the public interest.

Items 6, 13, 16, 18, 24 and 27 - Prejudice a deliberative process of government and intergovernmental relations

Information within items 6, 13, 16, 18, 24 and 27 have been identified as being deliberative in nature as it contains opinion, advice or recommendations about budget, future procurements, contracts, and negotiations. I consider that the release of this section of the document could prejudice current deliberative processes of government if disclosed.

I have also identified that some of the Information within items 18 and 24 relate to current government deliberations between the ACT Government and the Australian Government. I have considered that the disclosure of the deliberative processes is likely to prejudice intergovernmental relations.

I have placed significant weight on these two factors and find that disclosure is, on balance, contrary to the public interest.

Items 4, 17, and 19 - Competitive commercial activities

Some information within items 4, 17 and 19 relate to cost estimates which are significant to future procurement negotiations. I have found that the disclosure of this information is likely to prejudice the competitive commercial activities of TCCS and is, on balance, contrary to the public interest to disclose.

Charges

Pursuant to *Freedom of Information (Fees) Determination 2018* processing charges would be applicable for this request because the total number of pages to release to you exceeds the charging threshold of 50 pages. However, the charges have been waived in accordance with section 107(2)(e) of the Act.

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 released to you will be published on the TCCS disclosure from 3 days after the date of this decision.

Your personal contact details will not be published. You may view the TCCS' disclosure log at http://www.tccs.act.gov.au/about-us/freedom_of_information.

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 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(1) 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
<http://www.act.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

A handwritten signature in black ink, appearing to read 'Cherie Hughes', written over a faint horizontal line.

Cherie Hughes
Information Officer

26 July 2022