



**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: 22-118

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)	48 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
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**From:** [REDACTED]  
**To:** [TCCS\\_FreedomOfInformation](#)  
**Cc:** [REDACTED]  
**Subject:** FOI Request | Ministerial Briefs April 2022  
**Date:** Monday, 22 August 2022 4:42:16 PM

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Good Afternoon,

**RE: FOI REQUEST – MINISTERIAL BRIEFS APRIL/MAY 2022**

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

Should it be easier to deal with the application by dividing it into two requests: Ministerial Briefs and Question Time Briefs, please let me know.

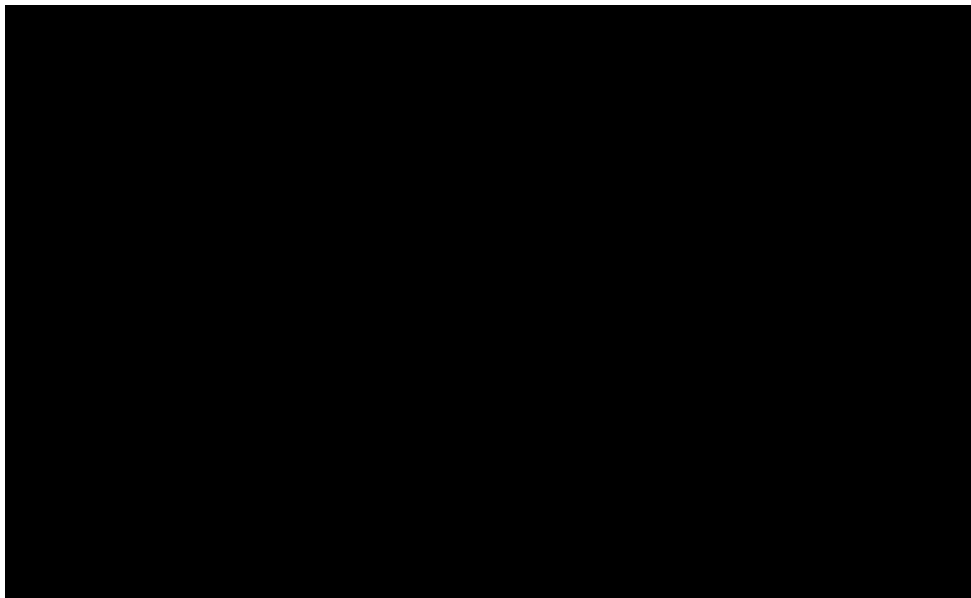
Duplicate documents as well as attachments to the ministerial briefs may be excluded.

Reference	Subject Line
MIN S2021/01934	Traffic study on Carnegie Crescent and La Perouse Street in relation to Narrabundah Peafowl
MIN S2021/01976	TCBS - MIN S2021/01976 - Light Rail Contingency Planning
MIN S2022/00005	CS - MIN S2022/00005 - Minister brief for mid-year charity fee waivers
MIN S2022/00227	TCBS - MIN S2022/00227 - Proposed bus service 'trial' between Canberra Airport and the Fairbairn Business Park
MIN S2022/00348	CS - MIN S2022/00348 - Increasing the number of households in FOGO pilot
MIN S2022/00410	CS - MIN S2022/00410 - Gungahlin Intersection Improvement
MIN S2022/00542	CS - MIN S2022/00542 - St Edmund's safety concerns on Canberra Avenue
MIN S2022/00551	CS - MIN S2022/00551 - Monaro Highway Project key risks
MIN S2022/00591	CS - MIN S2022/00591 - Play Space Strategy
MIN S2022/00593	CS - MIN S2022/00593 - Garran Parking
MIN S2022/00605	CS - MIN S2022/00605 - Transport Modelling Initiatives
MIN S2022/00646	CS - MIN S2022/00646 - Construction of retarding basin - Sprent Park Narrabundah
MIN S2022/00647	CS - MIN S2022/00647 - Civic Square paver repairs
MIN S2022/00667	CS - MIN S2022/00667 - Improving Tharwa Non-Potable Water Supply for firefighting
MIN	TCBS - MIN S2022/00668 - Trap, Neuter, Release - Response to Animal

S2022/00668	Welfare Advisory Committee (AWAC) Position Statement
MIN S2022/00675	TCBS - MIN S2022/00675 - Minister Steel to meet with National Transport Commission - Thurs, 28 Apr - 2.00-2.30
MIN S2022/00678	TCBS - MIN S2022/00678 - Minister Steel to meet with consultant REDACTED re Libraries ACT co-design project - Thurs, 28 Apr - 3.00-3.30pm
MIN S2022/00679	CS - MIN S2022/00679 - Additional crossing supervisor at Amaroo School
MIN S2022/00703	CS - MIN S2022/00703 - Consultation on Commonwealth Environment Minister's 2022-23 Priority List for product stewardship
MIN S2022/00710	CS - MIN S2022/00710 - Black Spot Projects
MIN S2022/00718	CS - MIN S2022/00718 - John Gorton Drive and Molonglo River Bridge Crossing - Project Update, Molonglo Group Centre Integration and Timing
MIN S2022/00719	TCBS - MIN S2022/00719 - Light Rail Customer Satisfaction Survey Report 2022
MIN S2022/00748	COO - MIN S2022/00748 - ACT Veterinary Practitioners Board Fees and Charges 2022-23
MIN S2022/00743	TCBS - MIN S2022/00743 - Light Rail Fare Compliance Survey
MIN S2022/00757	TCBS - MIN S2022/00757 - Implementation Plan for Pop up Cycleways
MIN S2022/00797	CS - MIN S2022/00797 - Inclusion of a natural gas main into the design and construction of John Gorton Drive and Molonglo River Bridge
MIN S2022/00846	TCBS - MIN S2022/00846 - ONRSR RSNL Variation Regulation
MIN S2022/00862	TCBS - MIN S2022/00862 - Road Transport fees and charges 2022-23 - Minister Brief
Hot Topics:	
A.	Storm Damage
B.	Umbagog Park Bridge/ Odour Control Units
C.	La Perouse Street - Road Safety
D.	Mugga Lane Odour
E.	FOGO and Green Bins
F.	Road Damage to Tarra Place/Jabanugga Ave

G.	Black Spot Funding from the Commonwealth
H.	Urban Forest Bill
I.	Election Signage – Corflutes
J.	Electric Waste Collection Trucks
Roads/Active Travel:	
<b>2.</b>	Parking Issues in Campbell
<b>3.</b>	Community Path - Maintenance, Prioritisation and Upgrades (Community Path List)
<b>4.</b>	Local Area Traffic Management
<b>5.</b>	Horse Park Drive (Noise)
<b>6.</b>	Traffic Signals/ITS Maintenance and Management
<b>9.</b>	New 40kmh Speed Zones
<b>10.</b>	Road Duplications and Upgrades
<b>11.</b>	Intersection Upgrades
<b>12.</b>	School Traffic Management
<b>13.</b>	Strategic road maintenance / potholes
<b>14.</b>	Capital Works – Road Safety Projects
City Services:	
<b>16.</b>	Mowing
<b>17.</b>	Dickson Parking
<b>20.</b>	Active Travel
<b>21.</b>	Licensing and Compliance on Public Land
<b>22.</b>	Shopping Centres and Town Centres
<b>24.</b>	Public Toilets
<b>25.</b>	Fix My Street
<b>29.</b>	New RSPCA Facility
<b>31.</b>	Libraries ACT
ACT No Waste	
<b>35.</b>	Fyshwick Waste Facilities
<b>36.</b>	Single Use Plastics

Transport Canberra	
<b>37.</b>	CAF Light Rail vehicles and issues in NSW (incl Newcastle)
<b>38.</b>	Flexible Bus Service
<b>39.</b>	Future Light Rail Network
<b>40.</b>	Zero Emissions Buses (including bus fleet)
<b>44.</b>	Patronage for Buses and Light Rail
<b>45.</b>	Transport Recovery Plan
<b>46.</b>	Weekend buses/Transport Action Plan
<b>47.</b>	Public Transport – New Suburbs
<b>50.</b>	E-Scooter Scheme -
<b>51.</b>	Transport Strategy Implementation
<b>52.</b>	Automated Vehicles
<b>53.</b>	Regulation of Zero Emission Vehicles
<b>55.</b>	Dangerous Driving Penalties
<b>56.</b>	Roads Safety Cameras
<b>57.</b>	Coroner's Report (Blake Corney)





**ACT**  
Government

Transport Canberra and  
City Services



Dear 

**Freedom of information request:** Reference 22-118

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 23 August 2022. It is my understanding that you are seeking access to the following information:

- MIN S2021/01934
- MIN S2021/01976
- MIN S2022/00005
- MIN S2022/00227
- MIN S2022/00348
- MIN S2022/00410
- MIN S2022/00542
- MIN S2022/00551
- MIN S2022/00591
- MIN S2022/00591
- MIN S2022/00593
- MIN S2022/00605
- MIN S2022/00646
- MIN S2022/00647
- MIN S2022/00667
- MIN S2022/00668
- MIN S2022/00675
- MIN S2022/00678
- MIN S2022/00679
- MIN S2022/00703
- MIN S2022/00710
- MIN S2022/00718
- MIN S2022/00719
- MIN S2022/00748
- MIN S2022/00743
- MIN S2022/00757
- MIN S2022/00797
- MIN S2022/00846
- MIN S2022/00862
- Question Time Briefs A – J (April – May 2022)
- Question Time Briefs 2-6, 9-14, 16-17, 20-22, 24-25, 29, 31, 35-40, 44-47, 50-53, 55-57 (April - May 2022)

### **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 initially required to provide a decision on your access application by 19 September 2022; in accordance with section 41 of the FOI Act, a decision is due by 1 November 2022.

### **Decision on access**

A search has now been completed and all relevant briefs and question time briefs (QTBs) have been identified. I have included as Attachment A to this decision the schedule listing these records.

In reviewing the records relevant to your application, some records have been identified as being made available to the public under a previous FOI access application, reference 22-102. In accordance with section 43(d) of the FOI Act, I have refused to deal with parts of your application where the requested records are already available; specifically, QTBs:

- C. La Perouse Street - Road Safety
- F. Road Damage to Tarra Place/Jabanugga Ave
- 2. Parking Issues in Campbell
- 3. Community Path - Maintenance, Prioritisation and Upgrades (Community Path List)
- 4. Local Area Traffic Management
- 5. Horse Park Drive (Noise)
- 16. Mowing
- 17. Dickson Parking
- 25. Fix my street
- 29. New RSPCA Facility
- 35. Fyshwick Waste Facilities
- 37. CAF Light Rail vehicles and issues in NSW (incl Newcastle)
- 38. Flexible Bus Service
- 39. Future Light Rail Network
- 52. Automated Vehicles
- 53. Regulation of Zero Emission Vehicles
- 56. Roads Safety Cameras
- 57. Coroner's Report (Blake Corney)

The above records are available on the TCCS disclosure log [here](#).

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

A schedule of the records being disclosed to you is enclosed at Attachment A. The records are enclosed at Attachment B and Attachment C with redactions applied to information which is contrary to public interest.

### **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*.



## **Schedule 1.2**

In reviewing the information within record 44, some information has been identified as relating to professional legal privilege. In accordance with the FOI Act, this information is 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)(viii) – prejudice the economy of the Territory;
- 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; and
- Schedule 2.2(a)(xi) - Prejudice trade secrets, business affairs or research of an agency or person.

### **Privacy of an individual**

Record 40 and 51 includes the personal information of third parties. 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.

### **Prejudice a deliberative process of government and intergovernmental relations**

Information within records 11, 16, 21, 22, 31, 34, 35, 39, 42, 43 and 48 has been identified as being deliberative in nature as it contains opinion, advice or recommendations about budget, future procurements, and negotiations. I consider that the release of this information is likely to prejudice current deliberative processes of government if disclosed.

I have also identified Information relating 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.

**Competitive commercial activities**

Some information within records 31 and 47 relate to current and future procurement processes. 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.

**Prejudice business affairs**

Records 31, 33, 41, 42, 45, 47 and 50 contains information relating to a third-party business. I have found that the disclosure of this information is likely to prejudice the business affairs of the third party, 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 of \$70.35 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 between 3 – 10 business 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](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](mailto:actfoi@ombudsman.gov.au)

**ACT Civil and Administrative Tribunal (ACAT) review**

Under section 84 of the Act, if a decision is made under section 82(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](mailto:tccs.foi@act.gov.au).

Yours sincerely



Cherie Hughes  
Information Officer

1 November 2022

## 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](https://www.tccs.act.gov.au/about-us/freedom_of_information/disclosure-log)

Reference number		Description of application				
FOI – 22-118		Specified ministerial briefs and Question Time Briefs				
Record number	Page	Description of record	Date	Status	Reason for non-release or deferral	Open Access release status
Folio 1 – Question Time Briefs (QTBs)						
1	1 – 3	A. Storm Damage	May 2022	Full access	Not applicable	Documents to will be published on the <a href="#">TCCS Disclosure Log</a>
2	4 – 7	B. Umbagog Park Bridge _ Odour Control Units	May 2022	Full access	Not applicable	
3	8 – 9	D. Mugga Lane Odour	May 2022	Full access	Not applicable	
4	10 – 13	E. FOGO and Green	May 2022	Full access	Not applicable	
5	14 – 16	G. Black Spot Funding from the Commonwealth	May 2022	Full access	Not applicable	
6	17 – 28	H. Urban Forest Bill, Strategy, and Street Trees	May 2022	Full access	Not applicable	
7	29 – 31	I. Election Signage	May 2022	Full access	Not applicable	
8	32 – 33	J. Electric Waste Collection Trucks	May 2022	Full access	Not applicable	
9	34 – 38	06. Traffic Signals ITS Maintenance and Management	May 2022	Full access	Not applicable	
10	39 – 43	09. New 40kmh Speed Zones	May 2022	Full access	Not applicable	

11	44 – 51	10. Road Duplications and Upgrades	May 2022	Partial access	Schedule 2.2(a)(x)
12	52 – 55	11. Intersection Upgrades	May 2022	Full access	Not applicable
13	56 – 60	12. School Traffic Management	May 2022	Full access	Not applicable
14	61 – 63	13. Strategic Road Maintenance _ Potholes	May 2022	Full access	Not applicable
15	64 – 65	14. Capital Works - Road Safety Projects	May 2022	Full access	Not applicable
16	66 – 67	20. Active Travel	May 2022	Partial access	Schedule 2.2(a)(xvi)
17	68 – 70	21. Licencing and Compliance on Public Land	May 2022	Full access	Not applicable
18	71 – 74	22. Playgrounds	May 2022	Full access	Not applicable
19	75 – 80	24. Public Toilets	May 2022	Full access	Not applicable
20	81 – 82	31. Libraries ACT	May 2022	Full access	Not applicable
21	83 – 85	36. Single Use Plastic	May 2022	Partial access	Schedule 2.2(a)(x)
22	86 – 88	40. Zero Emissions Buses (incl bus fleet)	May 2022	Partial access	Schedule 2.2(a)(xvi)
23	89 – 94	44. Patronage for Buses and Light Rail	May 2022	Full access	Not applicable
24	95 – 96	45. Transport Recovery Plan	May 2022	Full access	Not applicable
25	97 – 98	46. Weekend Buses_Transport Action Plan	May 2022	Full access	Not applicable
26	99 – 104	47. Public Transport	May 2022	Full access	Not applicable
27	105 – 109	50. E-Scooter Scheme - Anne N - Cleared – SF	May 2022	Full access	Not applicable
28	110 – 112	51. Transport Strategy Implementation	May 2022	Full access	Not applicable
29	113 – 115	55. Dangerous Driving Penalties - Georgia N - Cleared by DDG - SF	May 2022	Full access	Not applicable

**Folio 2 – Ministerial briefs**

30	1 – 6	01. MIN S2021_01934 - Traffic study on Carnegie Crescent and La Perouse Street	May 2022	Full access	Not applicable
31	7 – 11	02. MINS202101976 - Light Rail Contingency Planning	May 2022	Partial access	Schedule 2.2(a)(xi) Schedule 2.2(a)(xvi) Schedule 2.2(a)(xiii) Schedule 2.2(a)(ii)
32	12 – 15	03. MIN S202200005 - Minister brief for mid-year charity	May 2022	Full access	Not applicable
33	16 – 20	04. MIN S202200227 - Proposed bus service 'trial' between Canberra Airport and the Fairbairn Business Park	May 2022	Partial access	Schedule 2.2(a)(xi)
34	21 – 23	05. MIN S202200348 - Increasing the number of households in FOGO pilot	May 2022	Partial access	Schedule 2.2(a)(x)
35	24 – 29	06. CS. MIN S202200410 - Gungahlin Intersection Improvement - Minister Brief	May 2022	Partial access	Schedule 2.2(a)(xvi)
36	30 – 31	07. CS - MIN S202200647 - Civic Square paver repairs - Advisory Note	May 2022	Full access	Not applicable
37	32 – 33	08. CS - MIN S202200667 - Improving Tharwa Non-Potable	May 2022	Full access	Not applicable
38	34 – 38	09. MIN S202200668 - Trap, Neuter, Release - Response to Animal Welfare Advisory Committee (AWAC) Position Statement	May 2022	Full access	Not applicable

39	39 – 44	10. TCBS - MIN S202200675 - Minister Steel to meet with National Transport Commission - Thurs, 28 Apr - 2.00-2.30	May 2022	Partial access	Schedule 2.2(a)(x)
40	45 – 49	11. TCBS - MIN S202200678 - Minister Steel to meet with consultant REDACTED re Libraries ACT co-design	May 2022	Partial access	Schedule 2.2(a)(ii)
41	50 – 51	12. CS - MIN S202200679 - Additional crossing supervisor at Amaroo School	May 2022	Partial access	Schedule 2.2(a)(xi)
42	52 – 53	13. MIN S202200703 - Consultation on Commonwealth Environment Minister's 2022-23 Priority List for product	May 2022	Partial access	Schedule 2.2(a)(xvi) Schedule 2.2(a)(xi)
43	54 – 58	14. CS - MIN S202200710 - Black Spot Projects	May 2022	Partial access	Schedule 2.2(a)(xvi)
44	59 – 60	15. CS - MIN S202200718 - John Gorton Drive and Molonglo River Bridge Crossing - Project Update, Molonglo Group	May 2022	Partial access	Schedule 1.2
45	61 – 64	16. TCBS - MIN S202200719 - Light Rail Customer Satisfaction	May 2022	Partial access	Schedule 2.2(a)(xi)
46	65 – 67	17. COO - MIN S202200748 - ACT Veterinary Practitioners	May 2022	Full access	Not applicable
47	68 – 71	18. TCBS - MIN S202200743 - Light Rail Fare Compliance	May 2022	Partial access	Schedule 2.2(a)(xi)
48	72 – 76	19. TCBS - MIN S202200757 - Implementation Plan for Pop up	May 2022	Partial access	Schedule 2.2(a)(xvi) Schedule 2.2(a)(xiii)
49	77 – 79	20. CS - MIN S202200797 - Inclusion of a natural gas main into the design and construction of John Gorton Drive and	May 2022	Full access	Not applicable

50	-	21. TCBS - MIN S2022/00846 - ONRSR RSNL Variation Regulation	May 2022	Refused	Schedule 2.2(a)(xi)	
51	80 – 86	22. TCBS - MIN S202200862 - Road Transport fees and charges	May 2022	Partial access	Schedule 2.2(a)(ii)	
Total: 51 Records						



## Portfolio/s: Transport and City Services

### ISSUE: Storm Damage

#### Talking Points:

- Severe storms can occur at any time during the year but are most common in the ACT between September and March according to the Bureau of Meteorology. Severe storms can occur with little or no warning and can cause severe damage and risks to public safety due to high winds, high rainfall, hail or flash flooding.
- Under the Territory Wide Risk Assessment 2017, severe storms are considered a high natural disaster risk to the ACT.
- At approximately 5:00pm on 3 January 2022, a severe storm impacted the ACT causing widespread damage. The damage was focused in the Belconnen and West Belconnen areas of Canberra. However, damage was also experienced in the Gungahlin and Central regions.
- The ACTSES received a total of 975 requests for assistance (RFAs) from the storm. The ACTSES activated the *Storm Sub-Plan* and established an Incident Management Team. The RFAs were predominantly for fallen trees and branches on both private and public land.
- Fallen trees and branches caused significant damage to the electricity distribution network in the Belconnen area. Power outages impacted over 2,000 residents and were slowly rectified by Evoenergy over the following week.

#### TCCS response:

- In response to the initial event, TCCS crews returned early from leave to assist in the storm response, clearing trees from roads, paths and nature strips as well as repairing stormwater and responding to urgent safety requests. This storm was a significant event and required careful coordination of resources.
- The majority of available Urban Treescapes crews were allocated to the Belconnen region for the first two weeks of January to address all urgent tasks, with ongoing operations still continuing in the area.
- The initial priority for the clean-up was to make immediate hazards on public land safe. Once this work was completed, focus shifted to cleaning up trees and debris in areas of high use like shopping centres, playgrounds and sportsgrounds and attending to nature strips and roadways.
- On 4 February, an additional 20 workers from the ACT Parks and Conservation Service were deployed to assist the ongoing clean-up effort, providing support to the Urban Treescapes team for a period of 2 weeks.

- A Storm Response Coordinator has been appointed to manage the ongoing resourcing and operational logistics in order to ensure that the clean-up is delivered safely and effectively. Further resources have been contracted to facilitate the removal of debris including excavators, trucks, chippers and a tub grinder to both clear and process fallen material.
- Clean up works are anticipated to be completed by the end of April 2022, provided there are no significant impacts from further weather conditions or COVID impacts on staff.
- As at 30 March 2022, 4,150 cases have been identified in the Belconnen region by members of the community or City Services staff as a result of the storm event on 3 January 2022.
- To date, Urban Treescapes crews have closed 3,162 cases relating to the storm and continue to work through existing and new requests.
- The teams continue to work through the clean-up cases, prioritising data collected via the audit team and based on risk. The team are also managing new requests from the public following an arborists assessment.
- Approximately 8,000 cubic meters of mulch and 6,000 cubic meters of wood chip has been processed thus far, Produced mulch is distributed across public unleased land sites, ACT schools, Parks and Conservation reserves and community groups.
- The Tree Protection Unit has received 259 'Tree Damaging Activity' applications relating to storm damaged trees on leased land in the Belconnen region.
- Roads ACT diverted street sweepers to the storm affected areas, covering over 78km with brooms down and removing over 52 cubic metres of material from the Belconnen district roadways.

### **Impact on Urban Treescapes Services:**

- The storm event has required a large diversion of resources from BAU and scheduled operations in order to focus on the damage to the Belconnen region.
- This has required jobs in other regions that are lower priority to be postponed until the clean-up effort is completed.
- The team have a large backlog of tree maintenance requests and requests from the community will take longer to action whilst the clean-up is underway.
- Total open tasks in Salesforce have risen from 5,562 on 1 May 2021 to over 8,500 at present.

### **Additional green bin services and free food waste drop offs:**

- To support the people impacted, additional green bin collections were delivered to the Belconnen region following the storm event. These additional services were delivered on Saturday, 8 January and Saturday, 15 January 2022 to those suburbs that were hardest hit.

- Services were provided to the following 14 Belconnen suburbs:
  - Charnwood.
  - Dunlop.
  - Florey.
  - Flynn.
  - Fraser.
  - Hawker.
  - Higgins.
  - Holt.
  - Latham.
  - Macgregor.
  - Melba.
  - Page.
  - Scullin.
  - Weetangera.
  
- The ACT Government provided a fee waiver, effective from 7 to 15 January 2022, to allow affected residents to dispose of household quantities of spoiled food at Mitchell and Mugga Lane Resource Management Centres at no charge. This was in addition to the skip bin for food waste that was deployed at the community information hub at the Rural Fire Service Molonglo Brigade at 27 Drake Brockman Drive, Higgins.

#### **Damage to TCCS assets:**

- Kippax Library was closed on 4 January 2022 due to significant storm damage to the roof that impacted smoke detectors, light sensors and their data network. ACT Property Group are coordinating repairs and the library reopened to normal operations from 7 January 2022.
- Several streetlight poles and overhead cables required repair or replacement largely due to fallen trees, sportsground fencing has been damaged and over 50 stormwater access lids have been placed back in position, largely in Florey and Denman Prospect. Road repair resulting from two stormwater sink holes resulted in road closures in Page and these have since been repaired.
- Urban Treescapes are prioritising rectification works of Canberra's street trees based on risk to the community. It is expected the clean-up work will take 3-6 months.
- Road flooding damage assessments in several locations are being undertaken, including impacts on over 30 private residences. It is expected that further asset damage will be identified over time and may require further remediation and repair works.

**Portfolio/s:** Transport and City Services

**ISSUE:** Odour Control Units / Umbagog Park Bridge

Umbagog Park Bridge

- TCCS owns a portfolio of 1,315 bridges, including 16 under construction. These have an approximate replacement value of \$1.6 billion and range in condition from newly constructed, to those nearing end-of-life.
- Roads ACT manages bridges and other structures by undertaking reactive inspections in response to enquiries, contract management and technical oversight of planned inspections, and undertaking maintenance to extend the life of assets to achieve best value for money for the community across the asset portfolio.
- A Structural Engineering consultant (SMEC) is contracted to undertake Level 2 planned inspections of all TCCS bridges on a three year cycle. This is with the exception of 28 timber bridges which are inspected annually by SMEC.
- Three bridges (No. 1193, 1194 and 1195) in the Umbagog District Park were inspected by a Structural Engineer on 21-23 August 2019. This inspection did not include inspection of inaccessible components, such as piers and girders.
- This inspection identified several defects to the timber railing and timber planks.
- Following receipt of the consultant's report, Roads ACT inspected the three bridges and undertook further works to remove or mitigate immediate safety hazards in December 2019.
- Following the completion of urgent safety works in 2019, the Roads ACT bridge inspector increased the frequency of inspections at the three bridges due to the accelerating decline in condition. At one of these subsequent inspections in February 2021, it was noted that the bridges had deteriorated further and contained many more structural and safety defects than had been previously reported by the consultant, including extensive timber rot.

- It was also noted that only a visual inspection could be made of piers without removing parts of the structure, meaning the degree of structural weakness was not fully understood.
- In April 2021, the Roads ACT bridge inspector met with a contractor on-site to determine an approximate scope and cost for rectifying underlying issues. The bridges team discussed the risks and made the decision to close the three bridges until further notice.
- This decision was made for the following reasons:
  - the three bridges presented an immediate and high risk to members of the public using them.
  - the rate of asset deterioration was determined to reduce the effectiveness of any short-term safety measures, in comparison to replacement of components.
- Following this decision, TCCS Communications was contacted to provide advice and support with communication for the public. Temporary fencing and bridge closure signage was installed on 7 April 2021.
- Due to the urgent safety implications identified, no community consultation was undertaken prior to the closure.
- A detailed structural inspection was undertaken by a third-party structural engineering consultancy, ABS holdings. They provided a report on 11 May 2021, confirming structural and safety concerns and estimating scope and costs for make safe rectification works.
- Based on advice from the structural engineers, Roads ACT engineers, and a planning / engineering consultant, the following approach is being pursued by TCCS:
  - Umbagog Park Reserve 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* (EPBC 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 to address environmental and heritage issues commenced in December 2021. The ecological report is complete, and the heritage report is being finalised.

- A concept design for the three bridges -is now underway in response to these ecological and heritage assessments.
- A design consultant was engaged in January 2022 to ensure a quick transition from planning assessments to preliminary design.
- Community consultation on the look and feel of the new pedestrian infrastructure will be part of the concept design stage and is to take place in March / April 2022.
- In the first half of 2022, a Development Application (DA) will be submitted for the proposed replacement of the three footbridges. As part of this process, there will be a public notification period whereby the community will be able to provide comment on the overall project.
- Construction will commence as soon as the design is completed, and the necessary approvals are received.
- Timeline for delivery

The below timeline is indicative only and may be subject to change.

- Community engagement activities: April 2022
  - Detailed design of three bridges: April - May 2022
  - Development application with public notification period: June - August 2022
  - Design finalisation: August 2022
  - Tender process: August - September 2022
  - Replacement of three bridges: October 2022 - February 2023
  - Construction completion: March 2023
- All bridges will remain closed due to safety concerns. Visitors to the park should not attempt to access the bridges while they are closed as this is a risk to their own safety
  - Signage remains in place advising the public that due to public safety the current three bridges have been permanently closed.
  - Fence barriers and signage at the closed bridges have been vandalised and replaced since their initial installation.
  - Consequently, the vandalised fencing will be removed and replaced with water filled barriers and surveillance cameras to deter further vandalism.

- For bridge 1193, signs requesting the public to use an alternate track 50m away on the same side of Ginninderra Creek have been installed. A dedicated page has been set up on the City Services website to provide updates to the community on the replacement project. [Umbagog bridges - City Services \(act.gov.au\)](https://www.act.gov.au/city-services/umbagog-bridges)

## Odour Control Units

- The Odour Control Units relate to Icon Water's management of the sewer network. TCCS has no involvement with the sewer network aside from incidental issues (e.g. leaking from the sewer network into the stormwater network).
- EPSDD has responsibility for approval of changes such as the one raised.
- EPSDD have stated that on 27 March 2020, the Development Application was approved with conditions and approved plans were released to enable construction.
- A Section.197 amendment application was approved 5 May 2021, correcting heights and set-out of the project.
- A further amendment application is currently under assessment. Neither of these amendments required public consultation.

**Portfolio/s:** Transport and City Services

**ISSUE:** Mugga Lane Odour

**Talking Points:**

- Odour monitoring is regularly undertaken at the Mugga Lane Resource Management Centre Landfill (MLRMC), including at the green waste processing facility, and at the Hume Materials Recycling Facility (MRF).
- The monitoring program is undertaken on a quarterly basis, with the most recent survey conducted over a three-day period from 1-3 February 2022.
- The monitoring program involves a series of on-site and nearby offsite location surveys to assess the intensity of odours during different prevailing meteorological conditions and time periods, including working and non-working hours throughout the day.
- These surveys indicate that under certain weather conditions, odour is detectable outside the boundary of the MLRMC.
- The most recent surveys did not detect the presence of odour emitting from the MLRMC or MRF in the residential areas of Macarthur, Fadden or Chisholm.
- The best way for residents to communicate odour complaints is by contacting Access Canberra on 13 22 81. This allows the Environment Protection Agency to attend properties when the odour is being detected and cross check with meteorological conditions and any recent odour monitoring undertaken.
- ACT EPA advises that the odour associated with the recent complaints is most likely related to the trenching works being undertaken on the landfill by LGI Limited to install new landfill gas capture pipes.
- The current round of trenching work commenced on 2 February 2022 and was scheduled to be completed on 23 April 2022. Due to culmination of bad weather, public holidays, and change in construction methodology, the project has been pushed out to re-commence on 26 April 2022 with a target completion date of 3 June 2022. All reasonable steps are



undertaken to minimise the risk of odour transmission, including consideration of meteorological conditions.

- Expanding the landfill gas capture system increases the recovery of methane and carbon dioxide to use for electricity generation and reduces the level of fugitive gas escaping into the atmosphere. This lowers the level of harmful greenhouse gas emissions from the landfill and reduces the odour migration risk.
- The landfill gas to power plant can generate enough energy to power over 5,700 Canberra homes.
- LGI has implemented the following odour risk mitigation measures:
  - No more than one trench is open at once, to ensure availability of adequate time and resources to completely backfill the trench by close of business each day.
  - Only the equivalent of one truck load of waste is excavated at once.
  - Activities are tailored to favorable to climatic conditions (i.e. reduced wind and rainfall periods).
- The ACT EPA has investigated the current odour complaints and confirmed that LGI is adhering to relevant agreed trenching procedures and protocols.
- ACT NoWaste is working with the ACT EPA and LGI to investigate improved odour mitigation methodologies and associated communication procedures to inform operational activities and minimise potential odour impacts on the community.

**Portfolio/s:** Transport and City Services

## **ISSUE: FOGO and Green Bins**

### **Talking Points:**

#### **SUMMARY OF THE FOGO PILOT AND HOW IT WORKS**

- The Food Organics and Garden Organics (FOGO) collection pilot is servicing around 5,000 households in Belconnen, Bruce, Cook and Macquarie. The FOGO pilot is servicing a mix of houses, townhouses and apartments.
- The FOGO pilot provided residents with a large green FOGO bin, a kitchen caddy and compostable liners that allows residents to recycle food scraps along with garden waste in their FOGO bin. The FOGO bins are collected each week and processed into compost at Mugga Lane.
- In the ACT, roughly one-third of the household rubbish bin is food. This is equal to 26,000 tonnes of food waste to landfill each year. The FOGO service diverts food waste from landfill and reduces harmful greenhouse gases by turning food scraps and garden waste into valuable compost for the soil.
- Pilot households receive a weekly FOGO collection and a fortnightly landfill bin collection. A fortnightly landfill collection with a weekly FOGO collection has been successfully implemented by other local councils throughout Australia. Council areas who don't reduce the landfill bin volume do not see as much diversion of organic material as there's no incentive for people to change their waste disposing behaviours.
- Households that need a second or larger landfill bin can order one for an annual fee by completing an online form or contacting ACT NoWaste via Access Canberra on 132281.
- As of the end of March 2022, the service has collected 629 tonnes of FOGO material with a contamination rate of less than 0.1%.

#### **HOW WE HAVE CONSULTED**

- The FOGO pilot was raised at the TCCS Accessibility Reference Group meeting which occurred on 8 February 2022. The group provided feedback that while FOGO is a great program for 99% of people, for the 1% it doesn't work for it's a disaster and really doesn't work for them.
- ACT NoWaste consulted with Carers ACT who represent informal and unpaid carers and support workers. Carers ACT would like solutions provided to homeowners with care needs, particularly in situations where medical waste is an issue. Further consultation with Carers ACT will occur to determine opportunities where additional assistance can be provided.

- ACT NoWaste consulted with the Office of Disability on the FOGO pilot.
- A survey about the FOGO pilot was sent to pilot participants in April 2022 and is open for four weeks. There are currently 923 responses to the survey. Survey feedback will be fully analysed with results due at the end of May 2022. The information will help the Government to understand how households are adjusting to the FOGO service and inform the future Canberra-wide rollout.

## WHAT ISSUES WE HAVE HEARD

- Clarification of what type of waste is permitted to be recycled through the FOGO collection service. Some residents would like to dispose of other organic waste including animal waste and compostable packing. The processing contractor has advised that these items have a higher potential to contaminate the final product and therefore impact the quality of compost produced.
- There are households in the community that struggle with the fortnightly landfill collection for a variety of reasons including: use of continence products, medical needs, multiple children in nappies, large households, share houses and group support houses.
- There is currently no provision for households to increase their landfill bin at no cost.
- Requests for \$50 refunds on green bins obtained prior to the commencement of the FOGO pilot. ACT NoWaste is unable to provide a refund on the green bin as the \$50 covered the services rendered up until the commencement of the pilot.

## WHAT OTHER COUNCILS DO

- ACT NoWaste have identified 19 local councils that provide a FOGO service that initially provided a 140L landfill collection bin on a fortnightly collection cycle. The following is a summary of how those councils adjusted their landfill collections service following the introduction of FOGO:
  - 14 councils have retained the 140L landfill bin on a fortnightly collection cycle; one council (Randwick) provides a 240L landfill bin on a fortnightly collection cycle; and four councils reverted from a fortnightly to a weekly landfill bin collection service while retaining the 140L bin.
  - Of the 14 councils that retained the original service model:
    - § eight offer a free bin upgrade if the household meets criteria such as a large household, children with nappies, or has medical needs.
    - § five councils have options for households to purchase bin upgrades. Some councils require households to participate in education and assessment sessions to determine if additional bin capacity is actually needed.
    - § The remaining one council (Shoalhaven) provided households with a free option to upgrade to a 240L landfill bin, and there was a 93% take up rate for the upgrade.
- A NSW [EPA report](#) has advised that if councils return to a weekly collection it is likely to reduce the amount of food waste which is captured in the FOGO bins. The collection

frequency chosen for the FOGO pilot was demonstrated to have the highest rate of waste diversion of all collection frequencies examined.

## CURRENT ACTIONS

- The ACT Government offers FOGO pilot residents a discounted upgrade for households that request a larger landfill bin capacity. The discount is based on the reduced collection frequency and the charges for the service are based on cost recovery.

## Green Bins

- There have been no disruptions so far to services as a result of the COVID-19 pandemic.
- The roll-out of the opt-in household garden organic waste service, or 'green bins', commenced in the previous parliamentary term.
- A pilot service was delivered to Weston Creek and Tuggeranong in 2017, followed by services commencing in Belconnen in September 2018. Registrations for the rest of Canberra commenced from 14 January 2019, and bin collections commenced on 1 April 2019.
- Green bins continue to be a popular and convenient option for Canberra households to manage their garden waste. As of 31 March 2022, 98,712 households have a green bin, a take-up rate of 58 per cent of eligible households.
- As of 31 March 2022, a total of 75,243 tonnes of garden waste has been collected and processed into saleable products since the pilot commenced in April 2017.
- The contamination rate since the service began is less than 0.01 per cent (by weight), which is a credit to Canberra residents, and ensures the processor has high quality feedstock from which to produce saleable products.
- To support the people impacted with clean-up efforts following the intense storm on 3 January 2022, the Government offered an additional green bin collection on 15 and 18 January 2022 to suburbs that were hardest hit.
- Services were provided to the following Belconnen suburbs: Charnwood, Dunlop, Florey, Flynn, Fraser, Hawker, Higgins, Holt, Latham, Macgregor, Melba, Page, Scullin and Weetangera. On 8 January 4,458 bins were collected and on 15 January 1,813 bins were collected.

- In the 2017-18 Budget, the ACT Government provided \$10 million in capital funding to purchase green bins and a further \$24 million in recurrent funding over five years to deliver its green bins initiative to the community.
- The green bins service is being delivered through two service contracts:
  - JJ Richards and Sons is providing kerbside collections, processing/product marketing and community education; and
  - SULO Australia is manufacturing, delivering and maintaining mobile garbage bins (MGBs) and managing customer registrations.

## Transport and City Services

### ISSUE: Black Spot Program Funding

#### Talking points:

- The ACT Government is working closely with the Australian Government in improving road safety across the Territory.
- To date, 130 projects have been funded in the ACT under the Black Spot Program.
- The Black Spot Program is supported by the National Road Safety Strategy and Action Plan.
- Through the Black Spot Program, the ACT Government receives funding for road treatments to improve safety and reduce the associated social and economic cost of road trauma.
- The Black Spot projects target those road locations where crashes are occurring and by funding projects such as traffic signals and roundabouts at dangerous locations, the risk of crashes is reduced.
- Road improvements are usually very effective and could include constructing roundabouts, raising pavement platforms, traffic separations and safety barriers, reduction of speed limits, and safe amenity improvements for pedestrians and cyclists.
- The Australian Government is investing a total of \$1.1 billion from 2013-14 to 2022-23 to fund safety works where there have been serious crashes or where serious crashes are likely to occur (records of at least three casualty crashes over a five-year period).
- The ACT has been notionally allocated \$1.7 million for 2019-20 and \$1.6 million annually for the next three years from 2020-21 to 2022-23.

- In August 2019, the ACT Government received funding approval of around \$2.55 million for two projects as part of the 2019-20 program,
- The funding includes:
  - \$1.79 million for the signalisation of two key intersections on Southern Cross Drive between Kingsford Smith Drive and Coulter Drive (the Southern Cross Drive/Ross Smith Crescent and Southern Cross Drive/Chewings Street intersections). Both sets of traffic signals were successfully commissioned in December 2021.
  - \$0.76 million for improvements along Mawson Drive between Athllon Drive and Ainsworth Street.
    - § The project consists of channelisation to single lanes in both directions and for left turns; conversion of Mountevans Street to left-in/left-out only; reduction of pedestrian crossing distance on Mawson Drive connecting to the main community route; reduction of speed limit to 40 km/h between Athllon Drive and Hurley Street; and installation of traffic calming devices in both directions between Mawson Place and Heard Street.
    - § The detailed design has been completed.
    - § The construction tender has recently been awarded and works commenced late-March 2022. Construction works are progressing well and are expected to be complete by late-June 2022.

## 2021-23 Program

- The total allocation of Federal Black Spot funding for ACT in 2021-23 is \$3,528,708.
- On 31 March 2022, the ACT Government received Federal funding approval of \$3,115,840 for the 2021–23 program.
- The 2021–23 approved funding covers the following:
  - \$0.93 million for the signalisation of the Hindmarsh Drive and Brierly Street intersection, speed limit reduction to 60km/h between Brierly Street and Carbeen Street, and speed limit reduction to 70km/h between Carbeen Street and Darwinia Terrace.
  - \$0.40 million to remove the right-in and provide a right-out for emergency vehicles only at the Isabella Drive and Benham Street intersection.
  - \$0.16 million to provide a right turn lane with a signal controlled right turn, a through lane and a marked shoulder in the existing pavement at the Phillip Avenue and Windeyer Street intersection.
  - \$1.62 million for the signalisation of the Limestone Avenue, Treloar Crescent, Euree Street intersection and to remove the existing signalised pedestrian crossing adjacent to this intersection.

## Background Information

- The Black Spot Program Funding is administered under the *National Land Transport Act 2014* (the Act). The Australian Government aims to assist national and regional economic and social development by providing funding to improve performance of land transport infrastructure.
- Specifically, the funding provides allocation to projects for the improvement of road safety of a site (being all or part of any road) where the site has contributed to, or is likely to contribute to, serious motor vehicle crashes involving death or personal injury.
- Projects are selected based on:
  - the crash history of the site to which the project relates;
  - the results of any assessment of the safety benefits and the costs of the project;
  - the results of any road safety audit conducted in relation to the site; and
  - the extent to which persons other than the Commonwealth propose to contribute funding to the project.
- As Federal funding is involved, media announcements in relation to the Black Spot Program are primarily a Federal responsibility.



## Transport and City Services

**ISSUE: Urban Forest Bill, Strategy, and Street Trees**

**Talking Points:**

### Urban Forest Bill

#### Amendments

- The proposed new Urban Forest Bill 2022 will repeal and replace the *Tree Protection Act 2005* to improve tree protection on both public and leased land and encourage shared care of the urban forest by the ACT Government, industry and the community.
- The draft Bill proposes keeping and expanding the main elements of the *Tree Protection Act 2005*, including protection for large trees on private land (regulated trees), the ACT Tree Register (which recognises exceptional trees) and penalties for those who damage trees without approval. The tree damage application process and criteria for tree removal would be updated to provide greater clarity and streamline the approval process.
- All trees on public land will be protected under the proposed bill. The size requirements for a protected tree on leased land will be reduced from 12 metres to 8 metres. A canopy contribution framework will be introduced to help increase the city's canopy cover from 22.5% to 30% by 2045.
- When live trees are approved for removal, they will be replaced through new planting. If new planting is not possible, a financial contribution will be made to a tree fund to support urban forest programs.
- Developers and investors will be required to plant sufficient trees to replace the lost canopy in 20 years. If they cannot plant sufficient trees, they will pay a varied cost based on factors such as the size and species of the removed tree, the cost of establishing and maintaining replacement trees on public land and the zone the removed tree was located in.

#### Consultation

- The ACT Government is currently consulting with industry, stakeholder groups and the general community on the draft Bill.
- Consultation on the draft Bill opened on 22 April 2022 and will close on 2 June 2022. The consultation invites submissions through the YourSay website, which also contains a fact sheet and link to the draft Bill.

- There will also be three targeted workshops during the consultation period with construction/development industry, arborists and conservation groups.
- Feedback received as part of the consultation on the draft Urban Forest Bill will be used to identify any improvements that can be made and ensure that the ACT Government clearly communicates what is changing and how it affects stakeholders and the community.
- Comments received will help guide the finalisation of the Bill and identify how to support the community and industry through the change.

### Tree Maintenance

- Transport Canberra and City Services (TCCS) manages over 790,000 trees in streets and in urban open spaces, excluding Canberra Nature Park.
- On average, TCCS receives between 8,000 and 10,000 tree-related public enquiries each year.
- TCCS carries out tree maintenance work on a priority basis, with trees that represent a potential risk to the community being assessed and treated first.
- Tree maintenance work includes tree pruning (such as removing lower branches for line of sight), formative pruning of young trees, removal of dead or damaged timber, tree removal where trees are unsafe or in irreversible decline and tree replanting.
- Applications to remove private trees regulated under the *Tree Protection Act 2005* are managed according to the legislated process. The Tree Protection Unit received 2,570 applications in 2020-21. A range of appeal processes are available where applications are not granted.
- A review of the *Tree Protection Act 2005* commenced in 2019, overseen by a cross-Directorate steering group. The review built on policy work and community consultation undertaken in 2019 and 2020.
- Community and industry feedback received during the review of the *Tree Protection Act 2005* was used in the development the *Draft Urban Forest Bill*. The proposed new Urban Forest Bill 2022 will repeal and replace the *Tree Protection Act 2005* to improve tree protection on both public and leased land and encourage shared care of the urban forest by the ACT Government, industry and the community.
- Consultation on the draft Bill opened on 22 April 2022 and will close on 2 June 2022.

- As part of Government's commitment to maintain a healthy and resilient urban forest, in April 2021 the Government finalised the Urban Forest Strategy 2021-2045. This strategy was developed in close collaboration with other managers of Canberra's urban forest. It provides a range of objectives and actions to meet the 30 per cent canopy cover target in Canberra's Living Infrastructure Plan, maintain and enhance the urban forest to improve amenity in a changing climate, review the Tree Protection Act and deliver sustainable biodiversity outcomes.
- The 2021-22 ACT Budget provides \$14.9 million over 3 years to expand the tree planting program as part of work to grow Canberra's urban canopy coverage to 30 per cent by 2045. Funding will also support expansion of the Holder works depot, additional equipment to support community groups and the Adopt-a-Park program.
- The ACT Government has committed to planting 54,000 trees by 2024 to ensure Canberra's urban forest is renewed and enhanced for future generations.
- This is the largest program of tree planting this century, to renew and enhance Canberra's tree canopy. Trees play a big role in the lives of Canberrans, keeping our streets up to 10 degrees cooler in summer, and helps us to adapt to climate change.
- Planting locations for the current program will particularly focus on areas of low urban canopy cover and areas where the canopy target is at risk of decline with the ageing of existing trees.
- The community can suggest planting locations via YourSay on the interactive map. There have been over 3,417 planting locations recommended by the community since the map launched in late 2019, and 2,024 trees already planted as a result of requests made through the YourSay map. Over 1,640 trees were planted in 2021 in response to Your Say enquiries.
- As existing planting gaps are filled, future planting programs will increasingly focus on the staged removal and replacement of end of life trees. A staged renewal program will minimise impacts on streetscapes, reduce safety risks and assist in meeting the 2045 canopy cover target by enabling replanted trees to establish a canopy.
- Tree canopy cover was measured in 2020 using the LiDAR remote sensing method. Using methodologies developed in-house by ACT Government staff, the Tree Canopy Coverage (TCC) for 2020 is estimated to be 22.5 per cent of Canberra's urban footprint.

- The 2020 tree canopy cover estimates are a reliable baseline for consideration of existing canopy cover in Canberra. The districts with the highest canopy cover are Hall Village (37.94 per cent), Woden Valley (30.64 per cent), Canberra Central (28.2 per cent), Weston Creek (25.48 per cent), Tuggeranong (24.88 per cent) and Belconnen (24.04 per cent). The districts with the lowest canopy cover are Majura (7.92 per cent), Molonglo Valley (8.62 per cent), and Coree (9.38 per cent).
- Canberra has 120 suburbs, with 26 suburbs over 30 per cent canopy coverage, 57 suburbs between 20-30 per cent and 26 suburbs below 15 per cent.
- Analysis of TCC was undertaken in 2015 and 2020, however the two datasets are not directly comparable because the 2015 dataset has been shown to be less reliable than recent data. The 2020 data will be used as a baseline estimate of TCC moving forward.

## Key Information

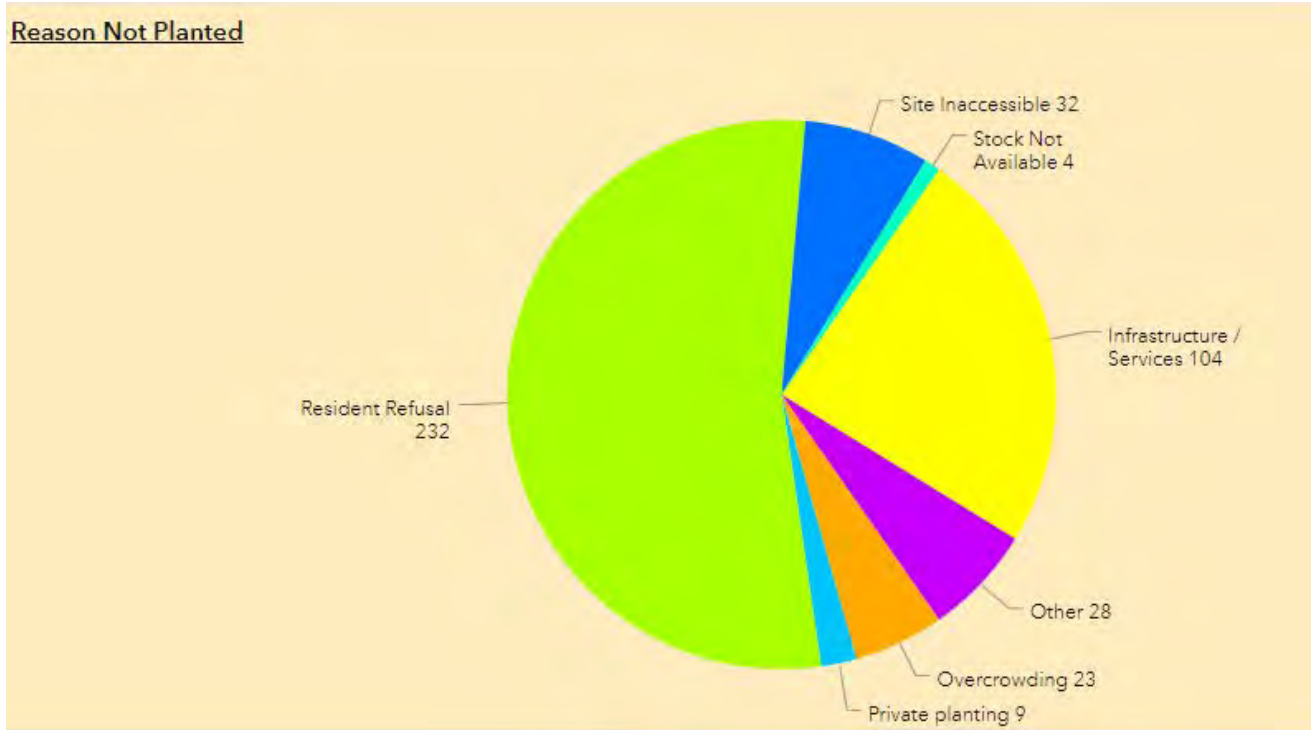
### Storm Damage

- As a result of frequent storm and wind events since 2019, TCCS tree maintenance crews have experienced significant levels of additional work, resulting in extensions in expected completion times for previously assessed works. Crews continue to assess and prioritise requests received and are working to reduce the backlog of prioritised work.
- Following the significant storm event on 3 January 2022, City Services tree maintenance crews initially concentrated on making damaged trees safe and clearing tree debris from roads, driveways and footpaths. Tree maintenance teams have now commenced a more comprehensive clean-up of fallen material.
- A request for assistance was extended to ESA and the Parks and Conservation Service to assist with the protracted clean-up efforts. 23 Officers from the Parks and Conservation Service Fire Management Unit assisted for 2 weeks in February
- Additional contracted resources in the way of excavators, chippers, trucks and personnel have been put in place with resources strategically placed to help expedite the clean-up.
- The following suburbs are awaiting a final sweep before major storm clean-up work is complete - McKellar, Giralang, Kaleen, Bruce, Aranda, Weetangera, Hawker, Scullin, Page and Latham. There will still be some clean-up around parks and open spaces and additional elevated equipment will be used to deal with hanging branches in trees.
- Work is ongoing in Holt, Higgins, Evatt, Florey, Macquarie, Cook, Charnwood and MacGregor.
- A review of all current work will be undertaken to help inform resourcing requirements for the remaining suburbs of Melba, Flynn and Dunlop.
- A rapid audit team have worked through all residential nature strips and open space areas in all suburbs in the Belconnen region and identified over 2400 jobs. Arborist crews are finding more jobs as they attend locations and these are being recorded to enable a final report on the extent of the storm damage upon completion.

### Tree planting

- TCCS planted 4,982 trees as part of the 2021 spring planting program that commenced in October 2021. This includes 3400 trees planted in streets and parks by contractors, 1,308 trees planted by the in-house planting crew and 274 trees planted in partnership with community groups.
- The spring 2021 planting program has fallen short of its target to plant 5,300 trees despite the wet and mild summer conditions which allowed the continuation of the planting program through summer and alleviated some of the impacts of delays in procurement, sourcing of tree stock, Covid-safe access to Yarralumla Nursery, limited contractor availability and reallocation of resident refusals. Additional trees will be planted in autumn 2022 to ensure the 2021-2022 planting target of 10,000 new trees is achieved.

- In the spring 2021 program, around 445 (9%) of planned plantings could not proceed, mainly due to resident refusals to accept a tree on their nature strip (232) and infrastructure conflict issues on site (104).



- When a resident refuses a planting, TCCS make contact to negotiate with, or educate the resident, however, if there is continued resistance TCCS do not proceed with a planting as experience shows that the tree will usually be vandalised or removed.
- If the refusal is maintained, the tree is redirected to another location. The refusal and the reason provided is recorded against the location and this data will be reviewed at a later date to revisit the potential to plant in case the situation has changed.
- Other impacts on the program include delays from service providers, especially gas providers, where any planting within 13m of a service is flagged with the provider and a site visit required. This is often taking months to occur. This process has also resulted in many contractor refusals to plant due to hesitancy over proximity to services.
- TCCS is planning for a further increase in planting to establish more trees in streets, parks, and other open spaces to increase tree canopy cover and help renew our urban forest. This includes 5,250 trees to be planted during the autumn 2022 planting program which commenced in April 2022 and will be undertaken by planting contractors, volunteer groups and the City Services inhouse tree planting team.
- The community can suggest planting locations via YourSay on the interactive map, through a Fix my Street request, or connect with their local Urban Parks and Places volunteer group via <https://www.cityservices.act.gov.au/public-land/maintenance/volunteering> to get involved in planting on urban open space.



- Tree species are selected from *MIS 25 Plant species for Urban Landscape Projects*, which was recently updated to include Ngunnawal Cultural notes and information from a collaboration with the ACT for Bees community group detailing the flowering time, nectar/pollen/fruit produced.
- A Living Labs trial to assess the performance of new 'climate-ready' tree species in Canberra is underway. Information from the trial will inform the update of the preferred tree species list. This list was also assessed for suitability into climate change through the Urban Forest Tree Species Research for the ACT report by the ANU Fenner School of Environment & Society for EPSDD in collaboration with TCCS.
- TCCS is collaborating with EPSDD and other organisations to ensure that species diversity is optimised for habitat and connectivity, particularly on main and arterial roads and connecting urban open space. EPSDD are currently working on the ACT Urban Habitat and Connectivity Project. Creating and maintaining habitat connectivity through Canberra's urban space is an important part of conserving native plant and animal populations within the ACT.
- TCCS is collaborating in grassy box woodland restoration projects with community and catchment groups and the Sustainable Urban Green Space project with ACT Natural Resource Management.
- Urban Treescapes launched a targeted community engagement program in April/May 2021 to increase the number of street trees in six residential streets that have low canopy cover and have been identified as being vulnerable to urban heat. The *Street Forestry Program* was designed to engage residents of the selected streets to increase awareness of the benefits of street trees and involve them in the selection of the street tree species and the location of their new street tree. The focus of the program was to identify changes in attitudes before and after the engagement and ultimately increase the uptake of street trees and sense of stewardship that will lead to improved health outcomes for the newly planted trees. 443 potential tree planting locations were identified across the six streets selected for the Street Forestry Program and 327 trees planted. The project was completed in June 2021.
- The autumn 2021 planting of 3,750 trees in streets and public spaces across 107 suburbs in Canberra commenced in April and was completed in June. This included the *Street Forestry Program*.
- TCCS has increased involvement with volunteer tree management groups, with activities including young tree maintenance, data collection for mapping and minor pruning. The Urban Treescapes team has been working with community groups from across all five districts in Canberra to enhance the urban forest. In 2020-21, 39 groups were supported, and 896 trees planted through community events. These events were in addition to regular maintenance activities of over 60 registered urban landcare volunteer groups currently supported by City Presentation. Community planting events were not held in spring 2021 due to the Covid-19 physical distancing safety requirements.
- In 2019-20 and 2020-21, Urban Treescapes collaborated with the Environment, Planning and Sustainable Development Directorate to deliver the ACT Environment and Nature in the City Grants. In 2020-21, TCCS contributed 50 per cent of funds to this program, in acknowledgement that around 80 per cent of projects in 2019-20 were undertaken on TCCS land. This arrangement will be continued in 2021-22.

- All new trees are subject to an extended consolidation period before being handed over to TCCS. The consolidation period involves contractors caring for the new trees throughout their first summer to ensure they are healthy and well established when handed back.
- Individuals who wish to have a tree planted on their nature strip should place a request through Fix My Street on the Access Canberra website at [www.act.gov.au/fixmystreet](http://www.act.gov.au/fixmystreet) or contact Access Canberra on 13 22 81, or drop a pin via YourSay on the interactive map so a replacement tree can be arranged. The government does not encourage people to plant trees on their nature strips as these trees may interfere with infrastructure.
- Should a resident wish to develop their verge space with any alterations or plantings, they should submit a Nature Strip Development Application available on the TCCS City Services website. '*Your nature strip: guidelines for use of residential nature strips*' is also available on the TCCS website to provide guidance.

## **Tree watering**

- The seasonal watering program for 2021-22 commenced in late October 2021, with eight trucks servicing over 22,000 juvenile trees across Canberra. The 2021-22 watering program will finish on 29 April 2022.
- The seasonal watering program for 2020-21 ran between October 2020 and 30 April 2021, with seven trucks servicing over 23,000 juvenile trees across Canberra.
- Juvenile trees are watered for up to 4 years following handover from contractors (i.e. 5 years from planting). When trees are assessed as well established, they are removed from the program.
- Residents are encouraged to take an active role in watering street trees in their neighbourhood to aid their survival in dry conditions.

## **Tree surrounds repair**

- Stimulus funding has been allocated to tree surround repairs, with the first tranche of works undertaken in June 2020 at Charnwood Shopping Centre and Woden Town Square. These works were a very successful trial of the use of a flexible porous pavement using recycled motor vehicle tyres to reduce cracking from root movement and increase water retention on site. Tree surround repairs have continued during 2020-21 with flexible porous paving repaired or installed around trees in 95 locations in urban public spaces across Canberra.
- Further works have been undertaken at Green Square Kingston, City Walk, Curtin shops, Deakin shops, Dickson shops, Civic, Benjamin Way, Childers Street, and Lonsdale Street.
- Almost \$500,000 funding has been allocated over the next three years to continue repairs to tree surrounds, reducing trip hazards and improving growing conditions for trees in hardstand areas.

## **Tree removal/maintenance**

- An additional depot for the maintenance of trees in the Woden/Weston/Molonglo area commenced on 5 May 2020, temporarily located at the Phillip Enclosed Oval. This enables the large southern region to be split and will increase the capacity to address the existing backlog of outstanding public requests for service. These staff will be moved to the enlarged Holder depot when future funding enables works to be completed.



- Urgent circumstances: this relates to situations where a tree's defects and its location require immediate action to reduce the risk of failure. These trees are removed (or the defect is removed) within 48 hours of the assessment.
- Non urgent removal: this relates to situations where the tree does not pose an immediate risk to the public but is in advanced decline and where pruning is not an option, or the tree is dead.
- Should an assessment following a tree removal request determine that the tree does not require immediate removal, but for example, has limited value and life expectancy, or is an unofficial planting impacting upon the official street tree, the resident may be given the option of removal at their own cost should they wish the removal to be undertaken immediately. Otherwise, the tree will be monitored or placed on a program for future removal.
- For tree removal requests where the tree is impacting upon infrastructure, the preferred response is for TCCS to rectify the damage and install root barriers to mitigate any future issues. However, should the situation indicate that ongoing or repeated mitigation activities would be required, and the claimant requests an alternative of removal at their own cost, this may be considered.
- Notification of tree removal:
  - § In all cases where a tree that is not dead is to be removed, TCCS uses a notification process whereby the adjoining resident is informed of the impending tree removal by mail, with signage also placed on the tree to inform passers-by of the removal. Residents have 14 days to provide feedback on the removal. Should anyone have any questions about tree removal, they can contact Access Canberra on 13 22 81 or the Fix My Street online service accessible through [www.act.gov.au/fixmystreet](http://www.act.gov.au/fixmystreet).
  - § When numerous trees require removal in high use areas such as an urban park, a freestanding sign may be placed on the edge of the area to alert passers-by about the planned tree removal.
- When capital works or roads projects involve tree removal, the tree removal notification is included as part of the consultative process relating to the works.
- All sites where trees are removed are assessed for their suitability to receive a replacement tree, with site factors such as competition from existing trees and proximity to services being key considerations. Availability of suitable planting stock can, at times, delay replanting schedules.
- **Tree removal contractor program**
  - 112 trees were removed through during the 2021 contractor removal program that commenced in May. An additional 110 trees were removed in an earlier 2020-21 program.
  - The contractor removal program for 2020 consisted of a total of 555 large or inaccessible trees to be removed. This included 15 trees on the Yarralumla Nursery site and 96 trees in Yarralumla dog park that had reached their end of life.
  - Dead or failing trees allocated to this program are generally large trees or trees that are located in inaccessible locations that are sufficiently stable to await the annual program. Other smaller or more accessible tree removals are undertaken by in house crews as part of maintenance operations.
  - Yarralumla Dog Park – The declining *Pinus radiata* (Radiata pine) were deemed to be a risk to park users and given the large number of deceased or declining trees the entire stand was removed as any remaining stems would be at risk of 'windthrow' (falling due to exposure to wind when previously sheltered by other trees).

Tree removal is complete with 96 *Pinus radiata* trees removed and mulch has been taken offsite and delivered to Mt Pleasant as requested by Parks and Conservation rangers.

In late March 2021, the ACT Heritage Council endorsed the use of *Pinus halepensis* (Aleppo pine) for replacement plantings in the heritage area of the dog park. Replanting of 64 *Pinus halepensis* took place in May 2021, prior to the reopening of the park in June 2021. An additional nine *Liquidamber* and a mix of eight native trees and shrubs were also planted in the non-heritage area of the park.

All replanted trees have protective guards to prevent physical damage by the dogs.

- TCCS is renewing the treescape of City Hill. The majority of pine trees in this area had reached their end of life and required removal. ACT Heritage, the National Capital Authority (NCA) and the City Renewal Authority (CRA) were consulted and the removal of the remaining 40 trees took place in May 2019. A replanting program of the original 90 tree pattern was undertaken in spring 2019, with *Pinus torreyana* (Torrey pine) selected to replace the *Pinus radiata*, which is a declared pest plant in the ACT. *Pinus torreyana*, which is similar in appearance, is a rare species that is linked to Charles Weston's historic plantings in Canberra. Further removals of some of the declining *Cupressus sempervirens* 'Stricta' (Roman cypress-pencil pine) will be programmed for replacement in 2021 and 2022. 30 *Cupressus sempervirens* 'Stricta' will be planted in vacant tree gaps in spring 2021.
- **Re-use of wood removed from the urban forest**
  - City Presentation currently has around 60 registered volunteer groups, with requests for mulch received every fortnight. In 2020-21, over 3,000m<sup>3</sup> of mulch and over 900 logs to schools and community groups for nature playgrounds and park improvements and Parks and Conservation for natural regeneration projects. Mulch was also used by TCCS in garden beds and around new tree plantings throughout the City.
  - In 2019-20, urban wood waste was extensively recycled to provide approximately 10,620m<sup>3</sup> of mulch for reuse in open space across the ACT; approximately 19 logs (each weighing between 0.5-4T) were salvaged for use as a perching structure within a public wetland, as coarse woody debris in nature reserves and in urban green space and both mulch and logs were used to support the creation of Indigenous yarning circles in schools and nature playspaces in Haig Park, Eddison Park, Yerrabi Ponds, Kambah District Park, and Farrer. Salvaged logs were also provided to be milled for school and CIT woodwork projects.
- **Powerline clearance works**
  - Responsibility for carrying out powerline clearance works inside the urban area transferred to Evo Energy from 1 July 2018, in accordance with a technical code that clearly defines work to be undertaken by Evo Energy and their contractors.
  - Requests for powerline clearance works to TCCS are now directed to contact Evo Energy and a standard response is provided to the customer providing information about the transfer of responsibility.
  - TCCS is responsible for all other decisions about trees near powerlines such as removing hazardous branches, managing storm damage and arranging for tree removal and replacement.
- **Tree Protection – Tree Damaging Activity Applications**
  - A significant increase in Tree Damaging Activity Applications was received in 2020 with over 200 more received in 2020 than in 2019 and this trend is continuing in 2021. For the 2020-21 year, there was a 19 per cent increase in applications.

- In 2020-21 City Services received 2,570 requests relevant to the Tree Protection Act 2005 which included 2,141 tree damaging activity applications and provided advice on 429 Development Applications.
- A total of 3,351 individual regulated trees were assessed in relation to a proposed damaging activity as outlined in the Act, through 2,141 Tree Damaging Activity applications (some covering multiple trees). This represents less than half of one percent of the total estimated number of trees on leased land in the ACT.
- There were 283 applications that were not covered by legislation and 82 withdrawn or not yet finalised.
- 37 requests to have the decision reconsidered were received, with an additional 15 applications that were subsequently withdrawn. Six decisions changed following the reconsideration.
- In 20-21, there were four appeals lodged with the Administrative and Civil Appeals Tribunal (ACAT), with two decisions changed following ACAT review and one application withdrawn by the applicant.
- In the first three months of 2022, 958 applications have been received. This compares to the first three months of 2021, when 693 applications were received.

## **Street Forestry Program**

- The ACT Government has committed to planting 54,000 trees by 2024 to ensure Canberra's urban forest is renewed and enhanced for future generations.
- This includes planting 3,750 trees during the autumn 2021 planting program.
- As part of this program, 327 trees have been planted through a pilot Street Forestry Program (SFP) which launched in March this year.
- The program lets local residents decide what types of trees they want planted in their street from a selected shortlist, and then supports them with information on how to care for those trees once they're in the ground.
- The program has engaged more than 1,100 Canberrans from 31 streets across six suburbs in Canberra. The number of trees planted in selected suburbs during the autumn 2021 program, including those planted as part of the SFP are:
  - § Ngunnawal – 132 trees planted, 31 through the SFP.
  - § Florey – 148 trees planted, 73 through the SFP.
  - § Scullin – 71 trees planted, 41 through the SFP.
  - § Mawson – 190 trees planted, 94 through the SFP.
  - § Kambah – 119 trees planted, 56 through the SFP.
  - § Bonython – 71 trees planted, 32 through the SFP.
- The targeted streets in the six Street Forestry program suburbs were selected by looking at areas with low tree canopy cover, and heat and demographic mapping undertaken by the CSIRO to identify locations that are likely to have greater vulnerability to the effects of urban heat.
- The overall autumn tree planting program has been spread across Canberra, with the following number of trees planted in each region:
  - § 835 trees planted in the Gungahlin region.
  - § 835 trees planted in the Belconnen region.
  - § 553 trees in the Central region.

§ 936 trees planted in the Woden/Weston region.

§ 591 trees planted in the Tuggeranong region.

- The ACT Government is still considering the outcomes of this successful pilot program to include in broader community-driven tree planting initiatives.
- People can still request a tree to be planted in selected areas following the completion of the street forestry program. For more information on tree plantings visit:  
[www.cityservices.act.gov.au](http://www.cityservices.act.gov.au).

· **Trees in new suburbs**

- In relation to trees in new suburbs, the Suburban Land Agency rolls out an extensive tree planting program as part of the development of new suburbs in Canberra. Recent examples include:
  - § Throsby – 2,631 trees.
  - § Taylor – 8,112 trees.
  - § Whitlam – 1,345 trees.
  - § John Gorton Drive, Molonglo – 700 trees.

## Portfolio/s: Transport and City Services

### ISSUE: Election Signage – Corflutes

#### Talking Points:

- The *Public Unleased Land (Movable Sign) Code of Practice 2019* (the Code) ensures all moveable signage placed on public unleased land do not pose a danger to the public and are and place in locations that are safe and appropriate.
- Officers from Transport Canberra and City Services will remove any electoral advertising signs placed on public unleased land where the person has failed to comply with, or the sign fails to comply with, the requirements of the Code.
- The person or party responsible for the breach may also be issued with a warning notice or penalty infringement notice, in accordance with Licensing and Compliance's Accountability Commitment.
- Where a non-compliant sign is seized, a notice of seizure will be sent to the owner of the sign detailing the grounds on which the sign was seized, and the location from where the sign may be collected.
- If the sign is not collected within 7 days of the notice, the sign may be disposed of in accordance with the *Uncollected Goods Act 1996*. An administrative fee of \$136.70 may apply for the return of a seized sign. The owner of the sign may apply to the ACAT for a review of a decision to remove a sign.
- Since Sunday 10 April 2022, authorised TCCS Compliance Officers have collected and impounded 149 movable election signs as fallen objects (i.e. litter), or for failing to comply with the Code. Nine (9) warning notices have also been issued to candidates and parties for failing to comply with the Code.
- Any election signs not removed within 48 hours of the close of the polling booths on election day will be considered unauthorised and the responsible owner/party may be fined.

#### Signage Requirements

- All movable signs placed on unleased Territory land, which includes road verges and nature strips, must not be larger than 900 mm x 1200 mm.
- Signs must be self-standing. They may be either 'A' frame or in the form of a non-metal board mounted to wooden stake(s).
- All movable signs must have smooth edges and no protrusions which could be a danger to the public.
- Signs must be stable in windy conditions.

- Signs should not display words or images likely to cause offence and must identify the responsible owner of the sign.
- A self-adhesive sign or sticker is not a movable sign and is not included in the Code. It is an offence under the *Crimes Act 1900* to damage or deface public or private infrastructure and assets and carries penalties of up to \$1,000 for individuals and \$5,000 for businesses.
- Vehicles including trailers with promotional material affixed are not considered to be movable signs, however, such vehicles must be parked legally or have a permit to use public unleased land.

## Installation

- Signs may be displayed for a period of up to six weeks immediately preceding the election date and must be removed within 48 hours of the close of the polling booths.
- Signs must not be attached/affixed to or obstruct government property. This includes, but is not limited to, bridges, overpasses, trees or other vegetation on public unleased land, traffic lights or streetlights, traffic control boxes and poles.
- Signs must not be placed in emergency vehicle access routes or in a position that restricts access to fire hydrants, above-ground services and in-ground services.
- Movable signs must not be placed within the light rail and associated road corridor network, including all station and layover areas.
- Signs must not be placed at roundabouts, median strips of roads, within 20 metres of traffic lights, or within 20 metres of a corner of an intersection.
- Signs are not permitted within 100 metres of a polling place during polling, unless they are authorised by the Electoral Commissioner.
- Signs must not cause a danger or restrict pedestrian access to walkways or nature strips. The signs must not encroach onto or obstruct pedestrian or bicycle pathways.
- Signs must not be placed on residential nature strips.
- Signs must be placed at least 1.2 metres back from the street kerb.
- The placement of movable signs must not impede maintenance activities, for example, the mowing of grass. In practice, this does not preclude the placement of signs in grassed areas where they are otherwise compliant.
- A person who places a movable sign on public land must have a current public liability insurance policy covering a minimum of \$10,000,000.

## Disposal

- The ACT Government is running a trial until the end of October 2022 to recycle corflute signs used for electoral advertising purposes.

- Corflute signs can be dropped off for free at the dedicated collection bins at the Resource Management Centres in Mugga Lane, Symonston and Flemington Road, Mitchell.

Prior to disposal, all stakes, nails, bolts, plastic zip ties, glue and dirt must be removed as the corflute must be clean and free from any contamination to be recycled.



## Portfolio/s: Transport and City Services

### ISSUE: Electric Waste Collection Trucks

#### Talking Points:

- The Parliamentary and Governing Agreement, Action A2(iv) is a government commitment to implement a pathway for the ACT to use only zero emissions public transport, garbage trucks, taxi and rideshare vehicles by the mid-2030s.

#### Current Services

- The household waste collection services are currently delivered through four contracts. These services include collection of red landfill bins, yellow co-mingled recycling bins, garden organics green bins and bulky waste collections. The red and yellow bin contract is scheduled for renewal. The new contract may incorporate all household waste collection services, including the future food organics and garden organics (FOGO) service.
- The household waste collection services are provided to approximately 140,000 kerbside serviced dwellings (single-unit dwellings) and 40,000 onsite service dwellings (multi-unit dwellings). The red and yellow bin services are currently being undertaken by 50 diesel trucks; the green bin services by eight (8) diesel trucks; the FOGO pilot by one (1) diesel vehicle; and the bulky waste services by four (4) diesel trucks. Additional vehicles will be required for the introduction of the city-wide FOGO service and over the term of the contract as population increases.

#### Consultation

- The Territory has engaged a consultant, ARUP, to provide pathway options to transition to a zero-emission waste collection fleet. An initial report was completed in November 2020 and a further pathways paper completed in August 2021.
- The ARUP report explores pathways for the next contract. It does not address a full transition to zero emissions vehicles (ZEVs). These pathways include business as usual diesel, battery electric vehicles (BEVs), hydrogen fuel cell electric vehicles (FCEVs), or hybrid vehicles.
- BEVs are not operationally equivalent to diesel vehicles and have limitations, such as a lower travel range and recharge requirements. Both BEVs and FCEVs have significant investment costs, including the vehicle, recharging infrastructure and associated depot modifications.
- ZEV technologies for heavy vehicles are still emergent and undergoing constant development. Therefore, it is difficult to predict the cost and capability of future technology.



- The Territory has engaged other jurisdictions using BEVs and has recently engaged with the waste collection industry through a request for information (RFI). The responses detail small scale trial or operations for BEVs only and indicate diesel vehicles could not be replaced by BEVs.

### Recent trial of a BE garbage truck

- TCCS Fleet Services, in conjunction with the Place Management (Central Region) has recently completed a two (2) week trial of a battery electric waste collection vehicle with SEA Electric.
- The vehicle operated from the Allara Street depot and was used in daily operations.
- The electric garbage truck was developed by Bucher Municipal Pty Ltd (BMAu) and SEA Electric using a diesel Hino FE 1426 with an electric motor conversion. The empty body range being 190 km with a top speed of 100 km/hr and 8 hours to full charge.
- The results from the trial are being evaluated.

Transport and City Services

## **ISSUE: TRAFFIC SIGNALS/ITS MAINTENANCE AND MANAGEMENT**

### **Talking Points:**

- Roads ACT owns and is responsible for the operation and maintenance of 316 signalised intersections, 36 mid-block pedestrian crossings and flashing warning signals at two unsignalised pedestrian crossings.
- Roads ACT also operates and maintains on behalf of the National Capital Authority (NCA) 20 signalised intersections, six mid-block pedestrian crossings, and flashing warning signals at five unsignalised pedestrian crossings.
- Traffic signal infrastructure is maintained under a contract, which is currently held by Ecowise Services Pty Ltd, who are based in Fyshwick.
- Traffic signal infrastructure receives routine maintenance three times a year. This involves cleaning lantern lenses and checking the functionality of all components such as controllers, detectors, push-buttons and lanterns.
- The maintenance contractor also undertakes reactive maintenance by attending to faults as they occur. The contract specifies response times which vary according to the criticality and type of the fault.
- Faults such as blown lamps, detector and controller faults are automatically reported by the signal equipment into the centralised fault management system. Faults are also reported by the public by phone or through Fix My Street and are dispatched by the Roads ACT Traffic Signals Unit to the maintenance contractor for attention.
- Communications between Traffic Signals and their respective management computers are monitored by Roads ACT staff, who dispatch any faults which may occur to the communications service provider to rectify within the terms of the service provision contract, currently held with Telstra.
- It was recently announced that \$ 1.2 million of additional capital funding will be made available for additional CCTV, portable Variable Message Signs and Bluetooth journey time detectors on key corridors that will be disrupted as part of the Raising London Circuit and Light Rail Stage 2a projects.
- The additional CCTV and Bluetooth will provide a greater granularity of coverage allowing greater ability for tactical and operational response to congestion. The

Bluetooth journey time detectors and portable variable message signs will also be used to provide improved journey information to the travelling public.

- This infrastructure will be designed, and construction will occur this calendar year. In addition to the ITS assets to be delivered, funding has also been provided for a full-time traffic management operator, who will monitor traffic in the afternoon period and provide tactical interventions to assist traffic movement and to keep the travelling public informed.
- The Territory's Intelligent Traffic System (ITS) field devices comprise five (5) permanent and six (6) portable Variable Message Signs, 26 Traffic Monitoring Cameras (live CCTV) and approximately 120 Bluetooth travel time sensors across the network. These devices are maintained by the Traffic Signals Maintenance Contractor, on a reactive basis as faults occur. Permanent VMS locations:
  - Gungahlin Drive southbound before Barton Highway, MITCHELL.
  - Tuggeranong Parkway northbound before Hindmarsh Drive, WARRAMANGA.
  - William Hovell Drive eastbound before Bindubi Street, COOK.
  - Yarra Glen northbound before Carruthers Street, CURTIN.
  - Hindmarsh Drive westbound before Jerrabomberra Avenue, SYMONSTON.
- CCTV Traffic Monitoring Camera locations:
  1. Intersection of Vernon Circle and Constitution Avenue, CANBERRA.
  2. Intersection of Northbourne Avenue and Barry Drive, CANBERRA.
  3. Intersection of Northbourne Avenue and Antill Street, LYNEHAM.
  4. Intersection of Gungahlin Drive and Barton Highway, MITCHELL.
  5. Intersection of Gungahlin Drive and Sandford Street, MITCHELL.
  6. Intersection of Gungahlin Drive and Ginninderra Drive (West), BRUCE.
  7. Intersection of Flemington Road and Well Station Drive, HARRISON.
  8. Intersection of Flemington Road and EPIC Entrance, LYNEHAM.
  9. Intersection of Northbourne Avenue and Wakefield Avenue, TURNER.
  10. Intersection of Gungahlin Drive and Well Station Drive, MITCHELL.
  11. Intersection of Flemington Road and Federal Highway, WATSON.
  12. Hindmarsh Drive/Tuggeranong Parkway southbound ramp, CHIFLEY.
  13. Intersection of Hindmarsh Drive and Melrose Drive, CHIFLEY.
  14. Intersection of Hindmarsh Drive and Athllon Drive, PHILLIP.
  15. Intersection of Hindmarsh Drive and Yamba Drive, O'MALLEY.
  16. Intersection of Hindmarsh Drive and Stretton Drive, HOLDER.

17. Intersection of Aikman Drive and Ginninderra Drive, BELCONNEN.
  18. Intersection of Haydon Drive and Ginninderra Drive, KALEEN.
  19. Intersection of Aikman Drive and Emu Bank, BELCONNEN.
  20. Intersection of Aikman Drive and Eastern Valley Way, BELCONNEN.
  21. Intersection of Gundaroo Drive and Gungahlin Drive, PALMERSTON.
  22. Intersection of Federal Highway and Barton Highway, LYNEHAM.
  23. Intersection of Barton Highway and Clarrie Hermes Drive, NICHOLLS.
  24. Intersection of William Hovell Drive and Bindubi Street, BELCONNEN.
  25. Intersection of William Hovell Drive and Coulter Drive, BELCONNEN.
  26. Intersection of Morshead Drive and Monaro Highway, CAMPBELL.
  27. Intersection of Athllon Drive and Soward Way, GREENWAY.
  28. Intersection of Drakeford Drive and Athllon Drive, KAMBAH.
  29. Intersection of Horse Park Dr, Mapleton Av and Dugong Way, HARRISON.
  30. Intersection of Monaro Highway and Sheppard Street, HUME.
  31. Intersection of Belconnen Way and Caswell Drive, ARANDA.
  32. Intersection of Belconnen Way and Haydon Drive, BRUCE.
  33. Intersection of Haydon Drive and College Street, BRUCE.
  34. Intersection of Haydon Drive and Battye Street, BRUCE.
  35. Intersection of Cotter Road and Kirkpatrick Street, WESTON.
  36. Intersection of Southern Cross and Coulter Drive, BELCONNEN.
  37. Intersection of Federal Highway and Stirling Avenue, WATSON.
  38. Cotter Road/Tuggeranong Parkway northbound ramp, CURTIN.
  39. Cotter Road/Tuggeranong Parkway overpass, CURTIN.
  40. Intersection of Ginninderra Drive and Mouat Street, LYNEHAM.
  41. Intersection of Belconnen Way and Coulter Drive, WEETANGERA.
  42. Intersection of Canberra Avenue and Manuka Circle, GRIFFITH.
  43. Intersection of Barry Drive and Kingsley Street, TURNER.
  44. Intersection of Anthony Rolfe Avenue and Gozzard Street, GUNGAHLIN.
- The operation of the Territory's traffic signal network is controlled by SCATS (Sydney Coordinated Adaptive Traffic System), our Urban Traffic Control system.
    - At every one of our intersections, live 'space-time' data (collected via induction loops buried at stop lines) is sent back to our Traffic Management Centre (TMC) where SCATS can be monitored. This data is then fed into the SCATS Central Computer which adaptively optimises phase splits, cycle times, and picks the most appropriate offsets between intersections based on prevailing traffic flows.

- In some instances where it is not appropriate to permit SCATS to operate adaptively during peak hour, time of day signal schedules have been implemented to ensure consistent optimal phase times and coordination.
- Some other optimisation techniques which have been used to improve peak hour traffic flow include the introduction of repeat phases (for the peak flow direction), modification of the corridor phase (to bias a movement) and minor transformation of the data that is provided for SCATS' adaptive algorithms.
- In the event of an incident or induction loop failure (which may impair SCATS' optimisation technique), temporary configuration changes to SCATS can be made to compensate for these faults from our TMC, with the aim to maximise efficient traffic flows and reduce overall delays to the travelling public.

## ISSUE: Stormwater (Incl Cleaning of GPTs)

### Talking Points:

- Roads ACT maintains over 6,000km of stormwater pipes, as well as other stormwater infrastructure.
- The stormwater network comprises:
  - underground stormwater pipe network;
  - above ground concrete lined and unlined channels, including cut off drains;
  - stormwater sumps and inlets; and
  - stormwater quality improvement devices, such as Gross Pollutant Traps (GPTs), sedimentation forebay, lakes, water quality control ponds, wetlands and biofiltration systems.
- The stormwater network is the largest and highest value road-related asset with a replacement value similar to the road network at \$4.6 billion. When combined, the road and stormwater assets total 70 per cent of all road and road related infrastructure which is valued in excess of \$11.7 billion.
- Stormwater operations and maintenance has an important function to minimise flooding of public roads and private properties, protecting these and other assets from water damage. In addition, a fully functioning stormwater network helps to improve water quality in the lakes and waterways across the Territory.
- The stormwater network is proactively monitored and operated to ensure it is functioning as intended, and conveys water safely through the urban areas. A well designed and operated stormwater network protects important assets such as the road and path network from early degradation and protects properties from nuisance flooding.
- Water quality in ponds, lakes and water courses has received increased attention in recent years, with the Federal Government investing in the ACT Healthy Waterways Project (Basin Project), contributing \$85 million to the ACT Government to improve water quality flowing into the Murray-Darling river system.
- This capital investment primarily focused on improved water quality outcomes, rather than addressing infrastructure operations and maintenance.

### Water Quality

- TCCS operates and maintains the stormwater network. Activities such as cleaning gross pollutant traps, desilting sediment basins/ponds, unblocking and monitoring the stormwater network and litter picking around waterways assist to protect water quality.
- Gross Pollutant Traps (GPT) are inspected at least twice a year or as required and after storm events.

**Portfolio:** Transport and City Services

## **ISSUE: NEW 40 km/h SPEED ZONES**

### **Talking points:**

- In 2013, 40km/h speed limit areas were implemented in all town centres within the ACT.
- Evaluation of this program found the community was broadly supportive of the reduced speed limit, including in the City, and supported the expansion of the 40km/h speed limit to other adjacent streets in town centres.
- The ACT Government has since implemented 40 km/h zones in all 18 ACT group centres.
- The extent of the 40km/h speed limit zones has been reviewed for all five town centres, and the expansion of the Belconnen town centre was completed in 2019.
- The policy rationale for the introduction and expansion of 40km/h speed zones is based on protecting the safety of Canberrans, particularly our vulnerable road users.

### **City and Braddon**

- The City and Braddon have changed remarkably in the past decade, with a large increase in the number of people living in these areas. They have also become hubs for dining, cultural events and other recreational activities, as well as for public transport use.
- This has resulted in more public transport users, pedestrians and cyclists using the area than ever before, who have to safely navigate the presence of motorists still using these roads to commute.
- Reducing speed limits reflects the changed use of these streets and makes the road system safer for all road users, particularly vulnerable road users such as pedestrians and cyclists.
- Lower speeds in the City and Braddon, including a 'people first' focus on Northbourne Avenue, formed a key part of design guidance for streets developed with community consultation as part of the City and Urban Gateway Design Framework in 2018.
- Further extension of 40km/h zones in these areas is also an explicit action under the ACT Road Safety Action Plan 2020-23 supporting our commitment to vision zero, the safe system approach and safer roads.
- The ACT Government recognised that the commencement of operations of light rail from Gungahlin to the City in 2019 led to a change in the road environment and function, with an increase in pedestrian movements in the City, particularly around Northbourne Avenue near the Alinga Street light rail terminus.
- The expansion of 40km/h zones in City and Braddon was approved for implementation in December 2020 and executed in March 2021. This includes:
  - Northbourne Avenue between McKay Street to Vernon Circle.
  - sections of Barry Drive and Cooyong Street with high pedestrian activity.
  - a large section of the Braddon commercial precinct.

**Communication and signage**

- To provide guidance and inform all motorists about the changes in speed limit large Variable Message Signs (VMS) were installed in the area two weeks prior to the 40km/h zones being introduced in March 2021. The VMS signs remained in place for an additional two weeks after the completion of the signage installation to reinforce the speed limit for motorists.
- The permanent warning signage installed when the new speed limit came into effect included:
  - 40km speed zone signs at each entry point into the new speed limit zone.
  - Repeater signs following each major road that intersects with the zone.
  - 40 km/h pavement road markings.
- In response to community feedback during and after the grace period, further signage has been installed, including:
  - Additional 40 km/h road signs immediately in advance/on the speed camera poles located on Northbourne Avenue and Barry Drive - installed in July 2021.
  - Additional pavement markings at mid-blocks on Northbourne Avenue, Barry Drive and Cooyong Street – installed in September 2021.
  - Additional larger size permanent “40km/h Area” signs on the entry to the new speed zones, installed in December 2021.
  - Additional VMS were also put in place on 11 May until 4 June 2021 to remind motorists of the reduced speed limit, then again on 21 June 2021 until 14 December 2021. These were placed at:
    - Northbourne Avenue (southbound) near the Veterans Park.
    - Northbourne Avenue (northbound) in centre median between London Circuit and Alinga Street.
    - Barry Drive (westbound) just before Moore Street.
    - Additional pavement marking on entry to the 40km zone on Northbourne Avenue and Barry Drive will be installed in early 2022.
- Further pavement markings are currently being designed to enhance the entry into the 40km/h area.
- The ACT Government undertook extensive communication activity leading up to the implementation of the new speed zones, throughout the subsequent three-month grace period during which no enforcement was undertaken, and throughout an additional two-week warning period.
  - A Ministerial media release was issued, and media interviews were conducted in March 2021.
  - A letterbox drop of 2,000 letters was undertaken in March 2021 to businesses and residences in the Braddon and Civic areas.
  - There were over 20 media articles including ABC News, Canberra Times and the Riot ACT as well as most major radio stations and via radio ads across multiple time slots, and either side of the news during peak hour, including either side of the news, to alert motorists to the speed zone changes.
  - The radio advertisements ran on AM and FM radio. Advertisements also included social media posts, which were run across ACT Government Facebook, with more than 170,000



impressions, over 1500 reactions and almost 1500 comments. Updates were also provided through the digital Our Canberra newsletter, and ministers and officials from Transport Canberra and City Services and Access Canberra also gave multiple media interviews.

- The amount of public information over a sustained period relating to this 40km/h speed zone change significantly exceeds that for any other change of speed limit implementation in the ACT.
- The existing speed cameras began enforcing the 40km/h speed limits on Northbourne Avenue and Barry Drive on 5 July 2021.
- Data from the three speed cameras indicated that between 5 July 2021 to 27 February 2022, I can advise that 97.3 per cent of vehicles travelling through the intersections were doing so within the sign posted speed limit. During this same period, however:
  - 86,254 infringement notices were issued.
  - 4,117 motorists have received 3 (or more) infringement notices.
  - 1,705 motorists have received 4 (or more) infringement notices.
- Based on the preliminary reported crash data, there has been a reduction in crashes of approximately 36 per cent since the introduction of the 40km/h limit areas on Northbourne Avenue, Barry Drive and Cooyong Street.

#### **Standing Committee on Planning, Transport and City Services Inquiry**

- The PTCS Committee conducted an inquiry into petitions regarding the impact of speed limits in Civic. The Committee provided their report which includes 4 recommendations on 21 January 2022.
- The ACT Government thanks the Committee for their support for the expansion of 40km/h zones in built up areas and their acknowledgement that Government communications on the speed limit change in the City was thorough.
- The Government has listened to feedback and we have increased the size of the signage at the entrance to the 40km/h zones in the City beyond the standards required. Further pavement markings are currently being designed to enhance the entry into the 40km/h area and are expected to be installed this financial year. The ACT Government has received a copy of the committee's report/recommendations A formal response will be tabled in the ACT Legislative Assembly.

#### **Tuggeranong**

- In Tuggeranong, work has been completed on the expansion of the 40km/h zone, which includes:
  - a section of Anketell Street, from Athllon Drive to Pitman Street.
  - a section of Reed Street.
  - all of Eileen Good Street and Cowlshaw Street.

#### **Kingston**

- A new 40km/h precinct has been implemented in the Kingston Foreshore area which includes Eastlake Parade, Trevillian Quay, Giles Street, sections of Printers Way, Eyre Street, Honeysett View and Kerridge Street.

- As well as new 40km/h signage, two sets of speed humps have also been installed on the Eyre Street and Dawes Street approaches to Printers Way to reduce speeds through the intersection and further enhance safety for all road users.
- Temporary variable message boards (VMS) were in place for two weeks prior to the start of works in the City, Tuggeranong and Kingston Foreshore areas, advising motorists of the new speed limit. The VMS boards were also in place for additional two weeks after completion of works to further remind all roads users about the new reduced speed limits.

**Background:**

- The expansion of 40km/h areas was an action item in the ACT Road Safety Action Plan 2016-2020. The Road Safety Action Plan 2020-23 continues to place emphasis on the dangers of speed and the need to protect vulnerable road users.
- Reducing speeds in residential areas and shopping precincts makes the road system safer for all road users and encourages more regular use by vulnerable road users such as pedestrians and those that use active travel to move around like cyclists.
- In July 2019, the Minister agreed to a three-month trial of the 40km/hr speed and the installation of countdown timers at the Alinga Street and Northbourne Avenue pedestrian crossings.
- Due to the ongoing LRS2 early works at the time, which included continuation of temporary 40km/hr speed zones along Northbourne Avenue and London Circuit areas, the 3 month trial did not progress and the countdown timers were proposed to be included in the LRS2 scope of works.
- In July 2019, Roads ACT progressed the design of the 40km/h zone on Northbourne Avenue.
- Given the City is a sensitive area with many existing signs TMS sought independent advice on the design and implementation of this project.
- In August 2019, Engineering Consultant R D Gossips Pty Ltd was engaged to determine the expanded zone and appropriate signage.
- The designs were finalised in December 2019.
- The Contract for implementation was awarded in April 2020.
- VMS advising of the proposed works were installed on the approaches to the new 40km/h zones; media release and social media tiles were developed for circulation.
- A new brief was submitted on 4 May 2020 – s2020/4088.
- On 24 June 2020, brief s2020/4088 was revised to include an option to postpone implementation.
- Brief s2020/4088 was then signed off on 7 July 2020, instructing Roads ACT to postpone the implementation of the expanded 40km/h zones and implement at a later stage once all traffic and public transport normalises.
- The construction contract was cancelled, and the contractor was compensated.
- On 17 November 2020, a new brief (s2020/6041) was submitted to, again, seek agreement to the expansion of the 40km/h zones in the city.
- Brief s2020/6041 was then signed off on 20 December 2020, agreeing to the implementation of the proposed new 40km/h zones in the city.

- The new 40km/h zones were installed in March/April 2021.

## **Use of 60kmh signage on Northbourne Avenue:**

- Two 60km/h speed limit signs located on Northbourne Ave, near the intersection of Elouera Street, identified the change in speed limit for drivers entering Northbourne Avenue from the side road (where the default speed is 50km/h).
- TCCS replaced these two 60km/h signs on Northbourne Avenue with '40km/h Ahead' signs in mid-November 2021.

## **'END 40kmh area' signage:**


- The ACT follows the guidance and requirements for the use of speed limit signs contained in the Australian Standard.
- A 'Speed limit Area' sign is required at the start of an area speed limit restriction and an 'End Area' sign is required at the end to terminate the speed limit area.
- Where the speed limit area ends and the speed limit returns to the default urban area limit of 50km/h, 50km/h signage is not used as it is not used anywhere in the ACT, consistent with standards.
- Where the new speed limit is higher than the default limit, say 60km/h, then a speed limit sign with a red anulus is installed either immediately after the End Area sign or on the same sign assembly.
- The 40km/h area speed limit installed on Eyre Street in Kingston is within the urban default speed limit and so is signed with a 40km/h Area sign at the start and an End Area sign at the end.
- The issue of vehicles incorrectly reading the speed limit, because they either mis-read a number in a black anulus as meaning that the current speed limit or fail to recognise the 'end area' sign reverting the speed limit to the default, is a complex issue for both Australian Standards and car manufacturers to consider.
- TCCS has a representative on the Australian Standards committee that considers changes to road signs and this issue will be raised with that committee.

### ISSUE: ROAD DUPLICATIONS AND UPGRADES

#### Talking Points

- Road duplication projects continue to be delivered across the city responding to the growth of new development areas such as Molonglo and North Gungahlin, as well as growth in established town centres.
- The scope of works for these projects generally include:
  - duplication of existing carriageway.
  - refurbishment of the existing bridges.
  - on-road cycle lanes in both directions.
  - three-metre-wide off-road shared use paths.
  - noise walls.
  - tree management and new tree planting, and landscaping works.

#### Current/Future Projects

Project	Original Budget
John Gorton Drive and the Molonglo River Bridge Crossing	\$176.2 million 2020-21 for design and construction (\$87.5 million Commonwealth funding)
Gundaroo Drive Stage 3 duplication	\$44.53 million for construction and \$10.0 million in 2020-21 budget (signalised intersection)
Athllon Drive duplication	\$0.7 million in 2019-20 for infrastructure study and concept design, \$5.22 million in 2020-21 for detail design 
William Hovell Drive duplication	\$2.0 million for design in 2019-20 and \$63.25 million allocated in the 2021-22 budget (\$26.5 million Commonwealth funding)
Canberra Brickworks Precinct access road and Dudley Street upgrade	\$8.0 million for design and construction
Monaro Highway Upgrade program	\$230.5 million over 6 years (funded 50 per cent by the Federal Government)
East Gungahlin High School (supporting road works)	\$11 million funding in 2020-21. An additional \$5.65 million in 2021-22 Budget

**John Gorton Drive and Molonglo River Bridge Crossing – \$176.2 million**

- This is the final section of John Gorton Drive (JGD) and includes the Molonglo River Bridge and 1.7 kilometres of arterial approach roads. A total of \$176.2 million in capital works funding for the Design and Construction was announced in the 2020/2021 ACT Budget. \$88.7 million is Territory funding and \$87.5 million is Federal Government funding. This funding also includes the \$2 million allocation made mid-2020 to commence the Enabling Works delivery.
- An Enabling Works consultancy has been engaged to facilitate the Expression of Interest and Request for Tender phases, compile GC21 contract documents and undertake industry engagement. The Enabling Works engagement will also provide technical supervision of the Design and Principal Authorised Person (PAP) and contract management services during the Construction Phase.
- Planning approval has been received with a Notice of Decision being handed down on 15 February 2021.
- Consent conditions for the development approval have been assessed as part of the Enabling Works engagement and an extension of time to December 2022 has been approved by EPSDD to meet these.
- The issues raised by the Government and other Entities will be addressed as part of the Enabling Works and Design and Construction engagement.
- A Request for Expressions of Interest (EOI) for the Design and Construction was released in September 2021.
- [REDACTED]
- [REDACTED]
- It is anticipated a preferred Design and Construction Contractor will be determined by September 2022.
- The scheduled opening date of the road approaches and the bridge is December 2025.

**Gundaroo Drive Stage 3 Duplication (Better connecting Belconnen and Gungahlin) – \$44.53 million**

- The duplication of the arterial road between Ginninderra Drive and the Barton Highway, with the Commonwealth Government contributing \$20 million towards these works through the National Partnership Agreement on Land Transport Infrastructure Projects, will occur over four years.
- Funding of \$44.53 million was provided in the 19-20 Budget for the WSD Duplication and includes \$20 million (Federal Government) and \$24.53 million (ACT Government) funding.
- The road name has been changed from William Slim Drive to Gundaroo Drive to align with the road corridor more closely from Gungahlin to Belconnen.
- The project involves the duplication of the 3.2kms of Gundaroo Drive from the Barton Highway / Gundaroo Drive intersection to the Ginninderra Drive intersection.
- The completion of these works, along with the duplication of Gundaroo Drive Stages 1 and 2 which are physically complete, will provide a duplicated road corridor from Gungahlin to Belconnen.
- The scope of works includes:
  - approximately 3.2kms of new carriageway.
  - approximately 6.4kms of new on-road cycle lanes.
  - signalisation of the Dumas Street and Owen Dixon Drive intersections.
  - new bus bays and relocation of existing bus bays.
  - barrier replacements at bridges along the corridor.
  - construction of linkages to existing community shared paths.
  - new and augmented stormwater systems, including levee bank at the existing underpass.
  - streetlighting and landscaping.
  - reconfiguration of existing intersections, including:

- Ginninderra Drive.
  - Dumas Street.
  - Baldwin Drive.
  - Owen Dixon Drive.
  - Chuculba Crescent.
- There are around 20,000 vehicle movements each day on this section of Gundaroo Drive. This is expected to increase with further housing developments in surrounding areas.
  - The original design of the WSD Duplication was completed in 2013 and a Development Application (DA) was submitted for approval. A number of issues were raised during the public notification process particularly relating to elevated noise levels as a result of the duplication.
  - The design has been updated to reflect previous community feedback and address changes to road infrastructure design standards. The works have been packaged in two packages with:
    - Package A – the sections between the Barton Highway intersection and Chuculba Crescent and from Baldwin Drive to the Ginninderra Drive intersection.
    - Package B – between Chuculba Crescent and Baldwin Drive intersections.

Tenders for the construction of Package A was advertised on the 17 August 2020. The Contract was awarded to BMD Construction and construction works commenced in February 2021. Contract for Package B has recently been awarded to Woden Contractors Pty Ltd and road and bridgeworks associated with this package are currently underway. **CSIRO Development Impacts:**

- The proposed CSIRO residential development (the development) is expected to have significant impacts on the surrounding road network including Gundaroo Drive.
- Recent Traffic Impact Assessments undertaken for the CSIRO and the ACT Government indicate the currently proposed roundabout upgrade at Owen Dixon / Gundaroo Drive as Package B works is unlikely to cope with traffic volumes generated by the development.
- A signalised intersection (which includes the construction of a new bridge over Ginninderra Creek) at this location has been proposed to address these traffic impacts on Gundaroo Drive.
- In the 2020-21 budget an additional \$10.0 million has been provided for the signalisation of the Owen Dixon Drive/Gundaroo Drive intersection. Design of the signalised intersection is being finalised with a DA Amendment recently been approved by EPSDD. Construction of the signalised design is included as part of the Package B works which have recently commenced.

**William Hovell Drive (Planning better roads for our growing city initiative) – \$2.0 million design and \$63.25 million construction**

- The Government has committed funding for the duplication of William Hovell Drive, from Drake-Brockman Drive to John Gorton Drive. This project will address the demonstrated crash history and alleviate traffic congestion for residents of West Belconnen and support future land release including the new suburbs of Strathnairn and Macnamara.
- The detail design has reached final Preliminary Sketch Plan design and is currently progressing to Final Design.
- A referral under the Environmental Protection and Biodiversity Conservation (EPBC) Act has confirmed this project is a controlled action which can be assessed via the ACT bilateral agreement. A draft Environmental Impact Statement (EIS) and Impact Track Development Application were submitted for concurrent approval.
- After the close of the notification period for the draft EIS it was decided to commence further engagement on the project to support the revised EIS.
- The consultation period commenced on Monday 8 November 2021 and closed 11.59 pm Sunday 19 December 2021.

- Consultation was via the ACT Government's YourSay platform and included a feedback form (focusing on the green space but with an opportunity to provide feedback on the project more generally) and a live 'Q&A' section where the community could ask questions and receive responses from the project team within three business days.
- A What We Heard report summarising the feedback and comments received during the YourSay engagement has been finalised and was released on Friday 18 March 2022 on the YourSay project page and via email to everyone who provided feedback along with the project stakeholders.
- All those who provided feedback asking questions and raising concerns received individualised responses which were collated and written by the TCCS Communications Team.
- The project will also include extending the new off-road shared path from John Gorton Drive through to Bindubi Street.
- A revised EIS to support the Impact Track DA was submitted but failed completeness check. This is currently being addressed and will be resubmitted shortly.
- Due to the revised EIS being considerably different from the submitted Impact Track DA, the EPSD Directorate have requested that a DA amendment be undertaken.
- The DA amendment is being progressed and will be submitted mid-May 2022.
- This will also provide a mechanism to renotify the revised EIS and amended DA which, allowing for another completeness check, is anticipated to occur late May, early June 2022.
- Depending on the submissions received for the renotification, and the effort required to address the same, a Notice of Decision may occur in September 2022.
- Procurement activities for the construction delivery can commence during this period and it is anticipated construction will commence in the first quarter of 2023 and be complete late 2026.
- Construction funding for \$63.25 million has been provided in the 2021-2022 ACT budget including an allocation of \$26.5 million from the Commonwealth Government.

## **Canberra Brickworks Precinct access road and Dudley Street upgrade - \$8.0 million**

- The Environment Protection and Biodiversity Conversation (EPBC) Act approval was received with conditions, the s211 EIS exemption was granted by the Minister for Planning, and the Works Approval was received with conditions.
- The impact track Development Application (DA) Notice of Decision was granted with conditions on 30 July 2019, for the construction of the access road into the Canberra Brickworks Precinct off Dudley Street (including a new roundabout intersection with Dudley Street) and the upgrade of Dudley Street in Yarralumla.
- These roadworks are required prior to the commencement of the estate development of the Canberra Brickworks site. The new road will provide access into the development site via a route not through the existing residential suburb and streets of Yarralumla. This will significantly reduce the impacts of the development's remediation and construction work traffic on the suburb and its residents. [REDACTED]
- The site management (including PAP) tender was called in June 2019 and the consultant has been engaged.
- A Notice of Application for Review of Decision-DA 201935514 was made by [REDACTED]. A Directions Hearing was held on 27 September 2019. The ACAT Hearing was held on 23 October 2019 and the ACAT Decision was received on 31 March 2020. ACAT found the decision of ACTPLA to approve the DA, subject to specified conditions, is confirmed. No appeal of this decision was received in the 28-day appeal period.



- The construction tender closed on 12 September 2019, and following the 28-day appeal period, a Letter of Award was issued to Cord Civil on 29 April 2020. The pre-construction conditions have been progressed as part of Milestone 1. A Construction Environmental Management Plan has been approved by the Environment, Planning and Sustainable Development Directorate and the Department of Agriculture, Water and the Environment in accordance with environmental and planning approval conditions. As required by the approvals all Temporary Traffic Management (TTM) Plans are prepared and then approved by Roads ACT before being approved by the National Capital Authority via a Works Approval.
- Construction work continues on site. Golden sun moth translocation has been completed as well as the other initial activities on site to meet the environmental approval conditions. Site sheds and site fences have been erected, trees have been felled and mulched, all service relocations have been completed (including undergrounding of the overhead high voltage electricity line) and the final stages of bulk earthworks are underway. A portion of the pavement of the upgraded Dudley Street on the new alignment has been constructed with traffic switched on to it on 17 May 2021.
- The area from the Cotter Road intersection through the new roundabout, including the access road to the Brickworks, has been asphalted. Work to lay stormwater pipes is complete and the retaining wall near the Yarralumla Uniting Church has also been constructed. The most recent traffic switch was opened on 11 October taking eastbound traffic (i.e. heading towards Yarralumla) around the roundabout.
- Construction is expected to take 12 months for civil works and landscaping, including Native Temperate Grassland restoration (which will be completed two years after civil works are completed).
- The construction site being closed due to the COVID-19 lockdown in the ACT has extended the duration of the project which also delayed the timing of the next traffic switch that has since occurred on the weekend of 9-11 October.
- Dudley Street was closed for a week to connect the new westbound pavement into the new roundabout. This closure enabled construction work to be undertaken in an area where traffic was driving, and detours were in place. Dudley Street reopened with all traffic traveling on the new road alignment in both directions. The temporary road areas which vehicles had been driving on were then removed and reinstated.
- Before the Christmas break the new shared path along Dudley Street was opened for use.
- The final stage of works, including the path in the area of the site compound buildings, rectification of identified defects and the final landscaping works are completed. A handover inspection of the civil assets has occurred with final defects works and WAE approval completed – the Operational Acceptance has therefore been prepared for signing. Inspection of the landscape assets has occurred with the trees agreed to be placed onto consolidation and feedback being awaited from Land Management in relation to the dryland and native grassing. The landscape WAEs have also been submitted for review and approval.
- Brickworks Way (the access road to the Canberra Brickworks development area) will remain closed off to traffic until DOMA Group require access to construct this new development. This is anticipated to be late in 2022. Barriers are in place to close this new section of public road under the approved TTM arrangement that Roads ACT are managing.

## **Monaro Highway Upgrade program – \$230.5 million**

- A Commonwealth investment program under the National Partnership Agreement on Land Transport Infrastructure Projects (the Agreement) has allocated \$115.25 million for the Monaro Highway



upgrade. The Commonwealth investment has been allocated as part of a 50 per cent co-contribution with the ACT Government, resulting in a total investment for the Monaro Highway of \$230.5 million.

- The Monaro Highway is a key arterial route both within the ACT urban area and traversing rural areas in the ACT, NSW and Victoria. Within the ACT the Monaro Highway provides a key connection between southern suburbs and the industrial areas of Hume and Fyshwick, and also provides a part of the key link between Queanbeyan and Canberra City. The Monaro Highway is also a key component of the outer orbital route connecting to the Majura Parkway at the northern end and continuing south to Cooma and then on to intersect the Princes Highway at Cann River in Victoria's Gippsland region.
- The program comprises two key projects:
  - Monaro Highway Upgrade project.
  - Monaro Highway Safety Improvements project.
- The Monaro Highway Safety Improvements project has seen the construction of an overtaking lane on the Monaro Highway between Old Cooma Road and Williamsdale Road and improvements at the Old Cooma Road and Williamsdale Road intersections. Works commenced in November 2019 and were completed in mid-2020. Works to rectify pavement defects were completed late 2020. Investigations are underway into some pavement defects that have appeared in the vicinity of the works. A report into the issue has identified that water ingress is occurring into the pavement from below and will need to be intercepted by provision of a deep drain adjacent to the pavement. Drainage construction is expected to occur in mid-2022 to address this issue.
- The Monaro Highway Upgrade project will make improvements to the intersections on the Monaro Highway in the vicinity of Hume, specifically between David Warren Road and Johnson Drive. A consultant has completed feasibility and some preliminary designs for the whole study area.
- Options for the Isabella Drive interchange and the treatment of the existing signalised intersections through Hume have been assessed and preferred options agreed. [REDACTED]
- Insurance provider AAMI releases an annual report detailing vehicle crash hotspots based on insurance claims received. The 2021 report has identified the Monaro Highway through Hume as the highest ranked road for crash claims in the period of July 2020 to June 2021. Previous analysis of crash data indicates the majority of the crashes in the area occur at intersections. The upgrades are expected to significantly reduce the frequency of crashes through the replacement of signalised intersections with grade separated treatments.

## Lanyon Drive Interchange

- Preliminary designs for the Monaro Highway / Lanyon Drive interchange were completed in the first half of 2021 and will inform a design and construction tender which is scheduled to be released in early 2022. A contract has been awarded for the preparation of the major works tender documents, detailed design of the David Warren Road works and construction supervision for the Lanyon Drive works major construction package.
- In late 2019, the Australian and ACT Governments made a joint announcement funding would be brought forward to allow construction to commence in the 2020-21 financial year. The Monaro Highway / Lanyon Drive interchange was identified as an early construction package with works to relocate existing services scheduled to commence late 2021. Designs are complete and a contract for the package has been awarded. Site mobilisation and preliminary works commenced in late January 2022 and will continue through mid-2022.

- A Request for Expression of Interest to progress design and construction of the Lanyon Drive Interchange was released in late February 2022 and closed at the end of March. This is the first stage of a two stage procurement process to progress these works.
- The Project Proposal Report (required to formally commit the funds) for the Lanyon Drive Interchange has been accepted by the Australian Government.
- The Environment Protection and Biodiversity Conservation Act referral has been completed with final approval granted (with conditions). The conditions include securing a suitable size offset site related to impacts on Striped Legless Lizards. Ecological surveys are underway on a potential offset site in Harrison.

## **East Gungahlin High School – \$16.65 million**

- The ACT Government has committed to deliver a new high school for Gungahlin in Kenny and has invested \$72.5 million in the 2019-20 Budget. This project is to deliver supporting road, intersection and shared path infrastructure critical for the successful opening of the EGHS in January 2023, which has recently been delayed until January 2024. A total of \$11 million funding for this design and construction project has been approved in the 2020-21 Budget. An additional \$5.65 million funding was approved in the 2021-22 Budget.
- The approved Budget is for the absolute do-minimal solution to allow the school to open while the broader road network issues are identified for future consideration. The proposed minimal works include:
  - extension of Albatross Crescent (west) intersection to the south for approximately 200 metres, including a roundabout at the southern end.
  - signalisation of the Well Station Drive/Albatross Crescent (west) intersection.
  - signalisation of the Well Station Drive/Kings Canyon Street intersection.
  - provision of a shared path from Flemington Road to Albatross Crescent (west).
  - construction of new and relocation of existing bus stops.
  - noise walls on the Harrison side of Well Station Drive to mitigate the traffic noise impacts.
- Construction of access to the new school was to be completed before the new high school opened in January 2023, with remaining elements of the works to be completed in February 2023. Despite the recently delayed school opening date the supporting road infrastructure project is continuing based on the original program.
- The detailed design was completed in November 2021. An Impact Track Development Application (DA) was approved by Minister Gentleman on 16 September 2021 with approved plans being released on 19 October 2021.
- The site management team, including PAP, are Calibre and the construction contractor is Complex. Both have been engaged.
- Site establishment and the first stage of TTM set up has been completed on site. Construction commenced on 24 January 2022, with Well Station Drive closed for 3 weeks. The stage 2 TTMs were in place when Well Station Drive reopened to through traffic, and stage 3 TTMs commenced on 11 April 2022 with left in/left out traffic movements at the Kings Canyon Street and Albatross Crescent (west) intersection.
- Fortnightly coordination meetings are being held with Education, MPC and their contractor ICON SI. Coordination of site access, utility service works, and construction interfaces are part of these discussions. Onsite coordination is also ongoing between Complex and ICON SI regarding site access and deliveries, with the eastern driveway into the school construction site planned to be closed in early May 2022.

- Agreement has also been obtained from Education for the stormwater and earthworks in the southern verge of Well Station Dr to be completed by the road contractor Complex, and to be funded by Education. ICON SI's order for the stormwater pipes is also to be transferred, however the pipe supplier has advised that due to a manufacturing backlog they will not be supplying any of the large diameter splayed and flush jointed pipes. The contractor has determined that reinforced concrete box culverts are available as an alternative (albeit with some having long lead times) and redesign of the stormwater is therefore underway based on this. However, this redesign will affect the construction pricing and timing. Once the updated pricing for the stormwater component of the works is finalised and agreed with Education the associated funding transfer can occur.
- The landscape design in the Well Station Drive southern verge has been amended to meet the Outer Asset Protection Zone requirements for the Kenny High School as required by the ESA. This involved discussions with both ESA and Urban Treespaces. It appears this landscape design change will require a s197 Development Application amendment, and that although this s197 amendment would be comparatively minor it will require endorsement of the Minister for Planning.
- Covid-19 is likely to impact on the supply of construction materials (particularly those with long lead times). Complex are regularly reviewing their procurement plan to address this and prepayment has been made for some items under their contract via IDP.
- The impact of COVID-19 on the availability of workers and sub-contractors is also being monitored by the contractor. This impact will continue to be monitored as the project progresses.
- The above-average rainfall currently being experienced due to La Niña's impact on the eastern coast of Australia could impact on this project particularly as the project site is very wet. Also during rain events stormwater flows in the Well Station Drive area are being monitored, whilst construction of the box culverts through the school site occurs concurrently with fill being imported to the site, which is impacting on the existing culvert outlets.

**Transport and City Services****ISSUE: Intersection Upgrades****Talking Points:**

- The 2019-20 Budget provided funding for the following intersection works over three years:
  - Kuringa Drive/Owen Dixon Drive.
  - Southern Cross Drive/Starke Street.
  - Launceston Street/Irving Street.
  - Belconnen Way/Springvale Drive.
  - Kent Street/Novar Street – in the 2022-23 Federal Budget \$2.8 million was also announced for the construction phase of this project.
  - Mount Taylor Safety Improvements.
  - Hume Circle.
- The Commonwealth Government also provided funding in 2020-21 towards the intersections of:
  - Southern Cross Drive/Stark Street.
  - Launceston Street/Irving Street.
  - Belconnen Way/Springvale Drive.
  - Kuringa Drive/Owen Dixon Drive.
- The 2021-22 Budget has provided funding for the following intersection works over 1 year:
  - Coranderrk Street/Parkes Way.

**Kuringa Drive/Owen Dixon Drive**

- Kuringa Drive is Canberra's first link from Barton Highway when travelling from New South Wales and provides connection into the north-western suburbs of Canberra and to Belconnen Town Centre. Kuringa Drive at this location also connects with Clarrie Hermes Drive from Gungahlin Drive, which forms the main connecting link from the north-eastern suburbs to Belconnen.
- The objective of this project is to improve the overall public safety of the transport network at the intersection. This includes improved safety and crossing opportunities for pedestrian and cyclists and provides a shared path connection to Barton Highway. The project will also accommodate the future duplication of Kuringa Drive. The modification of the intersection from uncontrolled to controlled should result in a reduction of accidents occurring.
- A Feasibility Study was completed in 2016 to address the safety and functional issues of Kuringa Drive with Owen Dixon Drive intersection and included the shared path link to Barton Highway.
- The project was initially put on hold to allow outstanding interface issues related to the CSIRO development to be resolved which added approximately 8 months to the project.
- In addition, changes to path standards within the Territory post the concept design (including off road shared paths), required a redesign of the associated path network which then created conflicts with utilities which needed resolution. This complexity resulted in a further delay of approximately 6 months to the project program.
- Construction works were funded in 2019-20. Contract for the design has been awarded and work on the design is complete.
- Construction contract was awarded in December 2020 and works commenced in February 2021.
- Construction of the new retaining wall, handrail and shared path along Kuringa Drive are now complete.

- The new traffic signals are operational, and motorists are responding well.
- The new three metre shared path is now open to the public. A number of civil defects remain, which will require the path to be closed for a confined period whilst rectification works occur.

## **Southern Cross Drive/Starke Street**

- New traffic signals will provide controlled right turn and through movements at the intersection.
- Associated widening of the road pavement will allow for the new signal arrangement.
- Construction contract was awarded in December 2020 and works commenced in February 2021.
- Both the watermain and underground high voltage cable relocation are now complete. Asphalt works have been completed and the traffic signals were commissioned late October and are now operational. Traffic is responding well.

## **Belconnen Way/Springvale Drive**

- Conversion of the existing intersection arrangement into traffic signals.
- Potential realignment of slip-lane arrangements into and out of Springvale Drive to ensure safer operation with the new traffic signal arrangement.
- Construction contract was awarded in December 2020 and works commenced in February 2021.
- All works are now complete, and the traffic signals were commissioned at the end of June 2021. Motorists are responding well to the new traffic signals.

## **Launceston Street/Irving Street intersection**

- New traffic signals at the intersection of Launceston/Irving providing a controlled pedestrian crossing across Launceston Street.
- Continuation of the existing median island closing the right turn into Furzer Street from Launceston Street, and the right turn out from Furzer Street to Launceston Street. This will convert Furzer Street into a left turn in and left turn out arrangement.
- The construction contract was awarded in December 2020 and works commenced in February 2021.
- The last of the streetlight, traffic signal pedestals and lanterns have been stood and hung.
- Majority of works are now complete, and the traffic signals were commissioned by end of September 2021. Motorists are responding well to the new traffic signals.
- Minor defect rectification is now complete.

## **Mt Taylor Safety Improvements**

- The Government has committed funds to develop a feasibility study for a shared path along Sulwood Drive, between Drakeford Drive and Athllon Drive. The study will also investigate the addition of a right turn pocket into the carpark from Sulwood Drive.
- \$0.340 million has been recently provided by the ACT Government in the 2020/21 mid-year budget to progress the design of the shared path following the completion of the feasibility study. These works are expected to commence shortly.
- \$0.057 million was provided by the ACT Government in the 2020/21 mid-year budget to progress the design of the right turn pocket into the carpark.
- Detailed designs for both components have commenced and are expected to be completed in October 2022.

**Hume Circle**

- The Government has committed funds to develop a Preliminary Sketch Plan (PSP) to improve road safety at the intersection of Canberra Avenue, Sturt Avenue and Wentworth Avenue.
- Contract for the PSP design has been awarded, the works are underway and are expected to be completed in June 2022.
- Through stakeholder consultation, NCA highlighted their interest in the project and stressed the importance of collaboration. TCCS has recently engaged a heritage expert to support the project in discussions with the NCA.

**Namatjira Drive / Streeton Drive and Heyson Street / Streeton Drive**

- The Government committed \$0.310 million in the 2020/21 mid-year budget to undertake the feasibility study and Concept Design for improvements to the above intersections. The contract for the design study has been awarded and these works are now complete.

**Coranderrk Street/Parkes Way**

- The ACT Government will upgrade a key intersection for accessing Canberra's CBD and Parliamentary Triangle to help improve traffic flows and commute times during the construction of Stage 2 of light rail to Woden.
- The roundabout is a well-known bottleneck in the road network with a dominant westbound flow of traffic in the morning causing major congestion for eastbound traffic coming into the City and the Parliamentary Triangle from areas like Belconnen and Tuggeranong.
- The ACT Government is proposing to add traffic lights to the roundabout at the intersection of Parkes Way and Coranderrk Street to better regulate traffic flow and improve the capacity of the intersection.
- This will mean it can support the greater volumes of traffic expected during the construction of light rail and the raising of London Circuit. It is planned the westbound turning lanes at the roundabout would also be extended to provide improved storage capacity at the new lights.
- Network analysis indicates traffic will increase significantly on Parkes Way during the construction of light rail, as lane closures and works on Commonwealth Avenue see vehicles diverted via routes including Kings Avenue, the Tuggeranong Parkway and the Monaro Highway.
- It is estimated an additional 250 eastbound vehicles will be able to exit Parkes Way onto Coranderrk Street to access the city each hour in the morning peak period during construction. This equates to a capacity increase of approximately 20 per cent, from 1,350 to 1,600 vehicles per hour.
- The project includes the installation of traffic signals and road cameras to allow for monitoring of the intersection from the ACT's Traffic Management Centre, which will permit adjustments to the timing of the lights in real time to optimise traffic flow.
- The roundabout is a Commonwealth Government asset managed by the National Capital Authority (NCA), but the ACT Government has funded the upgrades in the 2021-22 ACT Budget.
- The ACT Government's Disruption Taskforce identified these intersection works as a priority action for managing traffic disruption associated with light rail. The Taskforce is continuing to undertake analysis and planning work to identify more ways to help keep Canberrans moving during the construction period.
- Design work for the improvements is complete and has involved ongoing discussions with the NCA.

- The project design drawings were submitted for an NCA Works Approval in October 2021. The public consultation period closed on early December 2021.
- The tender for construction closed late December 2021. Contracts for the construction and Superintendence of these works have recently been awarded.
- Prior to construction start, the NCA requires that the Territory enter into a *License Agreement for use of Commonwealth Land* for this project, along with two other enabling capital works projects supporting the Light Rail (Stage 2) to Woden. These projects are Raising London Circuit (RLC) and Vernon Circle (VC), both being delivered by MPC Light Rail (MPC-LR).
- The Territory, represented by MPC-LR and TCCS, is currently negotiating with the Commonwealth, represented by the NCA, on mutually agreeable terms of the respective License Agreements. TCCS seeks to have the License Agreement for the Parkes Way Coranderrk approved by the NCA as soon as possible. Construction works can only commence after the License Agreement between TCCS and the NCA has been signed.



## **ISSUE: School Traffic Management**

### **Talking Points:**

#### TCCS School Safety Program

- Transport Canberra and City Services' (TCCS) School Safety Program provides a central point of contact for schools and school communities to raise traffic management and safety concerns.
- The School Safety Program undertakes regular site visits to meet with schools, parents and the community to investigate traffic management concerns and provides a coordinated response that includes a combination of education, engineering and enforcement support.

#### School support in response to COVID-19

- To support schools with traffic management during the COVID-19 pandemic, TCCS is promoting part way points – alternative drop off and pick up points such as car parks at nearby sportsgrounds.
- A 'principal's toolkit' was shared with schools in 2020, which contained a range of resources and communications materials, including newsletter and social media content targeted at school communities.
- The School Crossing Supervisor program is continuing to be delivered to support children and increase safety around schools. Crossing supervisors are being encouraged to practice physical distancing behaviours.
- The School Crossing Supervisor program temporarily ceased operations during the COVID-19 lockdown, however resumed from 25 October 2021 to coincide with primary school age children returning to schools.
- HOBAN Recruitment has a COVID safe plan in place to protect the safety of the crossing supervisors and students.
- The Ride or Walk to School and Active Streets for Schools programs are also still being delivered to provide support to schools to promote walking or riding to school.
- TCCS is working closely with the Education Directorate to provide direct support to schools, which includes on-site inspections and dedicated educational resources to address specific areas of concern.



### School infrastructure improvements

- Infrastructure improvements will be delivered around schools in 2021-22 through the Active Streets program. Improvements will include new footpaths, children's crossings, refuge islands and speed humps to increase safety and support children who walk or ride to school.
- TCCS is providing education resources to schools participating in the Active Streets program to support the infrastructure improvements. Resources are targeted at upper primary school students and include a map to promote part way points and safe routes to schools.
- Schools that will benefit from improvements include:
  - Duffy Primary School
  - Giralang Primary School
  - Gold Creek Primary School
  - Kaleen Primary School
  - Kingsford Smith School
  - Monash Primary School
  - North Ainslie Primary School
  - Red Hill Primary School
  - St Clare of Assisi Primary School
  - St Edmund's College
  - St Michael's Primary School
  - St Joseph's Primary School
  - St Thomas More's Primary School
  - Torrens Primary School
  - Turner Primary School

### **LYNEHAM PRIMARY/BRINDABELLA CHRISTIAN COLLEGE**

#### **Talking Points:**

- TCCS officers have been approached by a local resident, representing the Lyneham P&C and the Lyneham Community Association (LCA) regarding pedestrian safety issues on Brigalow Street, Lyneham. In addition, as at 4 April 2022, these concerns have expanded on social media site [Reddit](#) and an [E-Petition](#) with 414 signatures, with a closing date of 29 May 2022.
- The ACT Government will undertake the following:
  - Undertake a review of current traffic movements and traffic safety within Brigalow Street and the surrounding streets. The review will also include a review of the suggestion to provide a new link road, from Mouat Street to the Brindabella Christian College car park, in line with a TIA.

- Use this information, as well as undertake a Feasibility Study, to identify safety improvements along Brigalow Street including consideration of the provision of a new raised pedestrian crossing (to the south of the Brindabella Christian College driveway).
- Upgrade the existing non-compliant pedestrian crossing (across the driveway) to align with current design standards and highlight the active travel route to motorists.
- The E-Petition and concerns raised include the following:
  - Brigalow Street is a busy route for Lyneham Primary students walking or cycling to and from school. It is a part of the TCCS Active Streets for Schools Program.
  - There is safety concern relating to a pedestrian crossing at 136 Brigalow Street (Brindabella College). Cars crossing the footpath often fail to yield and block the footpath.
  - The car park traffic restricts the active travel amenity of the community, especially Lyneham Primary students. It contributes to congestion and adversely impacts the safe and efficient functioning of local traffic, including public transport, pedestrians and cyclists.
  - The petitioners, therefore, request the Assembly to call upon the Government to:
    - Ensure a Traffic Impact Assessment (TIA) of the pedestrian crossing and car park development is completed, including a survey of traffic and impacts on all road users, including on-road public transport, pedestrians and cyclists.
    - Use this information to review and find a safe and appropriate solution that facilitates safe pedestrian and cyclist movements and gives precedence to active travel and public transport operations as per Section 5.11 of the TCCS Guidelines for a TIA.

Cleared as complete and accurate: 19/11/2021  
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Lead Directorate: Transport Canberra and City Services

- Ensure an opportunity for community consultation, including liaison with Lyneham Primary School, families and community.

### **ST EDMUNDS COLLEGE – ROAD SAFETY ON CABVERRA AVE**

#### **Talking Points:**

- The principal at St Edmund’s College, Mr Joe Zavone, raised safety concerns about students crossing Canberra Avenue in 2020 and asked for a 40km/h school zone to be considered on Canberra Avenue.
- A consultant has been engaged by Transport Canberra and City Services (TCCS) to investigate pedestrian access and safety on Canberra Avenue near St Edmund’s College and St Clare’s College. This work is being undertaken through the Active Streets for Schools program.
- Canberra Avenue is an arterial road that carries approximately 10,000 vehicles per day in each direction near the two colleges. The posted speed limit near the two schools is 60km/h.
- In the ACT, 40km/h school zones operate on roads with direct school frontages where pedestrian, vehicle, cycling and public transport activities are concentrated. At St Edmund’s College, school zones are currently provided on McMillan Crescent, Wills Street, Blaxland Crescent and Barrallier Street, where most of the school transport movements should occur.
- School zones are generally not provided on arterial roads such as Canberra Avenue because school frontages are not on arterial roads like other jurisdictions. If a school is adjacent to an arterial road a 60km/h speed limit is provided, which is the case for Canberra Avenue.
- TCCS has asked the consultant to consider several options to increase accessibility and safety in the area, including new footpath connections, additional signage, reduced speed limits and bollards to prevent illegal parking.
- A children’s or pedestrian crossing is not being considered due to safety concerns related to providing these type of crossing facilities on roads with the two lanes of traffic in each direction.

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- If a speed reduction is recommended, TCCS will need to carefully consider the broader impacts a reduced speed limit may cause to the transport network. Arterial roads are designed to carry large volumes of traffic and reduced speed limits on these roads can impact other roads and intersections in the area, particularly Canberra Avenue given the large volume of vehicles it carries each day.
- In addition, TCCS needs to consider how future improvements at Hume Circle may impact the traffic and pedestrian movements near the two schools.
- Once the consultant has finalised their recommendations, TCCS will consult both schools regarding the proposed treatments to seek their feedback.

Cleared as complete and accurate: 19/11/2021  
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## Transport and City Services

### ISSUE: STRATEGIC ROAD MAINTENANCE / POTHOLES

#### Talking Points

- Roads ACT follows a strategic approach to maintaining road pavement condition. This approach involves the regular collection of pavement condition data, modelling of pavement degradation, a proactive pavement resurfacing program, and reactive maintenance services.
- Roads ACT works with established experts in the field of road pavement maintenance including the Australian Road Research Board (ARRB) in the development of the strategy. Roads ACT is continually aiming to improve the strategy by being aware of innovations in the field, such as sensor technology and Artificial Intelligence.
- Due to La Nina weather pattern in the Canberra over 2020 to 2022, heavy and frequent rain events were experienced which increased the rate of degradation of the road pavement and the likelihood of noticeable defects, for example, potholes.
- Roads ACT has delivered additional \$4M funding through the 2020 to 2022 LRCI program.

#### Rainfall

- The information below has been sourced through the Bureau of Meteorology website:
  - 2017 – 2019 were dry years in the ACT and 2020 – 2021 has been very wet with annual rainfall up to 45 per cent above average.
  - Autumn 2021 rainfall was above average with a particularly wet March. Winter 2021 rainfall was also well above average particularly in June. Spring 2021 rainfall was up to twice the seasonal average with Canberra Airport exceeding its previous Spring record.
  - The outlook for February to April 2022 suggests that rainfall is likely to be above median for eastern NSW, including the ACT.

#### Road Resurfacing Program

- The annual resurfacing program is one of Roads ACT's major investments in the prevention of potholes and other pavement defects.
- The cost of annual bitumen resealing resurfacing program for the 2020-21 financial year was nearly \$8.50M and covered an area of approximately 896,675 m<sup>2</sup> in over 185 separate sites.
- The cost of annual asphalt resurfacing program for the 2020-21 financial year was nearly \$13M and covered an area of approximately 202,296 m<sup>2</sup> in over 42 different sites.

- The cost of the annual micro surfacing program for the 2020-2021 financial year was nearly \$0.8M and covered an area of approximately 64,379 m<sup>2</sup>.
- The annual resealing program for the 2021-2022 financial year commenced on 22 November 2021. This program is planned to cover the following areas:
  - 700,000 m<sup>2</sup> of reseal on Municipal, Arterial, and Rural roads.
  - 130,000 m<sup>2</sup> of micro-surfacing on Municipal and Arterial roads.
  - 170,000 m<sup>2</sup> of asphalt resurfacing on Municipal and Arterial roads.
- COVID and weather impacts may result in some redistribution of planned outputs.

#### Strategic Partnerships and Innovation

- Roads ACT works with established experts in the field of road pavement maintenance including ARRB in the development of our Road Pavement Maintenance strategy.
- Roads ACT continually improves the Road Pavement Maintenance strategy by staying aware of innovations in the field, such as sensor technology and Artificial Intelligence (AI).
- Improvements in sensor technology has led to an upcoming expansion of sensor collected road pavement condition data to municipal roads.
- A trial of one AI service was undertaken in 2021 which provided insight into the current status of this developing technology.

#### Data Collection

- A new road pavement condition testing contract will commence in early 2022. As noted above this contract will provide data for arterial and municipal roads. Data will include measures of cracking, roughness, rutting, strength.
- A new method of pavement strength testing will be applied in the contract called Multi Speed Deflectometer (MSD). This will improve the coverage of strength data and allow Roads ACT to better recognise underlying issues and target solutions.

#### Reactive Maintenance

- Roads ACT repaired over 6,375 potholes and undertook approximately 11,760 m<sup>2</sup> of hot asphalt patching works in the 2020-2021 financial year. This was an increase of approximately 134% in pothole and 391% in hot asphalt patching works compared to the 2019-2020 financial year, owing to the wet conditions.
- From 1 July to 29 April 2022 Roads ACT has repaired a total of 6,507 potholes.
- Roads ACT undertook planned asphalt patching in preparation for the bitumen reseal, with a budget of \$2.3M for the 2020-2021 financial year, augmented by an additional \$0.4M stimulus funding. A program of approximately 92,463 m<sup>2</sup> (10,000 tonnes) has been

completed. This patching has been delivered by the Roads ACT team and external contractors.

- For the current financial year (2021-2022), a maintenance budget of \$1.33M is allocated to undertake routine repair works, which includes pothole patching.

## QUESTION TIME BRIEF

### Transport and City Services

#### Capital Works - Road Safety

##### Road Safety - CCTV for priority intersections

- The ACT have adopted a staged approach to the implementation of its Intelligent Transport Strategy (ITS) with:
  - **First step:** establishment of the Traffic Management Centre and Incident response team.
  - **Second step:** installation of monitoring applications, such as security 'Closed Circuit TV' (CCTV) cameras, that will provide real time images of traffic conditions and assist in the verification of on-road incidents.
  - **Third step:** more advanced applications that integrate live data and feedback from several sources (for future development).
  - **Fourth step:** predictive techniques that allow advanced modelling and comparison with historical data (future development).
- CCTV use for monitoring traffic flows and incident detection has been occurring at selected key intersections across north Canberra since 2016. This project will broaden the CCTV coverage of the network, building on the success and value gained from the initial installations and will include numerous key intersections across north and south Canberra.

CCTV cameras has been installed for more than 20 priority sites in 2021. Design for another 18 priority sites was complete in 2021 and installation is expected to be completed by the end of July 2022.

##### Road Safety - Rural Fatal & Serious Injury – barriers

- In 2019, Traffic Management and Safety engaged the Australian Road Research Board (ARRB) to undertake a star rating and Australian National Risk Assessment Model (ANRAM) risk assessment of all arterial roads in the ACT. This study included the risk assessment and testing of a variety of road safety interventions to determine the resulting reduction in fatal and serious injury crashes from mass application of safety interventions.
- The design interventions considered in the ARRB report were speed limit reductions (100km/h to 90 km/h and 80km/h to 70km/h), installation of audio tactile line-marking on arterial roads with a posted speed limit of 80km/h or above, installation of verge side barriers where there are unprotected hazards in the clear zone and installation of median barriers on undivided single carriageway roads.
- Kings Highway, Boboyan Road, Tharwa Drive and Brindabella Road have been identified as priorities on the rural road network as each of these roads have 1 star rated segments (lowest possible star rating).
- In 2020-21, designs were being progressed to document the safety interventions for a number of locations including the Kings Highway, Boboyan Road, Tharwa Drive and Brindabella Road.
- Construction works have recently been completed..

##### Road Safety - Rural Fatal & Serious Injury - pavement widening

Cleared as complete and accurate:	14/03/2022	
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Lead Directorate:	Transport Canberra and City Services	



- In 2019, Traffic Management and Safety engaged the Australian Road Research Board (ARRB) to undertake a star rating and Australian National Risk Assessment Model (ANRAM) risk assessment of all arterial roads in the ACT. This study included the risk assessment and testing of a variety of road safety interventions to determine the resulting reduction in fatal and serious injury crashes from mass application of safety interventions.
- The work to develop options and identify suitable safety interventions is still underway, however it is anticipated that one option will involve pavement widening to provide sealed shoulders.
- Uriarra Road, Cotter Road and Brindabella Road have been identified as priorities on the rural road network as they comprise the Cotter/Uriarra cycle route, a popular recreational cyclist route that sees large volumes of cyclists particularly on weekends. The absence of sealed shoulders on most of the route, high speed environments and topography with numerous climbs and curves increases the safety risks for these vulnerable road users.
- In 2020-21, design work were progressed to document the safety interventions for several locations including parts of Uriarra Road, Cotter Road and Brindabella Road.
- Contracts for the construction of these works have recently been awarded and works are expected to commence shortly.

#### **Road Safety - Variable Speed Limit System**

- The Variable Speed Limit System (VSLS) projects will form the 'first of a kind' Intelligent Transport System (ITS) to be implemented in the ACT.
- This system when fully implemented will manage congestion, speeds and incidents on the Tuggeranong Parkway, between Glenloch Interchange and Cotter Road. It will also improve road safety, reduce secondary crashes, and improve travel time reliability.
- The components of the new ITS system will include CCTV cameras, variable message signs, variable speed limit signs, communications, vehicle detectors and supporting infrastructure.
- Tenders for the implementation of the VSLS are currently being assessed. [REDACTED]

#### **Local Roads and Community Infrastructure (LRCI)**

- Rollout of Canberra cycle route wayfinding signage. Routes C3 City to Belconnen, C7 Belconnen to Gungahlin and C9 Gungahlin to Airport completed in June 2021. Route C8 City Loop completed in October 2021 and LBG Circuit completed in March 2022.
- Fabrication and installation of the 'trailhead' signs was completed in April 2022.

Cleared as complete and accurate: 14/03/2022  
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## ISSUE: ACTIVE TRAVEL PROJECTS

### Talking Points:

- The ACT Government is committed to improving the Active Travel network through the delivery of upgrades and new infrastructure.
- In the 2021-22 ACT Budget, the Government committed to delivering a city-wide package of active travel projects to increase opportunities for walking and cycling across Canberra. The package included:
  - I. the construction of an off-road cycle path along Sulwood Drive between Drakeford Drive and Athlon Drive and improving access to the Mount Taylor Nature Reserve with works on the Sulwood Drive/Mannheim Street intersection and car park entrance.
  - II. initial design and feasibility study for the 'Garden City Cycle Route', a major new trunk path through the Eastern side of the Inner North.
  - III. feasibility, planning and concepts to improve cycle connectivity in the Gungahlin Town Centre (Active Travel feasibility study).
  - IV. improvements to the existing active travel network through increased investment in cycle and shared path maintenance and improvements to community footpaths.
  - V. continuation of the Age Friendly Suburbs Program with the suburbs of Reid, Chifley, Scullin and O'Connor to be upgraded through the program.

### **Sulwood Drive off-road cycle path (\$9.67m over 4 years)**

- This project will:
  - Improve Active Travel network along Sulwood Drive between Tuggeranong Parkway/Drakeford Drive and Athlon Drive.
  - Improve the performance of the intersection of Sulwood Drive with Mannheim Street and provide better access to the carpark at Mt Taylor reserve area opposite Mannheim Street.
- This project would improve the intake of the Active Travel participants between the areas of Weston and Tuggeranong by providing a separated path away from the westbound traffic lane. The proposed path alignment has no impact on endangered flora and fauna, has high passive surveillance and provides connectivity to the residential area. It provides/caters for recreational cyclists and pedestrians considering all level of fitness.
- The project objective is also to provide a better functioning of the intersection of Mannheim Street with Sulwood Drive by providing for pedestrian access across Mannheim Street and Sulwood Drive and controlled right-turn exit and entry to Mannheim Street. The safest treatment for controlling non-compliant sight distance and controlled crossing facilities for cyclists and pedestrians is by signalisation.
- For the carpark on the verge of Sulwood Drive (opposite the intersection with Mannheim Street) a safe right turn lane for the westbound traffic is also required with adequate acceleration (onto Sulwood drive) and deceleration (for carpark entry) lane length. The objective is to reduce the number of illegal turns in and out of the carpark for the westbound traffic.
- Following the Preliminary Sketch Plan (PSP) submission detailed design work has commenced.

## **Garden City Cycle Route – feasibility and design (\$1.2m over two years 2021-22 – 2022-23)**

- This project is funded for feasibility, route planning and design over two years. Tenders for a Design Consultant and a Communications Consultant were released in February and March 2022 respectively.
- Engagement of both consultants is anticipated in May 2022 with site studies and targeted stakeholder consultation (internal and external) commencing in May 2022.

## **Gungahlin Town Centre – Active Travel Feasibility Study (\$0.2m in 2021-22)**

- A design consultant has been engaged and investigation works commenced in January 2022.
- A site walkover has been conducted and in March 2022 Workshop #1 was held with government and community representative stakeholders to identify issues to be considered.
- Feasibility work is progressing to schedule.

## **Cycle Path Maintenance (includes all community paths) (BIF funding) (\$4.3m over four years)**

- Investment in building and maintaining new shared paths, cycleways and upgraded footpaths across Canberra.
- Construction contractors have been engaged and works have begun in Theodore in March. They will continue in the greater Tuggeranong region over the next four months.
- Construction superintendency tender has closed and the successful consultant has been engaged.
- A separate design package tender has closed and the design consultant will provide design solutions for the six remaining sites which require maintenance and upgrading as part of these works.

## **Aged Friendly suburbs program - Reid, Chifley, Scullin and O'Connor (\$2m over 4 years)**

- The Aged Friendly suburbs program will be delivered over four years and will undertake improvements to the footpath network and urban open space to make the suburbs of Reid, Chifley, Scullin and O'Connor more age friendly.
- The Consultant was engaged in February 2022 and initial investigations and identification of issues/opportunities is complete which will inform recommendations from the consultant on priority locations for improvements in the each of the four suburbs.
- This work will be used to develop consultation material for public consultation which is now scheduled to commence in May/June 2022.

## **Road Safety - Belconnen Bikeway Stage 2 and Battye St Off Road Path (\$2.25m allocated to the program jointly funded by Commonwealth and ACT Government)**

- Construction of this project is funded under a joint Commonwealth/Territory funding model for the National Road Safety Program.
- The construction tender closed in early February 2022.
- Due to current industry conditions the tendered prices came in above the cost estimate and the budget. [REDACTED]  
[REDACTED] Works will commence on the first stage of works (along Battye Street) in June 2022 (site establishment May 2022) which is within the available budget.

## ISSUE: LICENCING AND COMPLIANCE ON PUBLIC LAND

### Talking Points

- Transport Canberra and City Services' Licensing and Compliance unit (L&C) has primary responsibility for regulating public land in the Territory through the *Public Unleased Land Act 2013* and *Litter Act 2004*, and also assists in the administration of the *Tree Protection Act 2005*, *Domestic Animals Act 2000* and the *Planning and Development Act 2007*.
- L&C is made up of four teams comprising Land Use Licensing, City Rangers, Compliance Targeting, and Investigations.
- Over the past four years, L&C has implemented a considered approach to implementing and leading reform to the municipal compliance framework to ensure its advice, decisions and actions are fair, consistent, transparent, defensible and non-prejudicial. A key element of this approach is a publicly available *Accountability Commitment* that takes a 'risk-of-harm' regulatory approach, targeting resources to where the risk of harm, unsafe practices or misconduct are the greatest.
- L&C prioritises its actions and decisions based on a range of considerations, including:
  - conduct that causes or may cause harm or risk to people, public land, Territory assets, or the environment.
  - conduct that is systemic and is likely to have a detrimental effect on the community and/or the environment.
  - conduct that demonstrates a blatant disregard for the law.
- This approach has enabled L&C to operate effectively in the context of a rapidly growing population and the associated high demand for regulatory municipal services.

### Land Use Licensing

- Land Use Licensing coordinates public unleased land use in the Territory and is a primary point of contact for enquiries. This team works with the community and government agencies to activate public land within the ACT including:
  - small private activities or events e.g. weddings, birthday parties.
  - large public or commercial events, for example: festivals and concerts.
  - construction activities, for example site compounds, storage of materials.
  - long term use, for example large scale commercial or community base operations.
- In the 2021-22 financial year to date, Land Use Licensing has processed 1601 short term public land use permits, 24 new long term land use enquiries and is currently administering 227 land use licenses.

- The easing of COVID restrictions has seen a significant uplift in demand for short term public land use permits.

### City Rangers

- City Rangers are responsible for regulating the *Public Unleased Land Act 2013* and the *Litter Act 2004* which includes the management of unauthorised land use, abandoned vehicles, illegal dumping, littering, overhanging foliage, movable signs and shopping trolleys.
- City Rangers keep unleased Territory land safe and amenable. Since 1 July 2021, City Rangers has responded to 1,723 complaints and issued 107 infringement notices, 471 warning notices, and 721 Direction Notices. These engagements related to:
  - 407 investigations into unauthorised public unleased land use (including unapproved land use storage of materials and parking of vehicles).
  - 17 engagements with illegal campers.
  - 119 littering and illegal dumping reports.
  - 68 complaints relating to overhanging foliage obstructing public footpaths or causing a line-of-sight issue.
  - 29 movable sign and 7 fixed sign complaints.
  - 1,042 abandoned vehicle complaints.
  - 30 damage to trees reports.
  - 4 shopping trolley complaints.

### Compliance Targeting Team

- The Compliance Targeting Team (CTT) works closely with City Rangers and Land Use Licensing and pro-actively targets non-compliant behaviour including litter, illegal dumping, unauthorised public land use, overhanging foliage and movable signage.
- Since 1 July 2021, CTT has undertaken 956 engagements and issued 134 infringements, 142 warning notices and 398 Direction Notices. These engagements related to:
  - 307 unauthorised public land use (including unapproved land use, abandoned vehicles and storage of materials related to residential and commercial activities).
  - 113 littering and/or illegal dumping.
  - 73 movable signs.
  - 116 abandoned shopping trolleys.
  - 347 overhanging foliage matters.
- During the reporting period, CTT officers also collected and impounded 149 movable election signs as fallen objects (i.e. litter), or for failing to comply with the *Public Unleased Land (Movable Sign) Code of Practice 2019*. Nine (9) warning notices have also been issued to candidates and parties for failing to comply with the Code.

## Investigations

- Investigations takes primary carriage of prolonged or protracted municipal matters referred to them by City Rangers/CTT and the Urban Treescapes Unit and administers infringement disputes and/or appeals. This team is responsible for the preparation of briefs of evidence to the ACT Civil and Administrative Tribunal and the Director of Public Prosecutions.
- Since 1 July, Investigations has undertaken carriage of 54 new cases. Investigations include:
  - 43 related to unauthorised public land use, including damage to trees on unleased Territory land.
  - 8 overhanging foliage affecting public unleased land matter.

## Transport and City Services

### ISSUE: Playground Strategy/Works Program

#### Talking points:

- There are 515 playgrounds and 46 fitness areas managed by Transport Canberra and City Services (TCCS) in the ACT.
- Playgrounds are classified into a hierarchy of three types of play spaces, as follows:
  - Local Neighbourhood – 0-9 years age group (toddler and junior children).
  - Central Community (includes Community Recreation Irrigated Parks) – 0-13 years age groups (toddler, junior children and pre-teen).
  - District – 0-17 years age groups (toddler, junior children, pre-teen and teenager) maximising the importance of accessibility, inclusion and participation of visitors of all ages and abilities.
- Play spaces are prioritised for upgrade utilising recommendations from annual audits along with current demographic, spatial and social information. This process ensures that safety standards are maintained, and public investments are suitably targeted.
- A preventative inspection and maintenance program is also undertaken to mitigate risk from equipment failure and assess soft-fall levels against safety standards at Canberra’s playgrounds.

Classification	Frequency of inspection
Local Neighbourhood	Inspected at least every fortnight.
Central Community	Inspected at least every week.
District	Inspected at least twice per week.

- A Draft Play Space Strategy has been developed by TCCS with external subject matter experts with input from a cross-Directorate Government Reference Group. Public consultation has been undertaken and a final Strategy is expected to be released in May 2022.

#### Works since the Better Suburbs Initiative

- The Better Suburbs initiative, launched in September 2017, sought community views through deliberative forms of communication and engagement from across all sectors of the community to determine the relative priorities regarding the delivery of municipal services, including playgrounds. A Citizen’s Forum was hosted in July/August 2018 to develop a Better Suburbs Statement.
- The Better Suburbs Citizens’ Forum featured a Playspaces Forum concluding in late October 2018.

- The Government allocated \$1.9m in 2018-19 as part of the Better Infrastructure Fund to a 'Community and Neighbourhood Priorities project' to improve play spaces. These funds were allocated by the Citizen's Forum, based upon their identified priorities.
- In 2019-20 the Government allocated a further \$3.3m to continue the play space improvements priorities. This included \$0.3m as part of a Stimulus package to undertake additional refresh works to 30 playspaces.
- In 2020-21 the Government has allocated \$0.68m in the Better Infrastructure Fund to undertake playground audits and minor compliance makegoods as well as audit existing skate parks.
- In 2021-22 the Government has allocated \$3m over four years in the Better Infrastructure Fund to undertake design and construction upgrades at six play spaces in Aranda, Kaleen, Ngunnawal, Lyons, Chisholm and Gordon.
- In 2021-22 the Government has allocated \$0.18m in the Better Infrastructure Fund to undertake playground L3 Compliance audits and skate park audits.

### Capital Program – prior 4 years and current

Year	Annual (\$'000)	Projects (\$'000)	Project Description Summary (refer below for details)
2021-22	\$200	\$3,000	BIF Multiyear Playground Upgrades in 6 Suburbs (2021 – 2025)
2021-22	\$180	\$180	BIF 2021-22 funding for playground and skate park audits
2020-21	\$680	\$680	Playground Audits, Minor Works for Standards Compliance and Skate Park Audits
2019-20	\$3,000	\$1,500	5 Suburbs play spaces priorities – Design and construction
		\$400	2 New nature play spaces – extensions to play amenity at Kambah and Yerrabi Pond District Parks
		\$194	Amenity Shade works to playgrounds
		\$780	Refresh works to playgrounds
		\$126	Level 3 Play space Audits and works
2019-20 Stimulus	\$300	\$300	Additional refresh works to 30 playspaces as part of a Stimulus package
2018-19	\$2,200	\$1,900	Determined by Better Suburbs Citizens Forum – Play Plans for 5 suburbs; 3 nature play spaces and a refresh and upgrade program
		\$300	Minor works for standards compliance
2017-18	\$577	\$100	Natural play space at Giralang
		\$477	Minor works for standards compliance



## **LRCI – Skateboarding Facility**

- Delivery and construction of a new vertical half pipe at Belconnen Skatepark that meets competition standards for skateboarding. The project is being delivered under a varied PMA contract. Design is currently at FSP Stage.
- Additional funds have been sourced to address the cost pressure on this project and a request to Commonwealth to deliver the project under the LRCI phase 3 program is anticipated to be approved by the Commonwealth in May 2022.
- Project expected to be completed in March 2023.

## **2021-22 – 2024-25 BIF Playground upgrades (funding of \$3.0m)**

- Preferred locations in 4 suburbs were agreed in January 2022. Final locations are subject to community consultation.
- Community consultation commenced 24 March 2022 and will close on 5 May 2022. Face to face consultation pop ups complete in Gordon, Chisholm and Ngunnawal. The Aranda pop up is scheduled for 27 April 2022. The survey available on the YourSay website.
- Design consultant tender was released in February 2022 for the first 4 suburbs - Ngunnawal, Aranda, Chisholm, and Gordon. Tender closed 17 March 2022. It is anticipated the consultant will be engaged and commence design work in May 2022.

## **2021-22 BIF funding for Playground Level 3 Compliance audit and Skate parks audit (funding of \$0.18m)**

- Level 3 Compliance audit inspections commenced late March 2022.
- Skate park audits have been completed. The consultant is currently writing up the audit reports.

## **LRCI Playground shade sails and fencing (\$0.76m Commonwealth stimulus funding)**

- Installation of new shade sails at 7 playgrounds (located in Bonner, Holt, Dunlop, Chisholm, Phillip, Watson and Hackett) and fencing at 5 playgrounds (located in Kambah, Throsby, Gowrie, Yarralumla, Greenway) was completed in early 2022.

## **Inner North Destination Playground (not currently funded)**

- The ACT Government has committed to delivering a new destination play space for the inner north and to upgrading the green space adjacent to Canberra Technology Park Watson as part of the sale of the site to AIE.
- Public consultation on the Inner North destination playground at the Watson AIE site started in early November and closed on 14 December 2021. Consultation generated a large amount of public interest with over 1000 submissions via YourSay. Responses were generally supportive of the locations with requests for nature play and play for all ages being key themes.

## **Fast Track 3 Play Space Refresh Works (\$0.5m funding)**

- Yerrabi Ponds flying fox and John Knight Memorial Park rubber softfall material has been removed and replaced, works completed and sites reopened to the public December 2021.

- Basketball court asphalt removal and replacement at Ainslie Corroboree Park and Lawley Place Deakin has been completed. Line-marking of the courts is scheduled for late April. Delays were due to contractor's staff contracting COVID-19.

### **Casey Community Recreation Park (\$3.0m funding)**

- The ACT Government's Sport and Recreation Policy details a funding commitment to support the design and construction of a Community Recreation Park (CRP) in the suburb of Casey. The proposed location of the CRP is Block 1 Section 124, Casey.
- Community consultation will be delivered in a two phase process, with initial consultation commencing late March 2022 and a further preliminary sketch plan consultation process expected to be rolled out in September 2022.
- A design and superintendency consultancy is expected to commence in April 2022 and construction to commence in the first quarter of 2023, with an approximate seven month construction period.

### **Completed Projects (in 2020/21):**

- 5 Suburbs play spaces priorities – Design and construction – complete.
- 2 New nature play spaces – extensions to play amenity at Kambah and Yerrabi Pond District Parks – complete.
- 2020-21 BIF Playground Compliance Audits, Makegood repair works and skate park audits.

### ISSUE: PUBLIC TOILETS

#### Talking Points

##### Public toilets in the ACT:

- There are currently 134 ACT Government managed public toilets across the ACT that are available for general public use. These toilets are located in various high use settings, including shops, urban parks and nature reserves.
- In addition to toilets managed by the ACT Government in urban settings, publicly accessible toilets are provided as part of town and centre shopping precincts by private lease owners under relevant planning and municipal infrastructure standards.
- Toilet facilities are also provided at ACT Government-managed sportsgrounds for use during organised sporting activities.
- There are a total of 68 publicly accessible toilets located in urban settings across the ACT. Refer to [Attachment A](#) for the location of public toilets managed by City Services.

**Table 1:** Public Toilets by management group (30 June 2021)

Management Group	Total
City Services, Place Management*	68
CMTED, National Arboretum Canberra	2
EPSDD, Parks and Conservation Service	64

\*Note: Excludes toilets provided to hirers of Sport and Recreation Facilities

**Table 2:** Urban public toilet facilities managed by City Services

Place Management Space Typology	Count
Urban Open Space	48
Commercial Zone <sup>^</sup> – Local Shopping Centre	10
Commercial Zone – Other	10

<sup>^</sup>Note: There are 90 shopping precinct areas in the ACT, which includes 66 local shopping centres. 10 of the 66 local shopping centres have public toilet facilities.

**Table 3:** Construction date and handover type for public toilets at local shops.

Public Toilet	Construction year	Handover Type
COOK SHOPPING CENTRE	2013	CAPITAL WORKS
SCULLIN SHOPPING CENTRE	2013	CAPITAL WORKS
CAMPBELL SHOPPING CENTRE	2012	CAPITAL WORKS
AINSLIE SHOPS	2010	CAPITAL WORKS
LYNEHAM SHOPS	1958	GIFTED
O'CONNOR SHOPPING CENTRE	1948	GIFTED
NARRABUNDAH SHOPPING CENTRE	1947	GIFTED
DEAKIN SHOPPING CENTRE	1946	GIFTED
GRIFFITH SHOPPING CENTRE	1943	GIFTED
YARRALUMLA SHOPPING CENTRE	1942	GIFTED

Trends in provision over the previous five years:

- The number of ACT Government managed toilets in the urban setting stands at 68. These facilities include a small number of legacy facilities, usually located at local neighbourhood shops and facilities located in urban parks and open space.
- New toilet facilities located in central shopping centres are provided by private lease holders as part of greenfield and brownfield developments under relevant planning and municipal infrastructure codes.

**Table 4:** Count of urban public toilets managed by City Presentation by year.

Year	Count	Comment
2017	68	
2018	69	Addition of Moncrief CRIP toilet
2019	69	
2020	68	Curtin toilet demolished, replaced within a new development
2021	68	

Decommissioned toilets since 2011:

- In the last 10 years the list of decommissioned Government toilets include:
  - Kingston local shop toilet – replacement facilities provided within private facility. Transferred to SLA in December 2014.
  - Curtin group centre toilet - replacement facilities provided within private facility.
  - Weston Park toilet – repurposed during 2016-17.
  - Downer toilet (Melba Street) – Impaired since 2014, yet to be removed.

## TCCS policies on public toilet provision:

### *Summary*

- Public toilets are generally provided in high-use areas such as town and district parks, large shopping centre precincts (e.g. group and town centres) and sports grounds where private facilities are not available. These sites are intended to support a broad catchment area and support visitation for longer periods.
- While some local shopping centres have public toilets as a legacy of past policies, public toilets in local shopping centres are provided by the private asset owner as a part of the initial development or subsequent upgrades. In addition, private business owners may provide toilets as a service to their customers.
- To date, consistent with MIS 23 (see below) TCCS has not recommended the provision of new (additional) toilets at established local shopping centres. City Services is considering the need for additional facilities in suburbs subject to urban infill and densification, where further brownfields development by private industry is unlikely to take place.
- Public toilets located at playing fields are available to hirers when organised sporting fixtures are underway. These facilities are maintained by ACT Sport and Recreation Facilities and are made available on request.

### *Territory Plan and relevant Codes*

- Local shops: CZ4 – Local Centre Zone include to provide for convenience retailing to meet the daily needs of local residents.
- Group centres: (CZ1 – Core, CZ2 – Business and CZ3 – Services) are larger shopping centres throughout Canberra that serve groups of nearby suburbs. There are a number of group centres within each town or district (e.g. Charnwood, Hawker, Jamison, Kaleen and Kippax within Belconnen).
- Town and Group centres: (CZ1, CZ2 and CZ3) provide the main commercial and community focus for the district populations of Belconnen, Gungahlin, Tuggeranong and Woden/ Weston Creek.
- The Commercial Zones Development Code identifies an intent to ensure that community and recreation facilities remain available to the community.
  - A proposal that reduces the range of community or recreation facilities (e.g. toilet facilities) available needs to demonstrate

through a social impact assessment that there is enough land or sufficient other facilities in the locality to meet anticipated demand.

#### *Plans of Management*

- Plans of Management for urban open space and public access sportsgrounds have been prepared across the ACT as statutory requirements under the *Planning and Development Act 2007*. Approval of relevant management plans are through a Disallowable instrument.
- Toilet facility provision on urban open space is identified in relevant Plans of Management and is consistent with the relevant Municipal Infrastructure Standards.

#### *Municipal Infrastructure Standards (MIS)*

- Context for the provision policy for toilets is provided in the Design Standards for Urban Infrastructure (DSUI). These standards were replaced by the ACT Municipal Infrastructure Standards (MIS) as advised through Engineering Advisory Note 16 (EAN 16).
- DSUI 18 Public Toilets identified in the provision policy that:
  - *In new commercial developments, or as commercial areas are redeveloped, it is a development condition that public-access toilets be provided and maintained by the body corporate managers of the centre. Public toilets will not be retrofitted by the ACT Government to shopping centres where they have not been provided by the developer.*
- The ACT MIS available at <https://www.cityservices.act.gov.au/plan-and-build/standards-codes-and-guidelines> provide further information regarding the provision of public toilets.
  - *MIS 16 Urban open space* provides an overview of the types of facilities that are typically located in each of the urban open space typologies. Public toilets are always provided at Town, District and Community Recreation Parks. District playing fields include at least one pavilion that provides toilets and school ovals may contain toilet blocks. Enclosed ovals contain a large pavilion with toilets/change rooms.
  - *MIS 17 Shopping centres and commercial areas* identifies that replacement or refurbishment of existing toilets at shopping centres is generally dependant on the available budget, the condition of the existing toilet, community consultation outcomes and the availability of a suitable site. MIS 17 also

identifies an intent for toilet facilities at local shops to be provided and maintained within private facilities.

- *MIS 23 Public toilets* refers to *MIS 06 Urban open space* for a summary of open space typologies where new toilets can be provided. This does not include shopping centres. MIS 23 also references that existing toilet facilities will be maintained and upgraded as required unless they are deemed redundant.

### Cleaning and maintenance schedules for public toilets:

- Toilets managed the ACT Government are cleaned once per day in lower use settings and twice per day in higher use settings. Public toilets in urban settings are generally locked overnight to prevent vandalism.
- Maintenance and repairs to toilet facilities are conducted as reported and discovered by City Services cleaning staff or via the public through fix my street. Interruptions to the availability of public toilets due to maintenance issues is dependent on the repairs required.
- Community dis-satisfaction with public toilets is due mostly to the age and general condition of old and out-dated toilets that do not meet modern standards or expectations, rather than their cleanliness.

### Government investments in new public toilets

- City Services will provide 4 new public toilets in urban open space over the coming 4 years with a further 2 prioritised for replacement should funding allow.
- Construction is now complete on a new toilet facility at Tuggeranong District Park and a replacement toilet facility at John Knight Memorial Park.
- A replacement toilet facility is now installed at Lyneham shops and an upgrade to the toilets in the Phillip commercial precinct to meet accessibility standards is now complete.

### **BIF 2021-22 Toilet program – Florey and Farrer**

- A new toilet facility will be constructed at Florey shopping centre and at Farrer Nature Play under the BIF program funded in 2021-22 over four years.

- Site investigations to locate services and to identify most appropriate location for new facilities are currently being undertaken and preliminary design work has commenced.
- TCCS representatives met with Florey traders and owners to provide an update on the preferred location. Three representatives from the traders attended and they were supportive of the new toilet and the proposed location. The three agreed to discuss with other traders where possible.
- TCCS representatives will meet with the President of the Farrer Residents Association in the coming weeks to provide an update on the progress of the investigations for Farrer and to discuss the proposed location of the toilet.
- A new toilet will be gifted as part of the development of Denman Prospect.

**Table 5: Current/future investments**

Public Toilet	Year funded	Investment	Construction year	Handover Type	Provision Policy Alignment
Tuggeranong Park	2020-21	New	2021	CAPITAL WORKS	Yes
Lyneham Shops	2020-22	Replacement	2021-22 (aiming for Dec 2021)	CAPITAL WORKS	Yes
John Knight Park	2020-21	Replacement	2021	CAPITAL WORKS	Yes
Florey Shops	Proposed	New	Funding being sought for delivery between 2021-24	CAPITAL WORKS	No
Farrer Nature Play	Proposed	New	Funding being sought for delivery between 2021-24	CAPITAL WORKS	No
Philip Industrial, Colbee Ct	2020-21	Replacement	2021-22 (aiming for Dec 2021)	CAPITAL WORKS	Yes
Yerrabi Pond District Park	Proposed	Additional and/or replacement or refurbishment	Design funding sought through 2021-22 Budget	CAPITAL WORKS	Yes
Denman Prospect North CRIP	N/A	New	TBC- SLA	Gifted	Yes
Kaleen South local shops	2021-24	Proposed New	To be delivered under BIF 21-25 Local Shops program.	CAPITAL WORKS	No
Duffy local shops	2021-24	Proposed New	To be delivered under BIF 21-25 Local Shops program.	CAPITAL WORKS	No



## Transport and City Services

### ISSUE: Libraries ACT

- All Libraries are open to the public.
- Customers can return books, browse, borrow, and access printers, photocopiers, and computers at all public libraries. All activities are subject to COVID Safe measures including capacity limits and physical distancing.
- Onsite computer use is available on a drop-in basis. Due to the limited number of computers and time available, plus the visit duration limits, sessions are restricted to 30 minutes but can be extended.
- Return chutes are open at all libraries.
- Due dates are being extended for customers experiencing isolation due to COVID.
- Mystery Box and Home Library Services continue.
- Other services being offered:
  - Newspapers, JP services (subject to availability of volunteers).
  - Community Room Bookings – customers can contact Customer Information Centre (CIC) to discuss.
  - English Language Conversation Classes
  - Literacy tutoring
- Services NOT reinstated at this time:
  - Water fountains.
- New members can choose to join in person or join through the Libraries ACT website and Customer Information Centre (CIC).
- Assistance to access online and Digital resources is provided via phone call to the CIC and Digital Helpline service.

### Online Services

- Online services are available to library members via the [library website](#) (with access provided to eBooks, eAudiobooks, streaming music and films, and other digital resources).
- Additional content has been added to Overdrive, an e-reading platform. eBooks and e-Audiobooks in community languages have also been added.

### Public Programs

- Some Online programming continues (e.g., Too Busy Book Club), and face-to-face programs are available, including Giggle and Wiggle, Story Time, Story Dogs, and School holiday programming.

### Woden Library

- Woden Open Day was held on Wednesday 20 April, with public programs and tours conducted of the new areas: “The Hive”, “The Life Lab”, “The Haven” and “The Gathering”.
- Bookings for these spaces are available to the public.

## Imagine 2030

- Libraries ACT is undertaking a co-design project to create a future plan for the library service, called '*Imagine 2030*'. The project has restarted with online and face to face co-design activities, and meetings with key stakeholder groups.

## **Key Information:**

- Libraries ACT operates nine public libraries, the Home Library Service, a Mystery Box delivery service, and the ACT Heritage Library, as well as providing a range of digital resources known as eResources, and access to computers, the internet and Wi-Fi.
- Libraries ACT provides access to information, supports reading and lifelong learning, and contributes to literacy and language development in our city, offering access to a collection of physical items in various formats, and eBooks, e-Audiobooks, digital magazines, and archival assets online.
- During 2020-21 the library website received 866,077 views, and the catalogue website had 5,876,556 views.
- During 2020-21, Libraries ACT loaned 2,073,783 items, with 776,827 of these being digital items (eBooks, eAudio books, eMagazines, music tracks, articles, and other downloads).

**Transport and City Services****ISSUE: Single Use Plastics****Talking Points:**Tranche 1

- The *Plastic Reduction Act 2021* (the Act) commenced on 1 July 2021. It prohibits the supply of problematic plastic products specified in the Act or otherwise prescribed by regulation. The Act also provides for single use plastic products to be prohibited for supply at a declared public event.
- The Act prohibits the following products from supply in the ACT:
  - Single-use plastic cutlery (including bioplastic cutlery).
  - Single-use plastic stirrers (including bioplastic stirrers).
  - Expanded polystyrene takeaway food and beverage containers.
  - Single-use plastic shopping bags (previously banned under the now repealed *Plastic Shopping Bags Ban Act 2010*)
- A 12-month exemption was developed for single-use plastic soup spoons and expanded polystyrene gelato tubs to allow sufficient time to identify suitable alternatives.
- The ACT Government provided support to assist business to transition away from banned single-use plastic products ahead of the ban. In April 2021, the National Retail Association conducted face-to-face engagement with 502 ACT businesses. The ACT Government engaged directly with a further 398 businesses across Canberra to discuss the ban.
- Feedback indicates a high level of compliance with the ban. ACT NoWaste identified and contacted a small number of non-compliant businesses to raise awareness that the ban is in place.
- The ACT Government will focus on education to support businesses rather than taking compliance measures. Where enforcement is necessary, the penalty for supplying a prohibited plastic product is \$300 for an individual and \$1,500 for a corporation.

Tranche 2

- From 1 July 2022, it is intended that a second tranche of items will be phased out in the ACT. This may include:
  - single-use plastic straws (with exemptions for those who need them);

- single-use plastic fruit and vegetable “barrier bags”;
  - all plastic products made from degradable plastic; and
  - cotton buds with plastic sticks.
- A 12-week consultation on the proposed Tranche 2 ban of single-use plastic items commenced on 14 October 2021. Submissions closed on 12 January 2022. The responses will be used to inform the development of Tranche 2 bans.
  - The Listening Report from the consultation is now available on the YourSay website. 21 written submissions and 134 survey responses were received through the YourSay Conversations page. An additional 397 emails were sent through the Australian Marine Conservation Society’s campaign form.

### Future items

- Other problematic single-use plastic products such as plastic-lined single-use coffee cups and lids, single-use plastic dinnerware and boutique or heavyweight plastic bags will be given longer-term consideration for phase out.

### **Background**

- Section 42 of the Act requires:
  - the Minister to issue a public notice of a proposed regulation to prescribe an item as a prohibited plastic product. The notice must, among other things, invite public submissions.
  - the Executive to consider any written submissions received and the availability and utility of alternative products to replace the prescribed plastic product.
- The Act has a 12-month temporary exemption from Australia and New Zealand’s mutual recognition laws. [REDACTED]
- Target 5 of the National Waste Policy Action Plan is to phase out problematic and unnecessary plastic by 2025. Under this target, the Commonwealth engaged with jurisdictions on a National Plastics Plan, which was released on 4 March 2021.
- On 15 April 2021, at the Environment Minister’s Meeting, Ministers identified eight ‘problematic and unnecessary’ plastic product types for industry to phase out nationally by 2025 (or sooner in some cases) under the National Waste Policy Action Plan. These are:
  - lightweight plastic bags.
  - plastic products misleadingly termed as ‘degradable’.
  - plastic straws.
  - plastic utensils and stirrers.
  - expanded polystyrene (EPS) consumer food containers (e.g. cups and clamshells).

- EPS consumer goods packaging (loose fill and moulded).
- microbeads in personal health care products.”<sup>1</sup>
- The ACT Government is working with the Australian Packaging Covenant Organisation and the packaging industry to phase out problematic and unnecessary single use plastics packaging nationally through redesign, innovation or alternative delivery methods and implementation of three other packaging recycling targets by 2025:
  - 100 per cent of packaging will be reusable, recyclable, or compostable.
  - 70 per cent of plastic packaging will be recycled or composted.
  - 30 per cent average recycled content will be included across all packaging.

### Disability sector

- In addition to the Plastic Reduction Taskforce, on 17 February 2021, the Minister for Disability conducted a roundtable with the disability sector focusing on straws and identifying any impacts on the disability community that would result from the ban.

### Question on Notice

- On 17 September 2021, MLA Nicole Lawder submitted QON 444, noting that on 10 December 2020 she was informed that businesses would be able to use up remaining stock after the commencement of the ban. Ms Lawder asked you if this was still the case. Ms Lawder submitted an almost identical QON following the 18 October estimates hearings.
- The response to the QON notes that although initially considered, the Act does not provide transitional arrangements for businesses to supply existing stocks of banned items to their customers after July 2021, and that extensive engagement was undertaken with businesses in the lead-up to the ban.

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<sup>1</sup> Environment Minister’s Meeting 1 – Agreed Communique 15 April 2021

**ISSUE: Zero Emissions Buses (Incl Bus Fleet)****Talking Points:**

- As of 1 April 2022, Transport Canberra has an in-service fleet of 456 vehicles (excluding flexible transport vehicles).
- In the 2019-20 ACT Budget process, Transport Canberra received funding for the purchase of 84 buses to replace its ageing and non-DDA compliant fleet under the 'Better buses to support the new bus network' initiative.
- The total funding of \$44.51 million (\$7 million provisioned) is currently profiled over three years ending 2022-23.
- In September 2020, the ACT Government released the Zero-Emission Transition Plan for Transport Canberra (the Plan). The Plan outlines how Transport Canberra will transition its public bus fleet to zero-emissions by 2040, and the key steps to achieving this, including fleet, enabling infrastructure, workforce skills, approaches and complementary policy measures.
- The Plan identifies the need to immediately replace 34 aged Renault buses which are now operating beyond their economic and physical life. These buses are all due to be replaced by December 2022 which will meet the Territory's obligation to become 100% DDA compliant. These buses will be procured via a short-term lease arrangement or similar, rather than an outright purchase.
- The process to procure these buses commenced in June 2021, when TC released three separate Request for Proposals to market. Those activities were seeking responses to procure eight Battery Electric Buses, 26 Diesel Buses, and 34 Battery Electric Buses with off-site charging.
- Tenders for all three procurements closed in July 2021.
- The Evaluation Team has now identified the current preferred suppliers to [REDACTED]  
[REDACTED] This includes two different technology types by two different manufacturers to ensure Transport Canberra can understand how different vehicles perform in the local environment. The twelve battery

electric buses consist of the original eight BEBs, three growth vehicles and one replacement.

- [REDACTED]
- Transport Canberra continues to investigate requirements for the infrastructure to house and charge more electric buses.
- Transport Canberra has engaged in contract to lease a further 26 lower-emissions and accessible diesel buses. The Evaluation Team has confirmed the current preferred supplier as Scania Australia for the lease of these buses.
- By leasing the new lower-emission buses, Transport Canberra can meet the operational needs of the public transport network without purchasing more diesel buses as well as meeting DDA Compliance requirements.
- The Government is committed to procuring 90 BEBs in this current term of government and lease (diesel) buses only to meet peak fleet needs.
- The formal procurement of the 90 BEBs commenced in early 2022. These buses will replace retiring diesel and CNG fleet and will be housed and charged at a combination of the new Woden Depot (operational commencement scheduled for 2023-24) and current depots.
- These fleet purchases will improve accessibility and passenger comfort, increase reliability and lower maintenance costs on the new public transport network. Any leased diesel buses will be the latest and highest standard of low emissions vehicles, Euro VI, in contrast to the Renault buses they replace which do not comply to emissions standards of today.

## Key Information:

- The age of the operational Transport Canberra bus fleet of 456 buses at 1 March 2022 is as follows:

Emission rating	Age (years)	Models	Number in Fleet
Euro VI	0-5	Scania K320UB, Scania K360UA, Hino Poncho	134
Euro V and VI	5-10	Scania K360UA, MAN A69 18.320, Scania K320UB, Scania 360UB	109
Euro III, IV, and V	10-15	MAN A69 18.310 CNG, MAN A69 18.320, Scania 360UB	107
Euro II and Euro III	15-20	Scania L94UB CNG, Irisbus Agoraline	72
n/a	20-25	None.	0
Pre-Euro	25-30 yrs.	Renault PR100.2	34
<b>Total</b>			<b>456</b>

\*excludes those vehicles retained for modification on fleet that would otherwise be in service.

## Current Bus Fleet:

Transport Canberra Statistics (as at 1 March 2022)		
	Number	Percentage
<b>Transport Canberra Operational Fleet</b>	456	
<b>DDA Accessible</b>	421	92.32
<b>Bike Racks</b>	428	93.86
<b>Climate Controlled</b>	421	92.32

- Currently 35 buses operating in the Transport Canberra fleet do not have climate control. These buses are the Renault PR100.2 model with an average age of 29 years.



Transport and City Services

## **ISSUE: PATRONAGE FOR BUSES AND LIGHT RAIL**

### **Talking Points:**

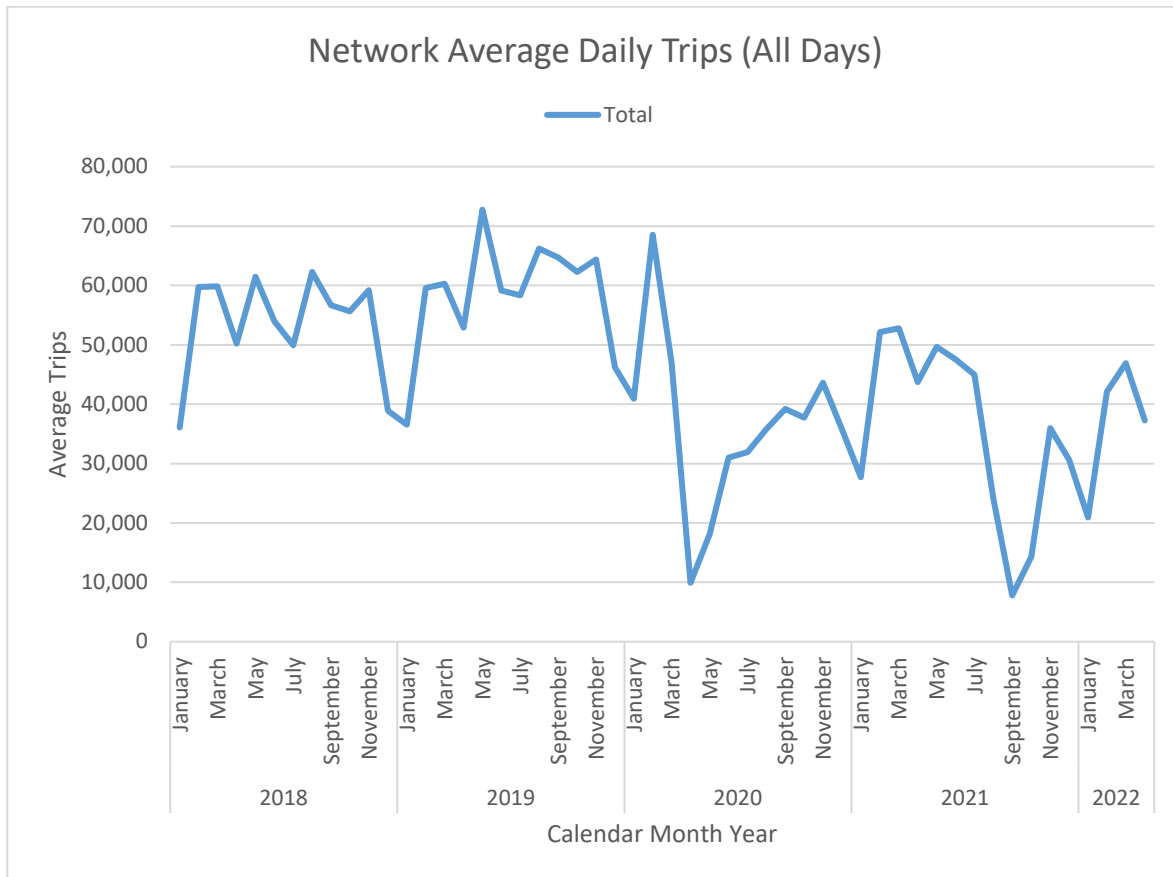
- With the re-emergence of COVID-19 through the Omicron variant and subsequent Government initiation of associated restrictions, Transport Canberra saw a decline in patronage from mid-December 2021.
- Transport Canberra continues to operate a reduced interim bus timetable to maintain a reliable public transport network during Term 2, 2022.
- Whilst patronage has shown recent increases the overall levels compared to pre-COVID-19 remain down by around 39%.

### If asked...how many journeys are being made on public transport?

- During the week ending 27 March 2022, total journeys reached 237,447 – the highest number of journeys this calendar year. This is down 39% from the pre-Covid February 2020 high of 389,388 journeys recorded on the week ending 23 February 2020.
- In comparison, there were 258, 871 public transport journeys for the week ending 8 August 2021, which was the last full week prior to the most recent lockdown.
- The proportion of boardings on buses and light rail is approximately 80% for buses, and 20% on light rail.

Source: NetBi ticketing data.

**Graph 1 - Rolling Patronage All Services 2018 - 2022**



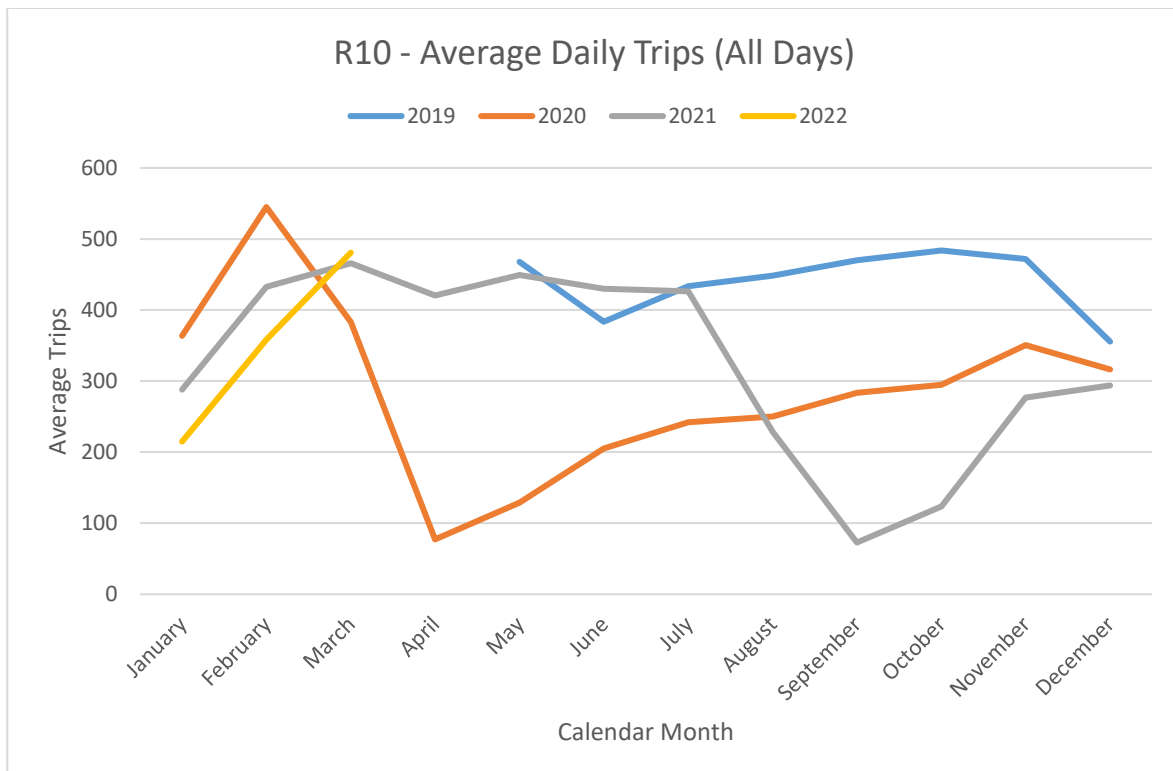
Source: NetBi ticketing data

## R10 Patronage:

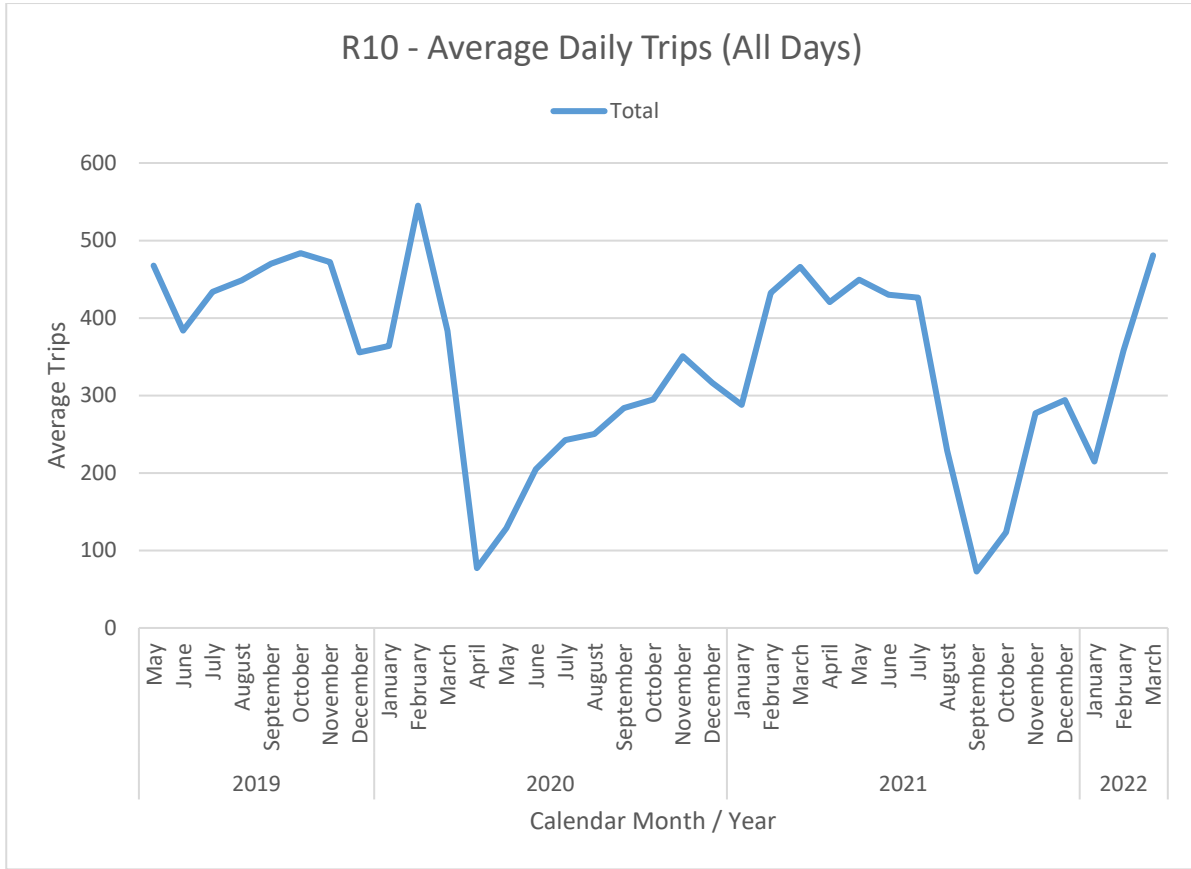
- Rapid services are frequent direct bus and light rail routes that run between town centres and other key destinations.
- Rapid services run at frequencies of at least every 15 minutes between 7am and 7pm on weekdays, and at varying frequencies at other times, depending on routes.
- The Rapid 10 was implemented in 2019 along with the introduction of Network19, which delivered a 'hub and spoke' model to public transport, that over time, will see light rail connecting the city across major routes.
- The Rapid 10 provides services to Denman Prospect, Coombs, and Wright, through to the City Interchange.
- Graph 1 below shows that the services were well utilised on introduction in 2019 and have shown positive patronage growth in early 2020 prior to the onset of COVID-19 impacts.

- Throughout the last half of 2020 and into 2021, patronage has steadily increased as the community regains confidence in using public transport.
- August 2021 registered a patronage decline because of the lockdown on 12 August 2021, due to community transmission of COVID-19 in the community.
- Graph 2 shows that R10 patronage levels in 2021 and 2022 have reached numbers seen in 2019, however, have since declined in August 2021 due to the lockdown.
- Graph 3 shows R47 patronage numbers covering Whitlam post – commencement in January 2022.
- Graph 4 shows the level of increase in patronage (except for August 2021 because of the lockdown) and patronage trends on the R10 are reflective across the entire public transport network in Canberra.

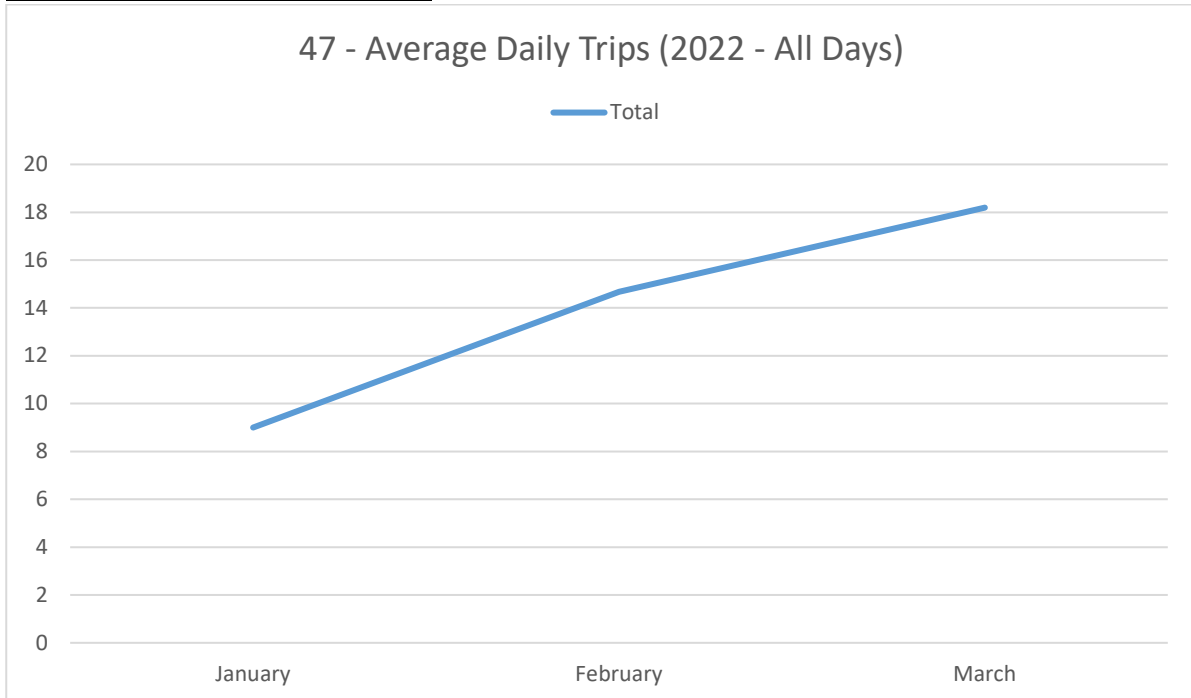
Graph 1 – R10 Average Daily Trips for 2019/2020/2021/2022



**Graph 2 - Rolling Patronage 2019-2022**

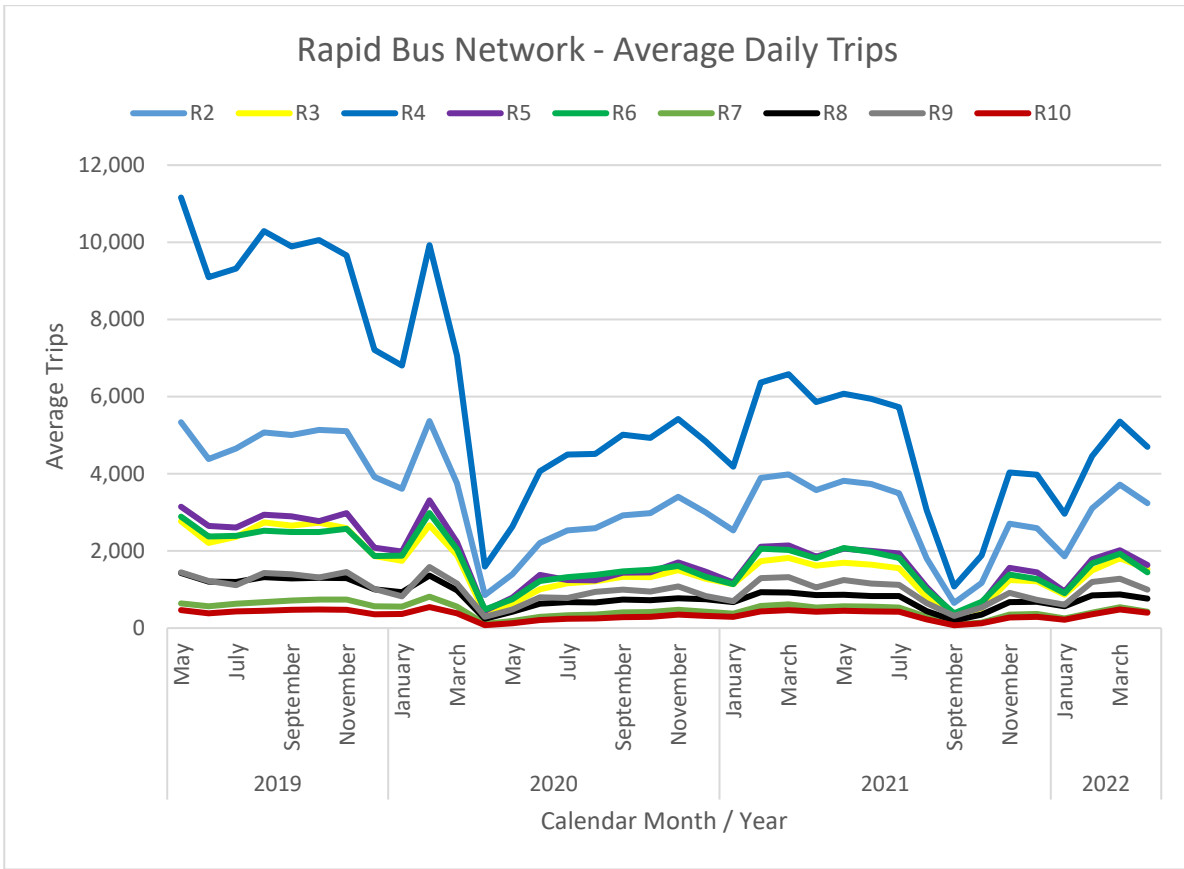


**Graph 3 – R47 Average Daily Trips for 2022**



Source: NetBi ticketing data

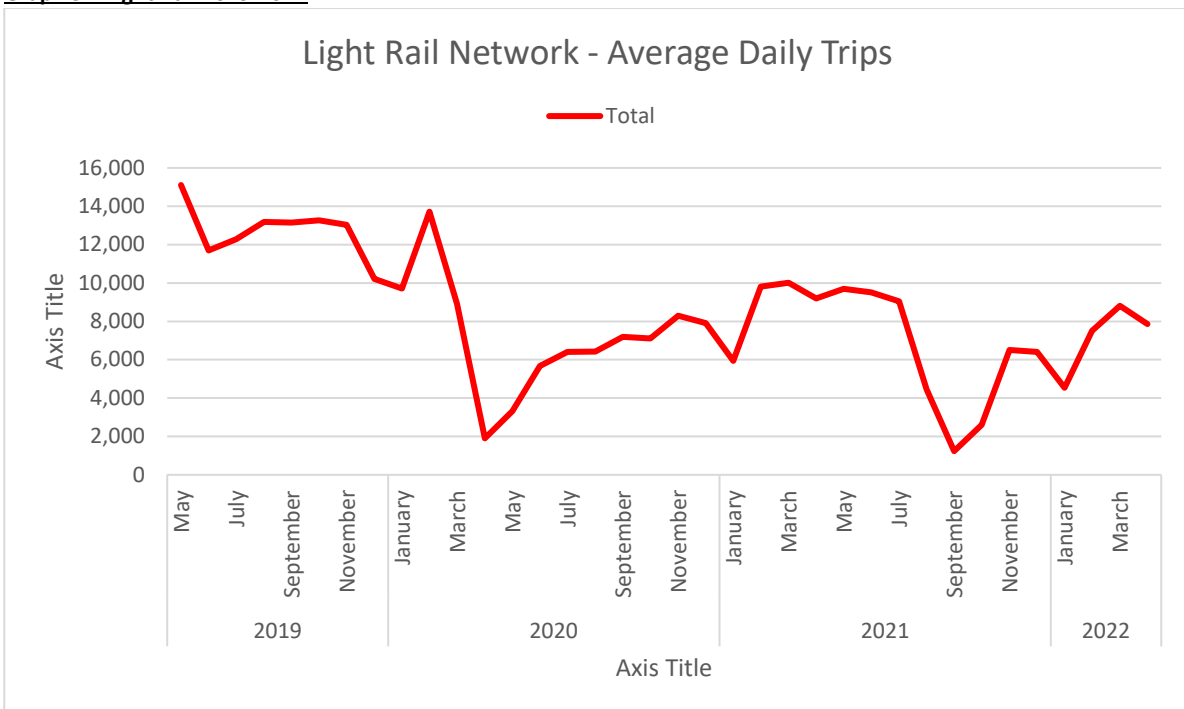
**Graph 4 - All Rapid Routes 2019-2022**



Source: NetBi ticketing data

Note: Rapid 1 is the Light Rail service not included in this chart

**Graph 5 – Light Rail 2019-2022**



## Background

- As a result of the restrictions imposed from 12 August 2021, patronage fell by around 90% when compared with the same period in 2019, however patronage had begun to recover as restrictions were eased and lockdown ended on 15 October 2021 and 29 October 2021.
- With the onset of COVID-19, Canberra saw an overall drop in patronage on buses and light rail as a response to the restrictions and guidelines advised by Government to passengers to ensure they were COVID Safe. Patronage fell dramatically in early April 2020 during the first impact.
- Communications through a number of channels have been used to advise on the use of public transport during this latest pandemic outbreak and lockdown.

**ISSUE: TRANSPORT RECOVERY PLAN****Talking Points:**

- The ACT Transport Recovery Plan (the plan) was launched on 29 April 2021.
- The plan will lead Transport Canberra's efforts to set transport once again on a healthy and sustainable path as we manage the impacts of COVID-19 and transition beyond.
- The plan has been designed around four important objectives with a focus on building a stronger and better transport system in the wake of COVID-19, with public transport and active travel at its centre:
  - Restoring community confidence in public transport as a safe and healthy way to move around Canberra.
  - Driving sustainable public transport usage patterns which reflect different ways of working and rhythms of life in the 'new normal'.
  - Returning patronage to pre-COVID levels by the end of 2021 if expert health advice permits and continue growing patronage in the years ahead.
  - Preparing Canberra's public transport services to play a key role in mitigating traffic disruption associated with upcoming delivery of major ACT Government infrastructure projects in 2022 and beyond.
- The plan also supports our transition to a zero-emission bus network by 2040 and vision of a more connected, sustainable, and vibrant city.
- The plan focuses on harnessing the opportunity to adapt, improve and innovate, so that we can make the most of this period, for the benefit of all Canberrans, now and in the future.
- A key element of the plan will be the internal and external communications activity that will be fully aligning with whole-of-Government communications.
- The timing for transition to implementation of the Recovery Plan, will be in line with ACT Government advice in accordance with factors including levels of community transmission and percentage reached of first and second vaccinations for specific groups of the community.
- In February 2022, Canberra saw a gradual emergence from restrictions put in place following a lockdown commencing August 2021.

- Campaign plans to welcome people back to public transport have been prepared to ensure that at the right time, the activation of the Recovery Plan can be commenced.
- Due to ongoing impacts of COVID-19 on the workforce, Transport Canberra will continue to operate the Interim bus timetable for Term 2, with review of the status of COVID-19 to be ongoing.
- A campaign to encourage people to consider taking public transport will be replaced by a general awareness campaign including transport options, which is planned to commence from mid-May.
- Transport Canberra continues to implement a range of measures to help keep our bus drivers and community safe. These include:
  - cash-free public transport.
  - use of bus rear doors where possible.
  - the closure of bus front seats.
  - keeping passengers informed.



Transport and City Services

## **ISSUE: WEEKEND BUSES/TRANSPORT ACTION PLAN**

### **Talking Points:**

- The ACT Government is continuing to implement the Transport Action Plan to improve the reliability of weekend bus services in Canberra, and particularly to continue to recruit more bus drivers to provide services for our community.
- In accordance with the Transport Action Plan, the Government plans to continue to progressively increase the frequency of local bus services as there is capacity to do so without affecting the reliability of services for Canberrans using public transport on weekends.
- The first such increase was in October 2020, when the frequency of all local bus services on a Saturday morning across Canberra was increased to hourly or better from around 6am to 12pm. This change added an extra 236 services to the Saturday timetable.
- Transport Canberra regularly recruits, and trains new drivers as required to ensure reliability of these services and to meet natural attrition.
- Transport Canberra expects to further increase the frequency of local bus services on Saturday afternoons in the first half of 2023, in line with a planned bus network update.
- This approach reflects what we heard from public transport users last year, that the reliability of services was the most important thing to them.
- The ACT Government remains committed to delivering the actions set out in the Transport Action Plan, to ensure that Canberrans have access to frequent and reliable public transport on weekends and, at the appropriate time, encourage more Canberrans to use our city's bus and light rail services.
- Reliability of weekend services was tracking above the 99.5% target since the October increase prior to the beginning of 2022, when COVID-19 and the availability of drivers to opt to cover weekend shifts has seen some weekends where there has been a drop in reliability. The impacts of COVID-19 on recruitment drivers have also contributed to the ability to maintain

driver numbers. Actions are in place to address this through adjustments made to the training program.

- Transport Canberra is currently experiencing a high usage of leave throughout the workforce in addition to an average of 35 operational staff being unavailable due to COVID-19 leave.
- Term 2 continues to operate with an interim network that will assist in providing weekday and weekend reliability.
- Listed in the tables below are the numbers in regard to COVID cases affecting driver availability and also the breakdown of applications received in the recent driver recruitment round.

### **COVID-19 cases at 2 May 2022**

Division	Isolation	Positive	Total
Tuggeranong	3	2	5
Belconnen	11	4	15
Workshop	3	3	6
Training & Recruitment	0	1	1
SNT	0	2	2
	<b>17</b>	<b>12</b>	<b>29</b>

\*Note that the total number of 29 is the impact on drivers due to the cover required for other roles

### **Recruitment statistics**

Applications	
Part Time Only	98
Casual Only	84
Both	44
Total	226

Diversity	
Male	199
Female	27
Disability	2
LGBTIQ	9
Indigenous	2
Defence	6

**ISSUE: Public Transport - New Suburbs****Talking Points:**

- Transport Canberra is committed to investing in our public transport network to meet population growth, provide choice and encourage sustainable travel patterns.
- As outlined in the 2020 Transport Strategy, the coordination of land release and providing quality public transport and active travel is critical to the success of new suburbs.
- Transport Canberra operates an optimised and integrated network to ensure bus resources are maximised. Serving new suburbs will often require additional buses to deliver the new growth that cannot be resourced by existing fleet.
- Transport Canberra continues to plan future network needs in accordance with our network framework and service principles.
- The 2020 Transport Strategy, Territory Plan, Light Rail Network Plan and Planning Strategy all outline the structure of our public transport network with high frequency rapid corridors linking Canberra's main activity centres. This includes services that link the future stages of the Molonglo District with surrounding employment and activity centres.
- The rapid public transport corridors are supported by a comprehensive network of local feeder services making it easy to navigate to a destination. This core network of rapid services is supported by feeder and local bus services that connect customers from their home to local services and rapid corridors.
- The Molonglo district is serviced by two rapid services, the 'Rapid 7' and the 'Rapid 10'. These provide direct access from Denman Prospect, Coombs, and Wright to the City via Adelaide Avenue. These services have been well patronised since their introduction in 2019.
- In the future, Transport Canberra expects the 'Rapid 10' service will extend north to Belconnen providing greater choice and flexibility for the Molonglo residents. This aligns with our strategic planning frameworks and reflects the changes to our network first introduced in the 2012 Transport for Canberra plan, based on the work of Jarrett Walker around Human Transit.
- Planning for this extension and the broader fleet and infrastructure needs is currently underway. This planning will support the built environment connections and align with

our public transport hierarchy of rapid, local and feeder services. The future Molonglo River Bridge will be critical to enabling the expansion of these services in the north.

- The exact alignment and timing of this extension will be determined by fleet capacity, land use development, the construction of the Molonglo River bridge and the ultimate design of Molonglo Stage 3.
- Select Rapid bus corridors will be converted to light rail in accordance with the Light Rail Network Plan, as demand increases. Future light rail has already been considered in the design of our road infrastructure in the Molonglo district and our investment in the bus network will ensure we can transition to light rail in the long-term future.
- In the future, as the Molonglo Road network expands, Transport Canberra will continue to expand its planning and services in accordance with its service and design principles to form a connected network across the integrated transport system.
- Notably, from 31 January 2022, Transport Canberra began operating a new bus route through the developing suburb of Whitlam. The route 47 operates hourly initially during the weekdays and link to Belconnen and Denman Prospect, as well as servicing the Evelyn Scott School. Bus stops have been provided within Whitlam along Sculthorpe Avenue and on John Gorton Drive adjacent to the suburb.
- Transport Canberra uses new and existing data collection techniques to continually assess and optimise our services. We will continue to invest in, expand and grow our network in accordance with the core service principles, while still allowing flexibility to adjust our systems in response to continuous data collection, analysis, and review.
- Transport Canberra received \$1.8m in funding to purchase three new buses for services to Whitlam, including funding for operating costs including bus drivers for 2021-22 and 2022-23.
- These additional buses will be supplied via the current process to procure 34 replacement buses. By varying the contract arrangement, additional buses are able to be leased to increase the overall fleet numbers.

## Disruption Taskforce

- I have established a Disruption Taskforce – bringing together expertise from across the ACT Government in road and public transport network planning, behaviour change, community engagement and communications to plan for the multi-year build.
- The focus of the Taskforce is on minimising disruption and supporting commuters and businesses by identifying opportunities for:
  - infrastructure improvements to support traffic flow – such as intersection and road improvements.
  - managing network demand – such as, by encouraging shift in routes and travel times to spread peak congestion.
  - providing alternate transport options – such as, by strengthening public transport and active travel options.

## Interventions

- The National Capital Authority (NCA) provided works approval for the RLC project. Procurement for the project has commenced and works are expected to get underway later this year. The most disruptive construction work is likely to begin in 2023 with the removal of the Commonwealth Avenue overpasses over London Circuit.
- A range of interventions have been identified by the Disruption Taskforce and are currently being progressed ahead of the disruption.

## Coranderrk Street / Parkes Way Signals

- One of the first physical interventions identified by the Disruption Taskforce is to upgrade the intersection of Coranderrk Street and Parkes Way.
- The 2021-22 ACT Budget provides \$4 million for traffic lights to control the right turn into Coranderrk Street. Controlling this right-turn will create increased opportunities for traffic on the eastbound approach to enter the roundabout.
- One of the existing pinch points on the road network is at the intersection of Parkes Way and Coranderrk Street. An existing issue at this intersection is the dominant right turn into Coranderrk Street from Parkes Way (westbound – Airport to City).

- This intersection will be further disrupted as a result of more traffic on Parkes Way during construction of light rail to Woden.
- During the disruption period, it is estimated the signals will allow an additional 250 vehicles travelling eastbound to use this intersection per hour in the morning peak period – equating to an increase of approximately 20 per cent from 1,350 to 1,600 vehicles per hour.
- Traffic analysis shows during the height of the morning peak, journey time delays during the disruption period will potentially be alleviated by the installation of these traffic lights.
- In addition, the traffic lights will provide the opportunity to monitor the intersection in real-time from our Traffic Management Centre allowing TCCS to adjust the timing of the traffic lights depending on vehicle volumes at the intersection.
- The installation of traffic lights on the Parkes Way roundabout at Coranderrk Street has now been approved by the NCA. Works are expected to commence by mid-year. Main works will be undertaken outside peak times to minimise disruption.

### Vernon Circle (north)

- Temporary traffic lights at the northern side of Vernon Circle will also be installed during the RLC construction. This will allow safe right-turn movements onto Constitution Avenue and London Circuit for buses and other vehicles heading northbound. This works have also been approved by the NCA and will be undertaken before the main RLC works commence.

### Intellegent Transport System

- We will install intelligent transport monitoring technology in strategic locations across central Canberra where disruption and congestion are likely. This will include new intersection cameras and Bluetooth sensors capable of feeding traffic insights back to the central Traffic Operations Centre at Fyshwick.
- Data from these devices will be used to provide up-to-date information about journey times and potential disruption through wireless variable message signage on our roads, via radio and social media. Active monitoring of the

network will also mean a faster response to accidents or issues before they cause major congestion.

- Providing reliable information in real time will mean commuters can make informed choices before or during their trip. This might mean choosing a different route, traveling at a different time or jumping on public transport.

## Park and Ride

- The Government is also investing in a new park and ride facility at Beasley St Mawson to help more people on the southside easily connect with public transport and avoid congestion.
- 70 existing car parks will be converted to park and ride spaces, and construction is now underway on a new footpath link to the Rapid routes on Athllon Drive, with lighting being installed to improve safety.

## Other Interventions

- The Disruption Taskforce continues to progress other interventions to manage disruption and encourage greater uptake of alternatives like public transport and active travel to help relieve road congestion. I'll provide more details on these initiatives when there are developed.

- 

## **Background Information**

### Disruption Taskforce and Traffic Impacts Map (July 2021)

- In July 2021, you released a map showing possible traffic impacts during construction of light rail to Woden. This map was based on analysis by TCCS of a “worst-case” scenario which assumed concurrent delivery of multiple projects – Raising of London Circuit (RLC), Light Rail Stage 2A and Commonwealth Avenue Bridge strengthening (a National Capital Authority project).
- This analysis reinforced the need for robust disruption management frameworks including the Disruption Taskforce.

### Use of ACT transport models to assist the Disruption Taskforce

- One of the key objectives of the Taskforce is to fully understand the impacts of planned works and who will be most affected.

- The Canberra Strategic Transport Model (CSTM) and City and Inner North Reference Model (CINRM) will be used for this purpose.
- The CSTM is the overarching strategic transport model of Canberra. The primary function of the CSTM is to create transport demand forecasts and its basic outputs include volume-capacity (congestion) plots, plots showing forecast AM and PM peak volumes of car traffic, public transport passenger volumes and bicycle volumes in various model years, and origin-destination matrices by trip purposes and mode.
- The CSTM will be used by the Taskforce to assess the existing high-level traffic conditions along Commonwealth Avenue Bridge and confirm the areas of Canberra which will be most impacted during the construction.
- The CINRM will be used to assess existing road network conditions and construction impacts in more detail, including travel time, vehicle flows and queues over short time intervals. This will then assist in identifying key bottle necks, developing intervention options, and testing them.



## **ISSUE: Shared Micromobility**

### **Talking Points:**

- Micromobility services provide flexible transport options, on their own or in combination with public transport, as an alternative to the car. The vision of the ACT Transport Strategy 2020 includes the facilitation of new forms of mobility such as shared, dockless bikes and e-scooters.
- About half of the trips we make are around 5km or less. Shared bikes and e-scooters are ideal for these short trips and Canberrans are embracing e-scooters to meet this need using both privately owned devices and the shared schemes.
- Canberra's micromobility services currently include 200 bikes and 1500 scooters.
- On 23 October 2021, the ACT Government released the report of an independent review of the first six months of e-scooter services, undertaken by Curijo Pty Ltd. Curijo identified strong community support for the services, making 16 high-level recommendations to enhance transport outcomes; improve road safety and protect public spaces; strengthen operations to enhance compliance and enforcement; and lastly, inform future expansion.
- The ACT Government released its response to the report at the same time, outlining its ambition to further integrate services with public transport and promote sustainable travel. The ACT Government plans to explore a phased expansion to other areas of Canberra by the end of 2022, commencing with the connect of two existing operating zones of Belconnen and central Canberra, then expanding to Gungahlin and Woden and then on to Tuggeranong, Weston Creek and Molonglo.
- On Monday 4 April, I announced that the link between Belconnen operating area had been expanded to connect with the Central Canberra operating area. This will also allow people to access popular destinations including the AIS, Bruce CIT, GIO Stadium and residential and business areas in Bruce and Fern Hill.. A minimum of 200 devices will be deployed in the Bruce/ Belconnen area to test demand. The recent Matilda's v New Zealand match at GIO saw solid demand following the match with all e-scooters disappearing with the first wave of people leaving the stadium.

- Planning for the broader expansion into new regions will take a bit longer so that we can consider the specific needs of those regions and then look at the system as a whole.
- The ACT Government also sees the maturation of e-scooter services as providing an additional choice to people who want flexible transport options for short trips, either on their own or to make Rapid services more attractive, particularly during the upcoming disruption associated with the construction of major infrastructure projects in the city centre.
- The review identified that some Canberrans also hold safety concerns. The ACT Government will continue its focus on safety with refinements to the services. These include a new 'three strikes' rule for users where multiple acts of non-compliance could lead to cancellation of accounts.
- With the recent passage of amendments to road transport legislation, the ACT Government is supporting the community and policing responses to address unsafe behaviours.
- In the expansion, we will also explore how geofencing and other measures can be used collaboratively with operators to encourage safer, more pro-social behaviours by users.
- Geofencing technology helps operators to manage where the devices can and cannot be ridden and parked. There are a couple of high pedestrian 'go-slow' areas where e-scooters are programmed to be ridden no faster than 15km/hr. The light rail corridor is another go slow area where they must not be ridden faster than 10km/hr when using designated crossings.
- The ACT Government will work with local communities to ensure that expansion proposals respond to local trip-making needs and safety concerns; and with e-scooter operators to ensure that services are connected and viable.
- As part of its ongoing education campaign, the ACT Government has released several videos to educate users about safe and considerate riding and parking behaviours. These were included in a whole of ACT Government safety campaign over the 2021/22 summer break.

- The message remains that people riding scooters (and bikes) must observe the rules and are encouraged to exercise judgement and ride to the prevailing conditions – crowds, weather, or other people using the paths. Friends also need to look out for each other, for their safety and the safety of others.
- It is up to all of us, as a community, to use the paths with care and consideration for others, particularly the more vulnerable.
- Between 1 September 2020 and 31 March 2022:
  - Canberrans have taken over 1.8million e-scooter rides using shared schemes, with a median around 3,000 trips a day.
  - The median trip distance using shared schemes is a bit under 1km and the median trip time is just over 7.5 minutes.
  - Up to 331 admissions were recorded by the Canberra’s hospital services.
  - To the end of June 2021, 32 accidents involving e-scooters were recorded in the ACT Crash Database of which five involved injury.
  - The ACT Government received 60 complaints and enquiries to the end of June 2021 and two complaints in the next eight months. There are many factors that could explain this (seasonal use, COVID, the 3-strikes rule), however complaints dropped off dramatically since the commencement of the program and have not returned with the increased use this spring and summer suggesting that Canberrans are becoming used to seeing e-scooters in the public realm. All land use issues have been resolved within required timeframes.
  - ACT Policing advise there have been 166 traffic infringement notices (TINs) and 46 cautions issued. More detailed requests should be directed to the Minister for Policing.
- It is important to note that data for hospital admissions, crashes and traffic infringements do not separate incidents involving shared e-scooters and privately owned ones. Hospital admissions data also includes other devices such as mobility aids, rollerblades and skateboards.
- The ACT Government is taking an evidence-based approach to monitoring the schemes to assist in transport planning and land management and the datasets will be made available on the ACT Government Open Data Portal.

## Background

### *Amendments to the road rules*

- On 5 April 2022, the *Road Transport Legislation Amendment Bill 2021 (No 2)* was passed by the Legislative Assembly. It introduced two new provisions that apply to personal mobility devices (PMDs) (including e-scooters):
  - introducing an offence for a person to travel in or on a PMD unless the person has proper control of the PMD.
  - providing police officers with the power to direct a person to get off, or not get on, a PMD if the police officer believes on reasonable grounds that the person is under the influence of alcohol or a drug.
- The amendments mean ACT Policing is better placed to address negligent driving and improper use of other transport modes (e.g. e-scooters) to make our road network safer for everyone.

### *Rider rules*

- The same rules apply to people riding e-scooters as bikes with some novel rules for e-scooters:
  - they must slow down to 15km/hr on footpaths and travel no faster than 25km/hr on shared paths
  - they may not ride on the road unless there is no path, or it is otherwise impractical to use the path
  - only one rider may ride the device at a time.

### *Community survey*

- In April 2021, a community survey was run through the ACT Government's online insights panel. The purpose was to gain a better understanding of how e-scooters are being used and to gauge community sentiment towards them. The results of the survey were considered in the independent review.
- The e-scooter scheme survey was undertaken through the ACT Government's Your Say Panel and was completed by 1,907 people. The results show a high level of support for the shared e-scooter scheme in Canberra and 27% of people report having used it.
- Key findings of the e-scooter survey:
  - two-thirds of the community (65%) support the e-scooter scheme with 16% neither supporting or opposing it and 18% opposing it.
  - 63 per cent of people feel the scheme should also extend into other areas of Canberra. Preferred areas for expansion were broadly similar across regions of Canberra and strongly related to the area in which people live – reflecting the desire by many people in the community for alternate transport options.
  - most people are using e-scooters for recreation and fun (84%), followed by getting to and from work (31%), going to the shops (25%) and getting to public transport (22%).

- Other results include:
  - 16- to 34-year-olds are most likely to use the scheme (48%) compared to 35–54-year-olds (24%) and 55+ year olds (7%).
  - 36% of people made a purchase at a shop or hospitality venue shortly before the trip and 52% of people made a purchase shortly after the trip.
  - 95% of people found it easy to find an e-scooter.
  - most usage of the scheme is occasional in nature with 6% reporting using it a few times a week, 4% using it weekly and 24% using it a few times a month.
  - 18% of people report they might consider getting an e-scooter in the next 12 months, while 27% of people might consider getting an e-bike.
- The survey found some members of the community feel unsafe around e-scooters or that e-scooters are not being used in a safe manner.

### **ISSUE: Transport Strategy**

#### **Talking Points:**

- The ACT Transport Strategy 2020 (the Strategy) was launched on 26 August 2020. The Strategy focuses on managing road congestion and reducing vehicle greenhouse gas emissions, as well as providing flexible, reliable and sustainable ways for Canberrans to move around our city.
- The vision of the Strategy is for a world class transport system that supports a compact, sustainable and vibrant city. That means prioritising a well-connected public transport network, high quality walking and cycling infrastructure, and connecting people to local and regional centres.
- The Strategy sets out the Government's approach to achieving this vision and provides a framework for planning and investment in transport for the next 20 years. It replaces the previous transport strategy, Transport for Canberra 2012-31, by building upon and updating its objectives.
- As a result of the COVID-19 pandemic the community may be reluctant to use public transport and we face the possibility of increased congestion and emissions in the longer term if more people begin to rely on cars. The Strategy outlines how the ACT can harness the opportunity of the pandemic to permanently grow the number of people walking and riding in the community beyond COVID-19.
- The Transport Recovery Plan, developed under the Transport Strategy, outlines a number of initiatives to get more Canberrans on buses and light rail including:
  - A focus on hygiene and safety.
  - Cashless and contactless transactions.
  - An integrated transport system.
  - Improvements to network design and frequency of services.
  - Engaging with the community.
- TCCS recognises the critical relationship between transport, land use, planning and climate change and has established governance arrangements that enable collaboration, oversight and accountability. Working collaboratively will ensure

any new and emerging opportunities are harnessed to contribute further to the strategic vision of the Strategy.

- The Strategy commits to a number of new decision-making tools and plans that are critical to shift the way the ACT prioritises, plans, and delivers the transport task in the future. The development of new decision-making tools and plans is organised into an implementation program.
- Implementation of the Transport Strategy aims to provide mechanisms to operationalise the transport task. Due to the multifaceted nature of the Strategy, its implementation requires careful consideration of complexities involved and will comprise of a combination of:
  - Delivery of key decision-making tools and plans.
  - Changes to the way we plan, prioritise and deliver infrastructure.
  - A transformation in how the ACT makes investment decisions and prioritises transport projects.
- Work is underway on an initial tranche of deliverables:
  - Movement and Place Decision-Making Tool (mid-2022 completion) – A tool to support practitioners in applying Movement and Place consistently and in line with the objectives of the Strategy. The Movement and Place concept balances the dual function of streets, which is moving people and goods and enhancing the places they connect and pass through.
  - Transport Strategic Investment Tool (mid-2022 completion) – Adopting a balanced and strategic investment tool in line with this strategy’s vision and future transport needs. It will provide a way to identify, assess and prioritise transport initiatives.
  - Multimodal Network Plan (end of 2022 completion) – A tool to ensure that transport projects and policies align with the Transport Strategy’s vision and aims to deliver a comprehensive network plan to be used as guidance in the development of land use, modal shift, more detailed Corridor and Route Plans. It includes a clear vision of how all modes of transport should be performing in an integrated way in the future. A consultant has been engaged to deliver the Multimodal Network Plan.
  - Customer Strategy – A strategy to provide a roadmap to keep ACT’s transport services relevant, engaging, and efficient in today's rapidly

evolving, customer-led world. It will help TC deliver a distinct and consistent customer value proposition that nudges Canberrans to solve their transport need through public or active transport rather than private car.

- Other plans and initiatives that will form part of the Transport Strategy implementation program include:
  - A Planning package including the Light Rail Network Plan, Park and Ride Plan and a Safe Systems decision-making tool.
  - An ACT Active Travel Plan (end of 2022 completion).
    - Community consultation will occur in mid-2022.
    - The Plan will be considered by Cabinet in late 2022.
  - A set of operational plans and guidance such as updating the Municipal Infrastructure Standards and Network Operating Strategy and Plan.
- The Strategy's success will be monitored and evaluated through the ongoing collection of data, for example through the Household Travel Survey, ACT greenhouse gas emissions inventory, bike barometer data, and data on transport movements.



**Talking Points:****ISSUE: Dangerous Driving Penalties**

- The ACT Government is committed to the realisation of Vision Zero – zero deaths or serious injuries on our roads.
- Dangerous driving as a road safety concept covers a broad range of behaviours. Many of these are prohibited under the Territory’s road transport legislation and other Territory legislation.
- Serious offences for driving that result in harm to another person include negligent driving, furious, reckless or dangerous driving as well as menacing driving.
- On 23 March 2022, the *Road Transport Legislation Amendment Bill 2021* (Bill) was passed by the Legislative Assembly. The Bill enhanced the existing road transport framework by addressing dangerous driving and other unsafe behaviours on our road network.
- On 5 April 2022, the Legislative Assembly also passed the Road Transport Legislation Amendment Bill 2021 (No 2) which made further amendments to the road transport legislation to improve road safety and prevent unsafe behaviours from occurring on other certain transport modes, including e-scooters.
- The ACT Government will continue to prioritise Vision Zero. The ACT Road Safety Action Plan 2020-2023 includes a range of measures aimed at saving lives and reducing injuries.
- This includes a commitment to review the road transport penalties framework to ensure that the penalties in our legislation are commensurate with the road safety risk associated with the unsafe behaviour and to support changes in driver behaviour.
- The ACT Road Strategy 2020-25 is another arm of this Government’s commitment. A key goal of the strategy is to strengthen collaboration across Government and with stakeholders to improve road safety in the ACT.
- Transport Canberra and City Services will continue to work with a range of agencies, particularly ACT Policing, on the collective goal of achieving Vision Zero within the ACT.

## Background

### Existing legislative framework

- The *Road Transport (Safety and Traffic Management) Act 1999* contains key provisions relating to dangerous driving with maximum penalties ranging from 20 penalty units or a \$393 infringement notice penalty for negligent driving of a motor vehicle in any other case to 500 penalty units and an imprisonment term of 5 years for aggravated furious, reckless or dangerous driving of a motor vehicle.
- The *Crimes Act 1900* (ACT) also contains dangerous driving offences:
  - Section 29(2) - Culpable driving is the most serious traffic offence and involves driving a motor vehicle negligently or while under the influence of alcohol, or a drug, to such an extent as to be incapable of having proper control of the vehicle. The offence is punishable by a maximum imprisonment term of 14 years if the offence causes death, or 16 years for an aggravated offence.
  - Section 29(4) - Culpable driving causing grievous bodily harm is punishable by a maximum imprisonment term of 10 years, or 12 years for an aggravated offence.
  - Section 29A - Driving a motor vehicle at police is punishable by imprisonment for 15 years.

## Vulnerable Road Users

### ACT Road Safety Action Plan 2020-23

- Specific actions for Vulnerable Road Users included in the *ACT Road Safety Action Plan 2020-2023* are:
  - Expand minimum passing signage on the road network to remind road users of the conditions in relevant speed zones for passing a cyclist.
  - Design new areas of Canberra, and infill developments, to encourage and protect active travel users.
  - Review and implement reforms to the licensing requirements for motorcycle riders, in particular, learner and provisional motorcycle riders, to reduce road trauma in this vulnerable road user group.
  - Promote safe driving among older drivers and assist them to retain an independent licence where suitable and assist older drivers to identify alternative transport options when independent driving is no longer safe.
- The ACT has introduced a number of significant reforms and initiatives aimed at vulnerable road users:
  - a driver competency relating to vulnerable road users was introduced into the Road Rules Knowledge Test as well as into the assessment standards for suitability to obtain a provisional licence. This means that prior to obtaining a learner licence a person must prove awareness of vulnerable road users and prior to being issued with a provisional licence undertake a practical demonstration of skills and recognition to mitigate and avoid risk and harm to any vulnerable road users.
  - minimum passing distance requirements for drivers overtaking cyclists.

- a new optional vulnerable road user program for learner drivers which is focused on safely sharing the road with cyclists, motorcyclists and pedestrians. Completing this program will provide participants with 10 of their required driving hours for eligibility for a provisional licence.
- reduced speed limits in town centres.
- expansion of the Share the Road campaign to include specific messaging to educate the community on their obligations as and around vulnerable road users.