ACT Government
City and Environment

FREEDOM OF INFORMATION COVERSHEET

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

FOI reference: FOI 25-090

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	Not applicable
7. Processing time (in working days)	90 days
8. Decision made by Ombudsman	Not applicable
9. Additional information identified by Ombudsman	Not applicable
10. Decision made by ACAT	Not applicable

11. Additional information identified by ACAT	Not applicable

From: TCCS_FreedomOfInformation
To: CMTEDD FOI
Subject: RE: CMTEDDFOI 2025-167 - Freedom of Information request - Transfer request to TCCS
Date: Thursday, 22 May 2025 11:40:00 AM

Apologies team, We accept full transfer

Yours sincerely,

Toma Ahmed | Administrative Service Officer
Phone: 02 6207 9953 | Email: TCCS.FOI@act.gov.au
Information Access | Procurement, Legal and Information Access | Transport Canberra and City Services Directorate | ACT Government
480 Northbourne Avenue, Dickson 2602 | GPO Box 158 Canberra ACT 2601 | www.act.gov.au

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From: TCCS_FreedomOfInformation
Sent: Thursday, 22 May 2025 11:38 AM
To: CMTEDD FOI <CMTEDDFOI@act.gov.au>
Subject: RE: CMTEDDFOI 2025-167 - Freedom of Information request - Transfer request to TCCS

Good morning team ,

TCCS accepts partial transfer as of today .

Yours sincerely,

Toma Ahmed | Administrative Service Officer
Phone: 02 6207 9953 | Email: TCCS.FOI@act.gov.au
Information Access | Procurement, Legal and Information Access | Transport Canberra and City Services Directorate | ACT Government
480 Northbourne Avenue, Dickson 2602 | GPO Box 158 Canberra ACT 2601 | www.act.gov.au

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From: CMTEDD FOI <CMTEDDFOI@act.gov.au>
Sent: Monday, 19 May 2025 11:54 AM
To: TCCS_FreedomOfInformation <TCCS.FOI@act.gov.au>
Cc: CMTEDD FOI <CMTEDDFOI@act.gov.au>
Subject: CMTEDDFOI 2025-167 - Freedom of Information request - Transfer request to TCCS

OFFICIAL

Good morning team

Can you please advise if TCCS accepts full transfer of this one.

Thanks
Emma

Emma Hotham (she/her) | Director, Freedom of Information

Phone: 02 6207 0811 | emma.hotham@act.gov.au
Chief Minister, Treasury and Economic Development Directorate | **ACT Government**
Level 1, 220 London Circuit, Canberra City | GPO Box 158 Canberra ACT 2601 | www.act.gov.au

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From: no-reply@act.gov.au <no-reply@act.gov.au>
Sent: Saturday, 10 May 2025 10:22 AM
To: CMTEDD FOI <CMTEDDFOI@act.gov.au>
Subject: CMTEDDFOI 2025-167 - Freedom of Information request

Please find online enquiry details below. Please ensure this enquiry is responded to within fourteen working days.

Your details

All fields are optional, however an email address OR full postal address must be provided for us to process your request. An email address and telephone contact number will assist us to contact you quickly if we need to discuss your request.

Title:	[redacted]
First Name:	[redacted]
Last Name:	[redacted]
Business/Organisation:	
Address:	[redacted]
Suburb:	[redacted]
Postcode:	[redacted]
State/Territory:	[redacted]
Phone/mobile:	[redacted]
Email address:	[redacted]

Request for information

(Please provide as much detail as possible, for example subject matter and relevant dates, and also provide details of documents that you are not interested in.)

Under the Freedom of Information Act 2016 I want to access the following document/s	All documents, reports, assessments, meeting minutes and briefings (including attachments) created or received relating to the decision to install the new traffic light at the intersection of Limestone Avenue/Remembrance Driveway and Ijong St/Angas St in Braddon/Ainslie, including any traffic studies, cost-benefit analyses, impact assessments,

(*required field):	or modelling undertaken or considered regarding traffic flow, congestion, or public safety.
I do not want to access the following documents in relation to my request::	Duplicate copies of documents, routine administrative emails that do not contain substantive content, or documents that are publicly available (e.g., published on the website).

Thank you.
Freedom of Information Coordinator

ACT Government
City and Environment

[redacted]

Dear [redacted]

Freedom of Information Request - Reference 25-090

I refer to your application for access to government information received by the former Transport Canberra and City Services Directorate (TCCS) on 22 May 2025. You are seeking access to the following government information under the *Freedom of Information Act 2016* (FOI Act):

> *All documents, reports, assessments, meeting minutes and briefings (including attachments) created or received relating to the decision to install the new traffic light at the intersection of Limestone Avenue/Remembrance Driveway and Ijong St/Angas St in Braddon/Ainslie, including any traffic studies, cost-benefit analyses, impact assessments, or modelling undertaken or considered regarding traffic flow, congestion, or public safety.*

I note that you are not seeking any duplicate copies of documents, routine administrative emails that do not contain substantive content, or documents that are publicly available (e.g., published on the website).

Timeframes
In accordance with section 40 of the Act, a decision on your access application was originally due on 3 July 2025. I note that you were agreeable to an extension until 24 July 2025.

As this matter required third party consultation, the decision due date was extended by 15 working days, in accordance with section 40 (2) of the Act. Therefore, a decision is due by 14 August 2025.

Authority
On 1 July 2025, TCCS was abolished and replaced by the City and Environment Directorate (CED). CED brings together a range of services previously provided by Access Canberra, the Environment, Planning and Sustainable Development Directorate (EPSDD), TCCS and the Better Regulation Taskforce.

Section 101 of the FOI Act provides that an access application made to an abolished agency is taken to have been made to the agency that acquired the abolished agency's functions. Therefore, a decision has been made on your application by CED.

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

Decision on access
As your application was received and searches undertaken prior to the establishment of CED, records retrieved relate to records held by the TCCS administrative unit as it was at the time the searches were undertaken. Due to the nature of your application, records will not be held by any of the other business units within CED. The searches identified a total of four records as relevant to your request.

Upon reviewing the information identified in the records, I have found that some of the information within these documents is, on balance, contrary to the public interest to disclose. I have decided to provide you with partial access to all four records.

Additionally, information that is considered out of scope of your application has been redacted. This information relates to projects at other locations.

My decision is detailed further in the following statement of reasons. I have included a schedule of the documents at Attachment A. The documents are enclosed at Attachment B with deletions applied to information which is contrary to the public interest to disclose.

Statement of Reasons

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

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

The FOI Act has a pro disclosure bias, which requires information to be disclosed unless doing so would be contrary to the public interest. As an Information Officer, I must decide where, on balance, public interest lies in the disclosure of government information. Section 17 (1) of the FOI Act sets out the steps for completing the public interest test. As part of this process, I must identify all relevant factors in schedule 1 of the FOI Act. If no factor in schedule 1 is found relevant, I must then consider the factors listed in schedule 2 of the FOI Act and determine, on balance, where the public interest lies.

Schedule 1

- No relevant factors identified.

Public interest test (Schedule 2)

Factors favouring disclosure (Schedule 2.1)

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

Factors favouring non-disclosure (Schedule 2.2)

- Section 2.2 (a)(ii) – prejudice the protection of an individual's right to privacy or any other right under the *Human Rights Act 2004.*

In reviewing the information within scope of your application, I have identified information that is likely to provide background or contextual information about the project. I have placed significant weight on this factor. The pro-disclosure bias requires the arguments on each side of the public interest test to be weighed.

For ease of reference pages 32 to 35 of the Feasibility report is of direct relevance to your request. The original concept did not have the route running down Angas and over Limestone, so the signals are not specifically discussed in this report. The feasibility report covers the options considered, and has relevant discussion around each option. The original route ran down Limestone Avenue and used the existing Cowper Street signals. It was identified that significant work may possibly be required to the Limestone Avenue carriageway and the Cowper Street signals to make this alignment feasible.

Additionally, Limestone Avenue is an arterial road, with significant traffic volumes. Scoring of the options is detailed on pages 44-46.

Furthermore, the PSP report on page 5 identifies the decision to change the Limestone Avenue route. Page 10 discusses the intersection.

In my consideration of factors favouring non-disclosure of information within the records, I have identified the personal information of parties who are not employees of the ACT Government. I have considered that the information has been provided to CED with the expectation that it is handled in accordance with published privacy statements and policies. I consider that this information is not readily available to the public and has not otherwise been disclosed by CED. I further consider that this information has come to be held by CED with the expectation that it is handled in accordance with the *Information Privacy Act 2014.*

Whilst I have removed information that falls outside the scope of the request, some of the excluded content may also be considered sensitive, as it pertains to future or active procurement processes.

I have found that the factors favouring disclosure can be satisfied by the deletion of information which is contrary to the public interest. I have attached a list of the records at Attachment A and a copy of the records with redactions enclosed at Attachment B.

Charges
I have waived the fees associated with this application as the number of pages exceeding the fee-free threshold is marginal.

Online publishing – disclosure log
Under section 28 of the Act, CED 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 disclosure log here.

Ombudsman review
My decision on your access request is a reviewable decision as identified in Schedule 3 of the Act. You have the right to seek an Ombudsman review of this outcome under section 73 of the Act within 20 working days from the day that my decision is provided to you 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:

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

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

Further information may be obtained from ACAT at:

ACT Civil and Administrative Tribunal
GPO Box 370
CANBERRA CITY ACT 2601

Telephone: (02) 6207 1740
www.acat.act.gov.au

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

Yours sincerely

Alison Kemp
Information Officer

14 August 2025

FREEDOM OF INFORMATION REQUEST SCHEDULE

FOI reference: 25-090

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.cityservices.act.gov.au/about-us/freedom_of_information/disclosure-log

Factors favouring non-disclosure:

Schedule 2.2(a)(ii) - prejudice the protection of an individual's right to privacy or any other right under the *Human Rights Act 2004*.

Information falling outside of the scope of the application had been redacted.

Reference number	Page number	Description	Date	Status	Reason for non-release or deferral	Open Access release status
1	**1-54**	Record 1 - 22030 Garden City Feasibility Report 01 -	4 May 2023	Partial Access	Schedule 2.2(a)(ii) Out of scope information has been redacted (page 48)	Documents to be published on the CED Disclosure Log
2	**55-100**	Record 2 -PSP Report_Garden City Cycle Route_Final	27 October 2023	Partial Access	Schedule 2.2(a)(ii) Out of scope information has been redacted (pages 79 and 80)	
3	**101- 115**	Record 3 - PSP SiD_Garden City 00	1 November 2023	Partial Access	Schedule 2.2(a)(ii)	

4	**116-206**	Record 4 - Minutes combined	various	Partial Access	Schedule 2.2(a)(ii) Out of scope information has been redacted (pages 116-157 and 159-162, 164-206)	
Total records: 4						

GARDEN CITY CYCLE ROUTE

FEASIBILITY REPORT

TRANSPORT CANBERRA AND CITY SERVICES

FINAL

RG22030-2 / 1

04 MAY 2023

Consulting Engineers

GARDEN CITY CYCLE ROUTE

FEASIBILITY REPORT

Prepared for Transport Canberra and City Services

Document Register

Revision	Date	Details	Author	Approved
Draft	06/03/23	Draft Feasibility Report	[redacted]	[redacted]
1	04/05/23	Final Feasibility Report	[redacted]	[redacted]

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Telephone: +61 2 6251 6313
Email: [redacted]@rdgossip.com.au

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1. INTRODUCTION

1.1 Purpose of the Report

This report details the development of the Garden City Cycle Route alignment throughout the feasibility study stage.

The report provides the following:

- Background Information Reviewed
- Route Refinement
- Design Opportunities and constraints
- Consultation
- Route Description
- Multi Criteria Analysis
- Route Discussion

1.2 Identified Study Area

The Garden City Route is proposed to provide a connection between the City and Watson through inner North Canberra east of Northbourne Avenue. The Feasibility Study reviews achievable route alignments through Watson, Downer, Dickson, Ainslie, Braddon and the City with potential future spur paths and links.

Figure 1-1 Study Area

1.3 Goal and Objectives

The City and Gateway Urban Design Framework (December 2018) identified that there were gaps in the cycling connection through inner North Canberra on the eastern side of Northbourne Avenue. The key objectives of this project are to plan and develop a preliminary design for a safe and functional cycle route through this area, with the goal of the facility to reduce short vehicle trips and replace these trips with active travel modes of transport, improving health and wellbeing and reducing carbon emissions.

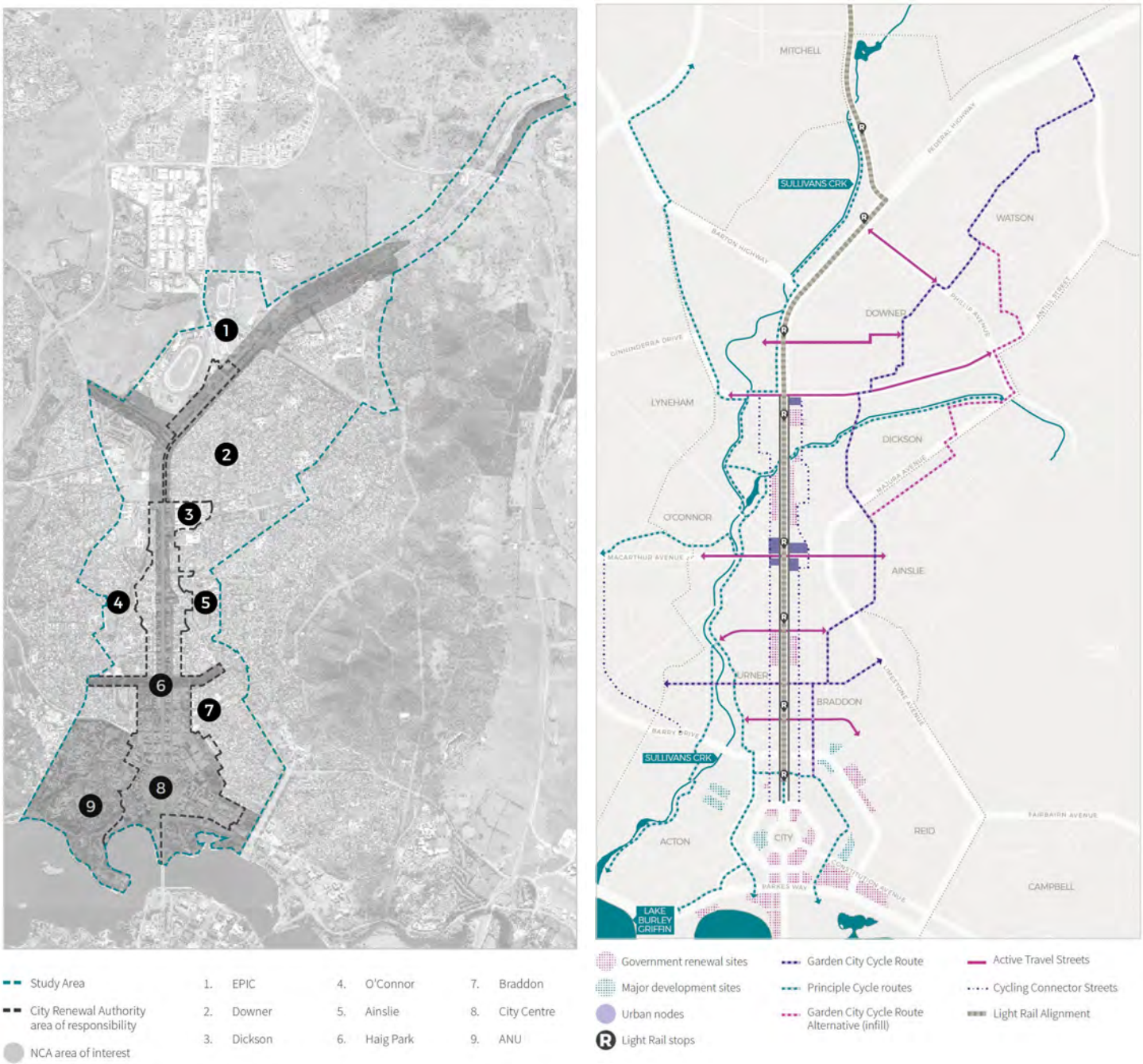
The outcomes of this project are to undertake a Feasibility and Design Option Study and develop a Preliminary Sketch Plan (PSP) that:

- Aligns with the objective of the project to provide a safe and convenient cycle connection for short and long trips for all ages, providing a connection between Watson and the City with connections to schools, local centres and green spaces.
- Incorporates Government and Key Community Group Stakeholders' comments and concerns, working together to develop a design that is cohesive, functional, structurally sound, creative, durable, cost effective to construct and maintain over time.
- Enable flexible, inclusive, and attractive spaces in the design with accessible paths and recognisable connections.
- Provide connectivity between community land uses including Local shops and urban open space utilising the existing path network.
- Enhance recreation infrastructure, green spaces, and other landscape features where possible with consideration towards water sensitive urban design and climate change mitigation strategies where feasible.
- Considers construction staging including how the project could be separated into achievable works within the budget available for construction. This includes developing concept temporary traffic management plans and construction access requirements.
- Provides a design that interacts with other Active Travel infrastructure and connecting networks to reflect site specific circumstances that may include:
    - Protected cycleways at road or verge grade in high use conflict areas.
    - Widen existing paths, upgrade and extend paths to be suitable for shared use to improve connectivity in the network.
    - Upgrade intersections or provide other safety improvements (e.g. visibility) to improve cyclability.
    - Lighting upgrades were required.
    - Improvements to wayfinding.
    - Consider connectivity between the Garden City Cycle Route and connecting areas.
    - Accommodate where possible placemaking elements to facilitate and encourage the use of the facility.

2. BACKGROUND INFORMATION REVIEWED

2.1 City and Gateway Urban Design Framework (2018)

The City and Gateway Urban Design Framework is a document released in December 2018 to provide expectations and guide future development and urban renewal in the City and Gateway corridor. The report provided the intended alignment of the Garden City Cycle Route, together with an alternative route, Inner North Strategic Cycle Network and Active Travel Streets. Maps 1 (Area subject to the Framework) and 2 (Spatial framework) from the City and Gateway Urban Design Framework have been extracted and are shown in Figure 2-1.



Maps 1 – Area subject to the Framework Map 2 – Spatial framework

Figure 2-1 Maps 1 and 2 from the City and Gateway Urban Design Framework

2.2 Garden City Cycle Route – Route Alignment Options Study (July 2021)

Cardno (NSW/ACT) Pty Ltd were engaged by Strategic Transport Policy and Active Travel to undertake a desktop options study of potential cycling routes between Watson, Dickson and the City Centre as part of a review of the City and Gateway Urban Design Framework.

The desktop study reviewed the following alignment options:

- Watson to Dickson.
- Watson to City.
- Dickson to City.

Cardno reviewed various elements within the above alignment options and developed possible route alignments. It did not provide a defined conclusion or recommendations on the routes.

The information in the Route Alignment Options Study did not sufficiently identify preferred route alignments from key stakeholders or site constraints that could influence the design.

2.3 City Renewal Authority Places

The City Renewal Authority (CRA) is charged with revitalising the city centre of Canberra covering the designated City Renewal Precinct that spans Dickson, Northbourne Avenue, Haig Park, Civic and Acton.

The master plans were reviewed as part of the development of this feasibility study and alignment options for the Garden City Cycle Route.

2.3.1 Dickson Place Plan

The Dickson Centre Master Plan was developed by ACTPLA in May 2011. The Dickson Place Plan separates Dickson into several precincts, with the Master Plan focusing on the area west of Cowper Street.

The following active travel improvements were identified in the Master Plan:

- Improving the existing raised pedestrian crossing (wombat crossing) on Cowper St and providing a path along the north side of the open concrete floodway channel.
- Improving the pedestrian connection at the Cowper St/ Dickson St intersection. This crossing is associated with the existing main cycle route from Hackett connecting to the Sullivans Creek cycle route.

2.3.2 Braddon Place Plan

The Braddon Place Plan was developed by CRA in 2018. The plan focuses more on the section of Braddon bounded by Northbourne Av, Cooyong St, Girrahween St and Torrens St.

The plan identified the need to improve paths and amenities throughout the precinct, with active travel connections on Mort Street with connections to Civic and Glebe Park.

2.3.3 Haig Park Place Plan

The Haig Park Place Plan was developed by CRA in 2018. The plan reviewed the existing conditions and how to activate the area for better utilisation while maintaining the heritage importance of the area.

The long-term improvement plan for Haig Park has identified the following active travel improvements to Haig Park:

- A running track around the perimeter of the park with fitness equipment/ sporting infrastructure and road crossings on Torrens St.
- An east-west cycle link along the boundary with Girrahween St.
- A Lit shared path connecting Wise St and Fawkner St.

Note that there are some discrepancies between the long-term improvement plan and the recently constructed infrastructure on the west side of Torrens St.

2.4 Future Development

The following are known major developments along the route alignment:

- Morisset Rd Extension – This project includes upgrading Morisset Rd between Flemington Rd and Old Well Station Rd and extending it to the Antill St/Federal Hwy intersection. It is understood that an off-road 3 m path will be provided on the south side of the road.
- Watson Section 76 – Development of up to 200 residential dwellings with a single access from Aspinall St. The Zoning and Development Plan indicates new walking and cycling paths on Aspinall St and the Federal Hwy, with an internal path connecting the two.
- Canberra Technology Park Watson – The Canberra Technology Park in Watson is proposed to be revitalised and its green space protected and enhanced to be used as a destination playground.
- Ainslie Football Club Redevelopment – The Ainslie Football Club is proposing to develop its site to include residential dwellings, aged care, a childcare centre, upgrade of the existing club and a new grandstand. It is expected that construction will take 5 to 10 years.
- Cooyong St – The CRA identified the need to improve the Cooyong Street verge. However, the extent and timing of the improvements are unknown.
- City Section 96 – The Queensland Investment Corporation (owners of the Canberra Centre) are proposing to develop City Section 96 (southern side of Cooyong St/ Torrens St). The proposed development includes a new piazza and landscaped pedestrian spaces along Narellan St, Scotts Crossing and Cooyong St and new traffic signals for the intersection of Cooyong and Torrens Streets.

3. ROUTE REFINEMENT

3.1 Refinement Process

The alignment provided in the City and Gateway Urban Design Framework was developed through a desktop study of the desired corridor without interrogating the physical elements of the route and the potential limitations that the alignment would incur during the design phase.

Through the development of the feasibility study route options, the project team undertook several route alignment rides with various ACT Government and key public stakeholders to identify route opportunities and constraints (Refer to Section 4). During these consultation sessions, information was gathered and options were discussed to provide the project team with an understanding of the route alignment and how the route could be refined.

The Route Concept Plan is provided in Attachment A with preliminary typical cross sections of the various segments provided in Attachment B.

3.2 Design Considerations

The design criteria for the Garden City Cycle Route extracted from the City and Gateway Urban Design Framework is provided below.

> *"Garden City Cycle Route is intended to cater for both short and longer trips and be suitable for users from ages 8-80. To maximise safety, the Garden City Cycle Route is proposed to be a protected lane for cyclists, separated from vehicles and pedestrians at high use and conflict locations. However, route design and treatment will vary to reflect site specific circumstances."*

Municipal Infrastructure Standards (MIS) 05 Active Travel Facilities Design states that community route infrastructure needs to meet the needs of riders aged 8-80 but also the route caters to a wide range of trip purposes. This can be achieved through a combination of different facilities and treatments (off-road paths, protected bike lanes, active travel streets aka `bicycle boulevards) that are consistent with MIS 05 requirements for a main community route and safe systems.

A key design element for this criterion is to provide a safe facility suitable for all users. Therefore, a facility separate from vehicular traffic is considered the most appropriate option. To provide this facility, and account for site constraints, a combination of shared and separated paths were assessed through the feasibility phase of the project. Further information regarding constraints is provided in Section 4.

3.3 Key Changes from the City and Gateway Urban Design Framework

Through reviewing the alignment, several route options have been reviewed based on the existing constraints. Key changes to the route are provided below.

Change	Reasoning
Use of Aspinall St and Roma Mitchell Cr rather than Negus Cr and Ada Evans St.	The road reserve width on Negus Cr and Ada Evans St limits the ability to provide a suitable facility. There are also increased access locations and roadside activity that increase conflict points. The use of Aspinall St and Roma Mitchell Cr addresses these elements.
Alternative route to Cowper St and Bonney St	Bonney St has multiple access points in comparison with alternative alignments.

Change	Reasoning
Use Limestone Av/ Henty St rather than Ipima St/ Torrens St	Less interaction with driveways and Merici College activities.
Use of Torrens St rather than Lonsdale St	Commercial activity (pedestrians and vehicles) along Lonsdale St, including parking demand, would impact the ability to provide an unimpeded facility. Connecting paths can be provided in the future.

3.4 Connecting Paths/ Spur Paths

The City and Gateway Framework identified an Inner North Strategic Cycle Network and several Active Travel Streets. These connections are outside the scope of this project, however, are considered applicable when reviewing the route alignment.

Several connecting paths have been identified during the development of route options associated with this feasibility study. These include:

- Stirling Avenue – connection to the existing main cycle route on the Federal Highway.
- Phillip Avenue – connection to the existing main cycle route on the Federal Highway and the Phillip Avenue Light Rail Stop to the north and Hackett to the south.
- Swinden Street – connection to the existing main cycle route on Northbourne Avenue and the Swinden Street Light Rail Stop.
- Antill Street – connection to Dickson Shops and the Dickson Bus Interchange and Light Rail Stop.
- Wakefield Avenue – connection to the Macarthur Avenue Light Rail Stop to the west and Ainslie Shops to the east.
- Ipima Street – connection to the Ipima Street Light Rail Stop.
- Girrahween St – Aligns with the Haig Park Master Plan east-west cycle path.
- Eloura St – connection to the Eloura Street Light Rail Stop and the Braddon Commercial Precinct

It is important to note that there are multiple connections not identified in this study that would become more prevalent in the future after the route is constructed and active travel movements adapt to the provided alignment. The facilities provided to accommodate this demand could be provided through Active Travel Streets as an interim measure depending on the road hierarchy, traffic volumes and speed, and existing facilities.

4. DESIGN OPPORTUNITIES AND CONSTRAINTS

4.1 Considerations

The following table provides some design considerations that have been used to review the path alignment and design considerations/ principles to be adopted into this project.

Consideration	Comment
Users	To align with the MIS 05 design criteria and in the City and Gateway Framework, the facility will need to be separated from vehicular traffic. As this facility has the intention to cater for bicycle riders aged 12 and under, it is not considered suitable to direct them to use a facility that is shared with vehicular traffic, regardless of the posted speed limit. If the facility is to be shared with vehicular traffic then appropriate convenient path alternatives need to be available. Therefore, a facility that is either a shared path or a separated bicycle lane is considered a design parameter of this project.
Path Type	The selection of the path type will need to consider the constraints associated with retrofitting a facility into a brownfield site (environmental, block boundaries, services/ utilities and financial constraints). The following options were considered during the planning of the route: • Existing path – the utilisation of existing infrastructure could be considered where the site has constraints and low volumes. Some of the existing paths may need to have sections upgraded or widened. • New paths – the provision of new paths would be considered where new infrastructure is required. The use of narrower paths can be considered where constraints are present. • Separated path – the provision of separated paths could be considered where there is available space to provide a separated pedestrian and cycle facility. A separated facility could be considered either at road level with the use of castellated/ permeable kerb or have a separated pedestrian and cycle paths at verge level. Widths considerations are extracted from MIS 05 Active Travel Facilities Design and provided in Figure 4-1.
Road crossings	The route will travel through several signalised and unsignalised intersections and roundabouts. To provide an attractive facility for cyclists, safe road crossings are vital. Regardless of the route, several signalised intersections will require modification to improve the facility and provide a safe crossing facility. The road crossings at unsignalised intersections, roundabouts and midblock crossings are to provide priority to path users. The use of raised crossings is typically the most appropriate form of priority crossing, however, signalised crossings on high volume roads may be required. The alignment of the path may need to deviate to a safe location.

Consideration	Comment
Street lighting	The lighting of the route will need to comply with the ACT Design Standards and the Australian Standards. There will be sections of paths that would require new lighting or lighting to be upgraded to comply with this standard. There may be a requirement for some sections of the path to have a higher lighting category depending on the location and surrounding activities. The upgrading and provision of new lighting may require new or upgrades to street light controllers and replacement of upgrading of aged infrastructure.
Heritage	Sections of the route have the potential to travel through heritage areas. These sections will need to be assessed to determine whether the introduction of a route, either as an upgrade to the existing infrastructure or the provision of a new path would impact the heritage value of the area.
Planning	The design of the path will need to consider development along the route, whether it is residential, commercial or the provision of public facilities. There are some known developments planned along the route. Connections between the route and new developments will need to be considered during the development of the design.
Ecological	Trees have been identified for removal. Depending on the route alignment there is potential for the removal of additional trees. Removed trees will need to comply with the TCCS 2:1 replacement planting ratio policy. There is potential that the route could influence biodiversity areas. As part of the development of the route, further investigative works would be required to determine the disturbance to these areas, including consideration towards the construction and maintenance impacts. The design will incorporate landscape treatments to inform path users of interaction areas, desired travel paths, and provide protection to align with the varying environment along the path alignment.

4.4 Paths on Community Routes

Estate development

Table 5-10 details the path types and dimensions in use in the ACT in Estate Development.

Table 5-10 Path types

Facility type	Community Route level and land use	Function	Width
Minor Path	Access - General	Predominately for pedestrian use, cyclist use permitted: low volumes, Local access street A.	1.5m
Intermediate Path	Access - General	Predominately for pedestrian use, cyclist use permitted, Local access street B.	2.0m
Intermediate / Trunk Path	Access – Special	Higher levels of pedestrian and/or cyclist use associated with a major community facility	2.0m – 3.0m*
Intermediate / Trunk Path	Access – Feeder	Higher levels of pedestrian and/or cyclist use associated with access from a residential catchment to a Main or Local Community Route	2.0m – 3.0m*
Trunk Path	Main or Local in suburban or inner urban land use	High levels of pedestrian and cyclist use in both directions: commuting; speeds greater than 20km/h. May require greater width when overlaid with an APR or RR.	5.0m* 3.0m min
Bicycle-only path (one-way pair)	Main or Local in inner urban land use	Bicycle-only use where separation from pedestrians is required due to conflict issues, high volumes or other reasons including overlay with APR or RR.	2.0m 1.5m min if no kerbs*
Bicycle-only path (one-way pair)	Main, Local or Access – Feeder on major collector roads in suburban land use	May be considered to achieve separation of cyclists from both vehicles and pedestrians	2.0m 1.5m min if no kerbs*
Bicycle-only path (one-way pair)	Access on minor collector roads with a bus route in suburban areas	May be considered for use on minor collector roads with a bus route in suburban land use, verge paths may be reduced to 1.5m.	2.0m 1.5m min if no kerbs*
Bicycle-only path (two-way)	Main or Local in inner urban land use	Bicycle-only use where separation from pedestrians is required due to conflict issues, high volumes or other reasons including overlay with an APR or RR.	3.0m 2.5m min*
Bicycle-only path (two-way)	Main, Local or Access – Feeder in suburban land use	May be considered to achieve separation of cyclists from both vehicles and pedestrians	3.0m 2.5m min*
Pedestrian-only path	Main in inner urban land use	Pedestrian-only use where separation from cyclists is required due to conflict issues, high volumes or other reasons including the presence of an APR or RR.	2.0m 1.5m min*

Figure 4-1 Paths on Community Routes (extract from MIS 05 Active Travel Facilities Design

4.2 Constraints

As the route is located within brownfield sites, multiple constraints will need to be considered during the development of the design. The following, but not limited to, constraints will need to be considered during the design phases.

Constraints	Constraints
Interaction Areas	Interaction areas, such as shops, schools, major path intersections, road intersections and bus stops, will need to be considered as part of the design to provide treatments to inform all path users that there is a change in the environment. Similar treatments have been used on cycle routes throughout the ACT and should be incorporated into the design to provide consistency. The width of the path at interaction areas will need to consider the volume of path users and how the activities will interact. These areas may need to be widened to reduce the likelihood of conflict between path users.
Verge	Verge widths and gradients between block boundaries and the road have the potential to impact the design of the facility. The verge will need to be assessed to determine whether it is suitable to provide the facility. There are also several sections where residential landscaping is extended from the block boundaries to the verge. This could result in the path alignment encroaching/ impacting perceived block boundaries.
Road width	Sections of the route could accommodate a separated on-road facility. There could be an opportunity to widen the verge by narrowing the carriage width. Changes to road widths will need to consider existing road users, including parking and the swept path of vehicles (e.g. bus routes).
Trees	Trees identified for removal will need to comply with the TCCS 2:1 replacement planting ratio policy.
Landscaping	Landscaping will be impacted by the design with the extent depending on the route alignment. Although the route will be in the road verge or City Presentation Land, the design will need to consider existing landscaping where practicable.
Services/ Utilities	Services along the route alignment will be investigated as part of the design. There is potential that major services could impact the route alignment or significantly increase the project construction cost. Consultation with the service providers that are impacted by the design will need to be undertaken where required.
Waste collection	Locations along the route that have verge waste collection will need to consider waste bin storage, including adequate offset from the path to provide adequate clearance for the automated lifting device on the garbage collection vehicles.
Driveways	The route will pass several residential, commercial and community facility driveways. The design will need to reinforce the priority of the cycle route and ensure that sufficient sight distance is provided. The design should also consider treatment types for driveways servicing more than one to two cars. This is due to the higher likelihood of vehicles using the driveway.

5. CONSULTATION

The route alignment was reviewed through multiple consultations with key Government and public stakeholders. This involved cycling the possible route alignments and holding workshops to collect information to assess the preferred alignments and design considerations. The following key consultation activities were undertaken:

- Targeted Government Route Ride (initial route ride) Friday 3 June 2022
- Targeted Government Route Ride (revised route ride) Monday 18 July 2022
- Key Stakeholder Proposed Alignment Route Ride Wednesday 14 September 2022
- Key Stakeholder Hybrid workshop Thursday 15 September 2022
- Inner North Resident Associations Workshop Wednesday 28 September 2022
- Garden City Cycle Route - Multi Criteria Analysis Friday 16 December 2022
- Garden City Cycle Route - Open Space/Sportsgrounds Tuesday 17 January 2023
- Garden City Cycle Route – Angas St and Knox St Tuesday 31 January 2023

Communication Link were engaged by TCCS to undertake consultation alongside RDG with targeted public stakeholder groups. The information used in the consultation was provided by RDG with Communication Link facilitating and documenting feedback. Information collected during the engagement periods was recorded and provided in the Community and Stakeholder Engagement Consultation Report. This report is provided in Attachment C.

The targeted consultation involved a broad, however, concise group of key stakeholders that provided key comments and suggestions on the provided information. Responses to the raised comments and suggestions are provided in Attachment D. These responses are provided to demonstrate that the comments and suggestions are recognised.

6. ROUTE DESCRIPTION

The route alignment has been reviewed over several iterations with input collected from key public and government stakeholders.

Several sections of the route alignment are considered “fixed” as alternative alignments were not considered feasible or desirable based on the collected information.

The route can be separated into the following segments:

1. Antill St to Phillip Av
2. Windeyer St / Phillip Av to Majura Av/ Cowper St
3. Majura Av – Cowper St to Ainslie Oval
4. Ainslie Oval on Majura Av to Limestone Av/ Angas St intersection
5. Limestone Av – Angas St to Henty St
6. Limestone Av to Torrens St
7. Torrens St to the City

The feasibility of the route alignment is based on the provision of a 3 m path with adequate offsets to kerbs and other obstacles (e.g. light columns, power poles, trees).

6.1 Antill St to Phillip Av

The proposed route along the following alignment.

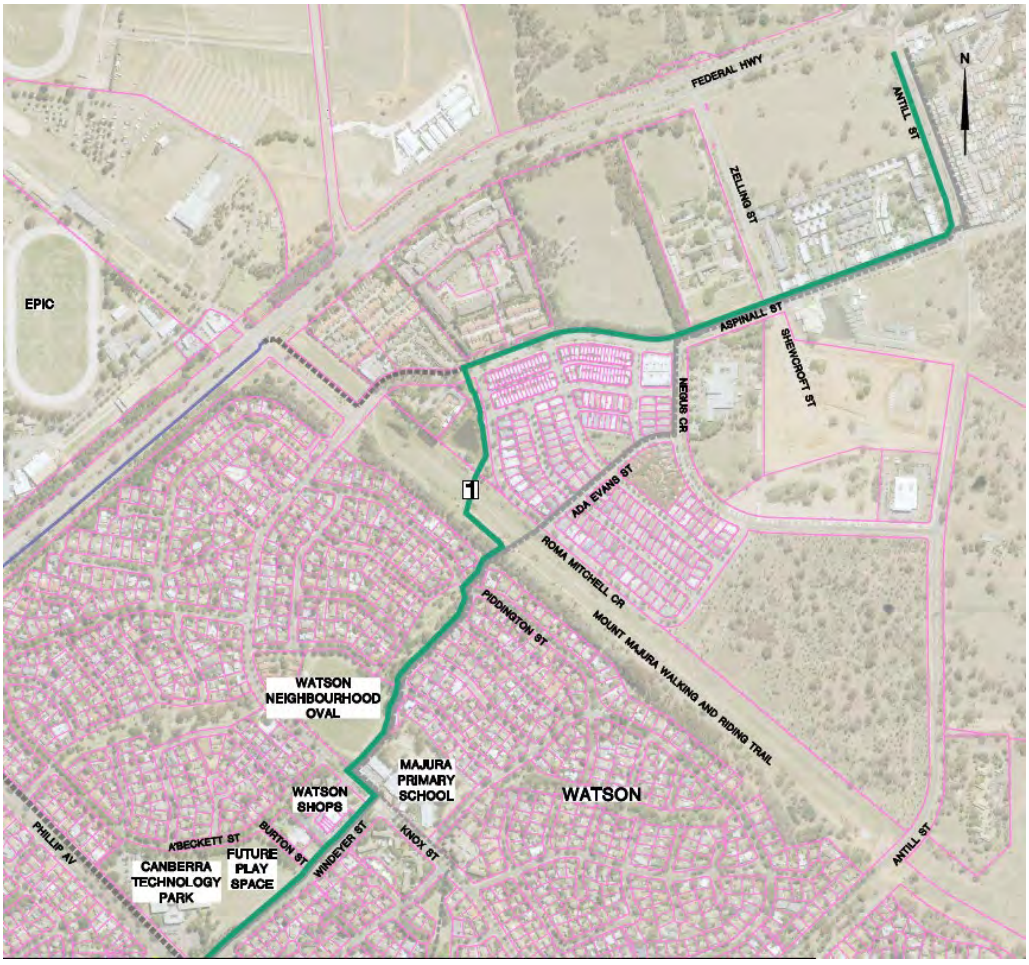


Figure 6-1 Antill St to Phillip Av Route Alignment

6.1.1 Antill St – Federal Hwy to Aspinall St

Figure 6-2 Antill St – Federal Hwy to Aspinall St

The north end of the route commences at Antill St near the intersection with the Federal Hwy. There is adequate verge provision to provide a 3 m wide path on either side of the road. However, due to the alignment of the proposed active travel path associated with the future Morisset Rd extension project (west of Federal Hwy), the preference is for the Garden City Cycle path to be located on the west verge of Antill St. The use of the west verge will eliminate the crossing at the existing BP petrol station and the need to provide a road crossing for the connection to Aspinall St. It is expected that a midblock set of pedestrian signals on the Federal Hwy west of the roundabout will be provided as part of the future Morisset Road extension project.

Photo 6-1 Antill St (northbound view north of the intersection with Aspinall St)

6.1.2 Aspinall St – Antill St to Roma Mitchell Cr

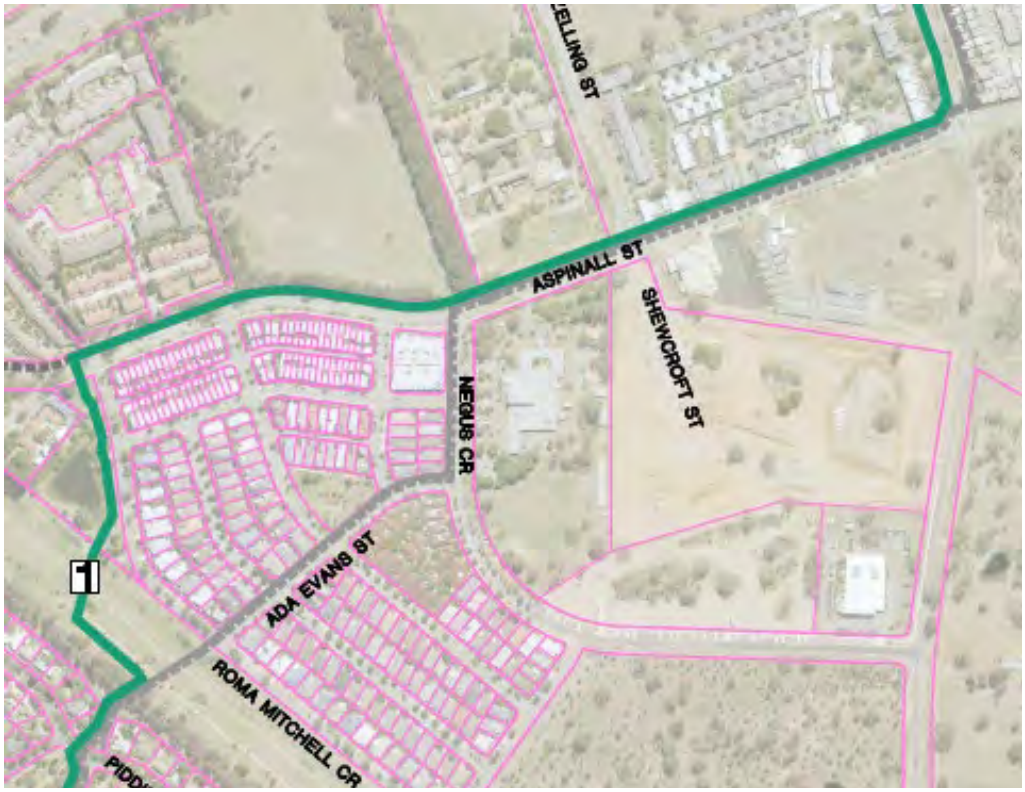


Figure 6-3 Aspinall St – Antill St to Roma Mitchell Cr Route Alignment

There is adequate verge width to provide a 3 m wide path on either side of the road for the majority of this section of the route.

An exception to this is the south side of Aspinall Street at the roundabout with Zelling St/ Shewcroft St. The block boundaries on the south side of Aspinall Street encroach the existing concrete paths and stormwater infrastructure on the south east side of the intersection has an offset circa 2.8 m from the road carriageway.

A benefit to using the north verge of Aspinall St for this section of the path is the reduced intersection crossings and block conflict points in comparison with the south side. It is understood that several of the vacant blocks will be developed in the future, however, new development access arrangements will need to comply with the applicable standards for crossing an active travel facility.

It is noted that the City and Gateway Urban Design Framework indicated an alignment through Negus Cr and Ada Evans St. The road reserve width on Negus Cr and Ada Evans St limits the ability to provide a suitable facility. There are also increased access locations and roadside activity (on-street parking). Therefore, the Garden City Cycle Route alignment was altered from the City and Gateway Urban Design Framework. This does not eliminate future active travel facilities (e.g. paths, and bicycle routes on mixed-traffic streets) on these streets.

The use of Aspinall St to Roma Mitchell Cr provides the opportunity for a future connecting spur path to Stirling Avenue and the existing main cycle route on the Federal Highway.

Photo 6-2 Aspinall St (eastbound view west of the intersection with Negus Cr)

6.1.3 Roma Mitchell Cr to Windeyer St

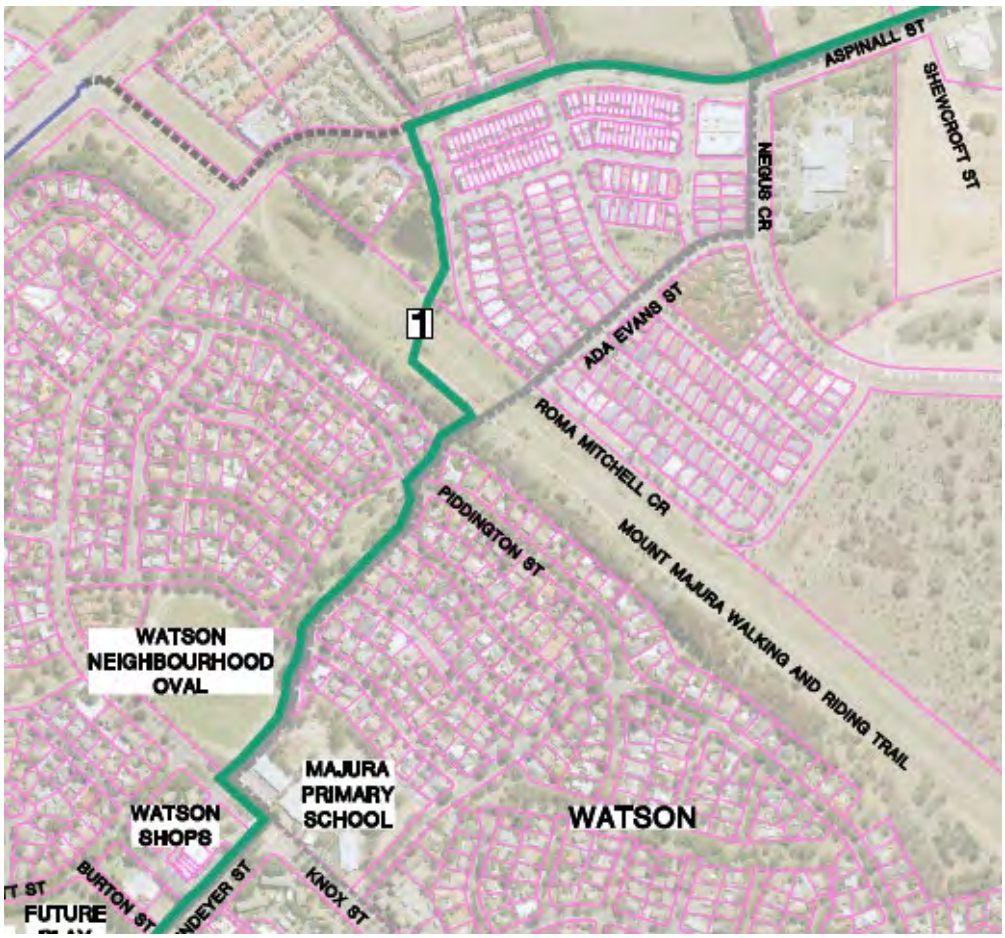


Figure 6-4 Roma Mitchell Cr to Windeyer St Route Alignment

The majority of the path from Aspinall St to Windeyer St can be provided through Urban Open Space, encompassing the “Garden City” component of the project. The design will need to consider:

- Road crossings on Aspinall St and Piddington St.
- Crossing of a swale drain.
- Interaction with the:
  - Mount Majura Walking and Riding Trail.
  - Watson Neighbourhood Oval.
  - Majura Primary School.
- The route alignment will be selected to limit the impact on vegetation and trees.

There is an intention to utilise the existing raised pedestrian (wombat) crossing on Knox St near the roundabout with Windeyer St. This crossing should be upgraded to comply with current standards (e.g. kerb ramp and ramp splay reconstruction) as part of the project.

The open space along this section of the route provides opportunities for placemaking and tree planting. Landscaping features will be considered during the development of the design.

The path alignment through the Simpson St Playground is proposed along the east boundary. This is to minimise disturbance and to avoid dividing the open space. This is a requirement of Sport and Recreation.

The path alignment between the Simpson St Playground and Watson Oval will impact the Majura Scout Group car park, removing circa 4 car parking spaces. There is an opportunity to increase the size of the car park on the east side of the car park to offset the loss of car parking spaces.

The path alignment through Watson Neighbourhood Oval needs to consider playing field sizes offsets to the oval, future floodlight columns and existing infrastructure and vehicle access prevention. There is also a requirement to provide an offset from the existing path along the Majura Primary School boundary to provide clearance from the school and associated pick-up and set-down activities. Sport and Recreation have requested that ranger gates/ vehicle restriction devices are provided in the design to protect the oval from vehicles unlawfully entering the oval.

A 3 m wide path is possible along this section of the route alignment.

Photo 6-3 Mount Majura Walking and Riding Trail

Photo 6-4 Simpson St Playground

Photo 6-5 Watson Neighbourhood Oval, and Majura Primary School

6.1.4 Windeyer St – Knox St to Phillip Av

Figure 6-5 Windeyer St – Knox St to Phillip Av Route Alignment

The north side of Windeyer St is considered the most appropriate side of the road to provide the 3 m wide shared path. The south side of the road has multiple driveways and obstructions within the verge (trees, streetlight columns) that impede the provision of a 3 m wide path without considerable construction works.

The shops are located on the north side of Windeyer St and the route will provide a retail connection. The design would need to widen the verge along the shop frontage to provide sufficient path width to account for the interaction between the path and retail users. There is adequate road width to widen the verge in the road reserve with minimal impact on the road network, however, the existing bus stop will need to be relocated to the layby north of the car park entry.

In addition to the north side of Windeyer St, a Destination Play Space is proposed on the vacant land between Windeyer St, Burton St and A'Beckett St.

Photo 6-6 Windeyer St (southbound view south of the intersection with Knox St)

6.2 Windeyer St/ Phillip Av to Majura Av/ Cowper St

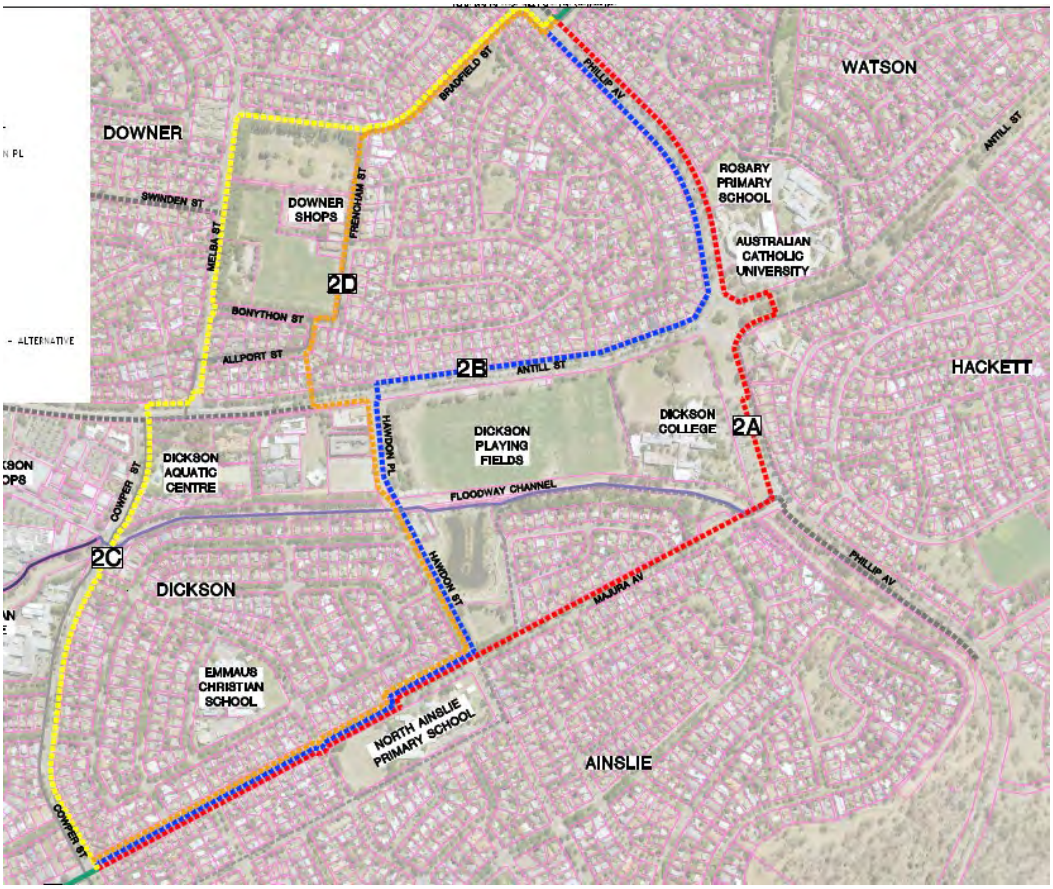


Figure 6-6 Windeyer St/ Phillip Av to Majura Av/ Cowper St Route Alignment

Five route alignment options are considered for this section of the route. Each option has merit and will be assessed as part of the Multi Criteria Assessment. The options are:

- Segment 2A – Phillip Av/ Majura Av
- Segment 2B – Phillip Av/ Antill St/ Hawdon Pl/ Majura Av
- Segment 2C – Bradfield St/ Melba St/ Cowper St
- Segment 2D – Bradfield St/ Frencham St/ Hawdon Pl/ Majura Av
- Modified Segment 2A – Knox St/ Andrews St Playground/ Higinbotham St/ Phillip Av/ Majura Av

Grades on all options are gentle.

A route description and advantages/ disadvantages are provided below.

6.2.1 Segment 2A – Phillip Av/ Majura Av

Segment 2A utilises the wide verge on the east side of Phillip Av from Windeyer St, crossing Antill St then crossing Phillip Av at the existing raised pedestrian crossing at Dickson College to then travel along the north verge of Majura Av, across the Hawdon St intersection, to the signalised pedestrian crossing at North Ainslie Primary School to continue on the south verge of Majura Av to Cowper St. The verge along this route can accommodate a 3 m path with clearance from trees and known services.

Photo 6-7 Phillip Av (southbound view north of the intersection with Shirley St)

Photo 6-8 Majura Av (westbound view west of the intersection with Dutton St)

Further investigation of the crossing point on Antill St will need to be reviewed during the design to ensure vehicles at the new priority crossing do not queue back into the roundabout.

Advantages	Disadvantages
Wide verge with the ability to provide a 3 m path between block boundaries and the kerb with sufficient offset from residential driveways for sight distance to path users. Will not impact on providing sufficient storage for waste collection bins. Provides an option for a future extension of the path along Phillip Av towards the Federal Hwy (Light Rail Stop) and the inclusion of Hackett. Provides a connection to Rosary Primary School, Australian Catholic University and Dickson	Does not provide a connection through Downer or to the Downer shops. A new signalised pedestrian crossing on Antill St will be required noting the existing signalised crossing near Fleming St servicing Rosary Primary School is expected to have to be retained. Loss of perceived on verge parking on Majura Av. Crossing multiple driveways. Antill St and Majura Av are major collectors and carry significant traffic volumes so are noisier and

Advantages	Disadvantages
College. Services Hackett and Ainslie North. Connection to the Main Community route (Dickson connection). Good passive surveillance. Minimal impact on vegetation.	more fumes.

6.2.2 Segment 2B – Phillip Av/ Antill St/ Hawdon Pl/ Majura Av

Segment 2B utilises the verge on the west side of Phillip Av from Windeyer St, travelling along the north side of Antill St crossing near Hawdon Place, continuing along Hawdon Place crossing the open concrete floodway channel to the north verge of Majura Av, crossing at the signalised pedestrian crossing at North Ainslie Primary School to continue on the south verge of Majura Av to Cowper St.

Photo 6-9 Antill St (eastbound view west of the intersection with Cadell St)

Photo 6-10 Hawdon St (northbound view north of the intersection with Majura Av)

The west verge of Phillip Av and the north verge of Antill St have some site constraints (trees, power poles) that would inhibit the provision of a straight path alignment.

Advantages	Disadvantages
Utilises the signalised intersection at Windeyer St to cross Phillip Av. Runs along the east boundary of Downer. Crosses the existing Main Community route (Dickson connection). Good passive surveillance.	Will require the removal of trees or overhead powerlines to provide a straight path alignment on Phillip Av. Loss of perceived on verge parking on Majura Av although there is sufficient road width. Potential encroachment into the perceived residential blocks (landscaped areas) on Phillip Av and Antill St. Will require a new signalised pedestrian crossing on Antill St. Requires a new bridge or widening the existing bridge over the open concrete floodway channel. Not a direct route. Multiple driveway and road crossings

6.2.3 Segment 2C – Bradfield St/ Melba St/ Cowper St

Segment 2C travels through Downer via Bradfield St and Melba St, then connects to Dickson via a short connection on Antill St to Cowper St and continues along Cowper St to the intersection with Majura Av.

It is proposed to use the west verge of Phillip Av to connect to the south verge of Bradfield St. Several overhead powerlines and/ or trees and landscaping will require removal to provide a 3 m path. The majority of the east verge of Melba St can accommodate a 3 m path, however, there is potential that the section between Bonython St and Antill St may require some vegetation to be removed. The above sections may also impede the perceived block boundaries of residential properties that are landscaped into the road verge.

The use of Melba Street provides the opportunity to provide a connecting spur path to the existing main cycle route on Northbourne Avenue and the Swinden Street Light Rail Stop.

The use of Antill Street provides the opportunity to provide a connecting spur path to Dickson Shops and the Dickson Interchange.

Photo 6-11 Bradfield St (westbound view east of the intersection with Frencham St)

Photo 6-12 Melba St (southbound view south of the intersection with Swinden St)

It is proposed to use the east verge of Cowper St due to the verge width (circa 10.5 m) and the conflicting activity on the west verge (shops, school). There will be a need to improve the connection between the existing main path route at the intersection of Cowper St and Dickson Place due to the convergence of the two paths at an existing constrained area. This will require improving the crossing of the open concrete floodway channel and potentially upgrading the intersection. The path along the east verge of Cowper St will require the removal of several trees, however, this has been discussed with Urban Treescapes and approval in principle has been provided.

Advantages	Disadvantages
Provides a connection to Downer, the Dickson Group Centre and Daramalan College. Utilises the signalised intersections at Windeyer St to cross Phillip Av and Cowper St to cross Antill St. Connection to the Main Community route (Dickson	Trees, overhead powerlines and a bus stop on Phillip Av between Windeyer St and Bradfield St. Trees and overhead powerlines on Bradfield St between Phillip Av and Frencham St. Potential encroachment into the perceived residential blocks (landscaped areas) on Bradfield

Advantages	Disadvantages
connection) Provides an option for a future connection along Swinden St to Northbourne Av (Light Rail Stop).	St and Melba St. May need to narrow Bradfield St to provide sufficient verge for the path. Heritage area (Trees of the Former CSIRO Experiment Station) on sections of Bradfield St and Melba St. Does not service Hackett and Ainslie North. Requires a new bridge or widening the existing bridge over the open concrete floodway channel. Constrained block boundaries at the roundabouts on Bradfield St. Not a direct route. Multiple driveway and road crossings. Limited passive surveillance.

6.2.4 Segment 2D – Bradfield St/ Frencham St/ Hawdon Pl/ Majura Av

Segment 2D travels through Downer via Bradfield St, Frencham St and Allport St to cross to Hawdon Pl to access the crossing of the open concrete floodway channel to the north verge of Majura Av, crossing at the signalised pedestrian crossing at North Ainslie Primary School to continue on the south verge of Majura Av to Cowper St.

This segment has elements of Segments 2A, 2B and 2C. Route 2D uses Frencham St, short sections Bonython St and Allport St, then uses a laneway to connect to Antill St to connect to Hawdon Pl.

The use of Frencham Street will need to consider the established trees (some with heritage value), with an option to remove parking and provide a separated on-road facility or an Active Travel Street treatment.

Photo 6-13 Frencham St (northbound view south of the intersection with Cadell St)

Photo 6-14 Allport St (southbound view south of the intersection with Bonython St)

The connection on Allport Street will need to consider the narrow width of the road, block and vegetation constraints. Some vegetation may require removal with potential that it could impede the perceived block boundaries of residential properties that are landscaped into the road verge.

Advantages	Disadvantages
Crosses the existing Main Community route (Dickson connection).	Trees, overhead powerlines and a bus stop on Phillip Av between Windeyer St and Bradfield St. Trees and overhead powerlines on Bradfield St between Phillip Av and Frencham St. Potential encroachment into the perceived residential blocks (landscaped areas) on Bradfield St. May need to narrow Bradfield St to provide sufficient verge for the path. Constrained block boundaries at the roundabouts on Bradfield St. Heritage area (Trees of the Former CSIRO Experiment Station) on sections of Frencham St. Potential encroachment into the perceived residential blocks (landscaped areas) on Bradfield St, Frencham St and Allport St. Will require a new signalised pedestrian crossing on Antill St. Does not service Hackett. Requires a new bridge or widening the existing bridge over the open concrete floodway channel. Driveways on Bradfield St and Allport St. Not a direct route.

6.2.5 Modified Segment 2A – Knox St/ Andrews St Playground/ Higinbotham St/ Phillip Av/ Majura Av

An alternative route alignment was identified following the MCA workshop. This alignment provides an alternative option for the southern end of Segment 1, following the Gateway Concept Garden City Centre Route – Alternative alignment from Majura Primary School to Rosary Primary School via Andrews St Playground. However, instead of connecting to Antill St, the alignment connects to Phillip Av via a laneway next to Rosary Primary School.

Advantages	Disadvantages
Removals the crossing of multiple residential driveways in comparison to the distance travelled along Phillip Av (Segments 2A and 2B) or Bradfield St (Segments 2C and 2D). Use of the Andrew St Park would provide a route through a vegetated area with limited obstructions to the path. Services Rosary Primary School and Australian Catholic University.	Impact the ability to provide an alignment through Downer and to the Downer Shops. Would also require a longer future spur path connection along Phillip Av to the Federal Hwy. Does not connect to the future play space at the Canberra Technology Park.

6.3 Majura Av – Cowper St to Ainslie Oval

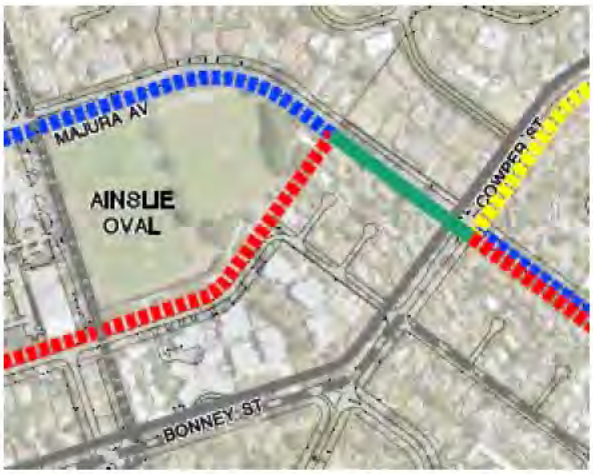


Figure 6-7 Majura Av – Cowper St to Ainslie Oval Route Alignment

It is proposed to use the south verge of Majura Av for this section of the route from the Cowper St intersection to the laneway north of the Ainslie Ovals (circa 170 m west of the signalised intersection of Majura Av/ Cowper St). There is space on the verge to provide a 3 m path with compliant offsets between the kerb and overhead powerlines with the removal of several trees. The tree removal has been discussed with Urban Treescapes and approval in principle received.

It is noted that the City and Gateway Urban Design Framework indicated an alignment along Cowper St and Bonney St. Although this route provides a closer connection to Ainslie, it would require the adjustment of intersections and increased lighting on residential streets. It would also have significantly more driveway crossings when compared with alternative routes.

Photo 6-15 Majura Av (westbound view west of the intersection with Cowper St)

6.4 Ainslie Oval to Limestone Av/ Angas St intersection

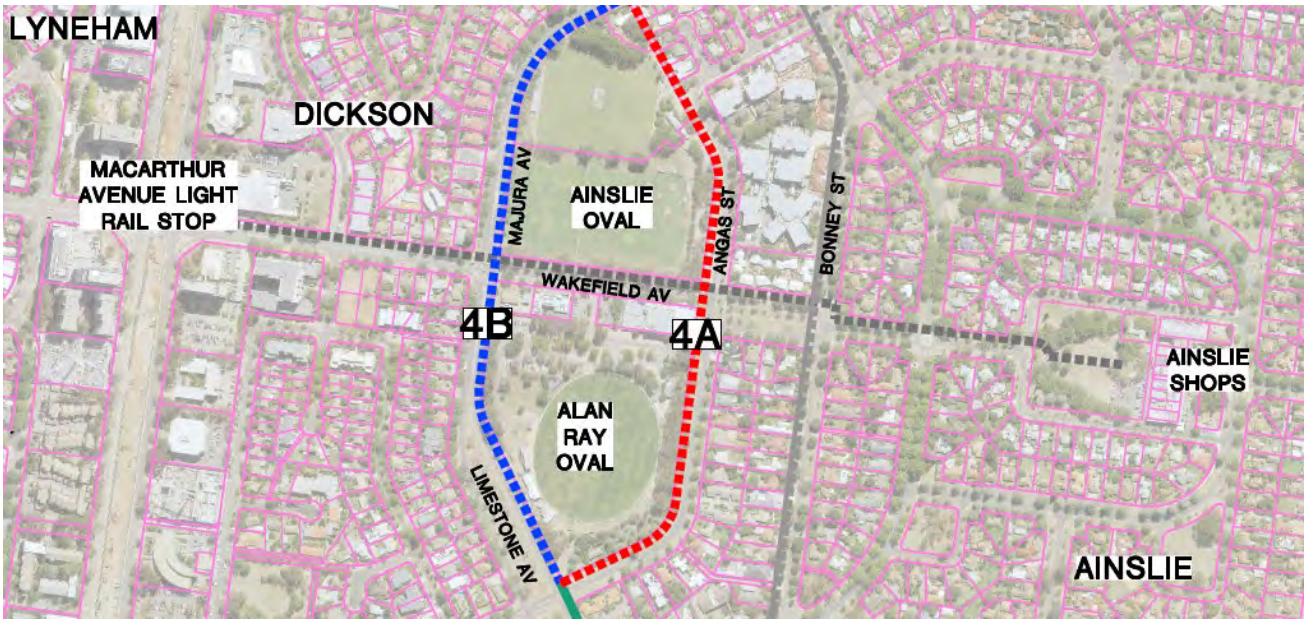


Figure 6-8 Ainslie Oval on Majura Av to Limestone Av/ Angas St intersection Route Alignment

Segment 4 comprises the following two route options providing a link between a laneway north of the Ainslie Oval to the Limestone Av/ Angas St intersection:

- Segment 4A – Angas St
- Segment 4B – Majura Av/ Limestone Av

Each option has merit and will be assessed as part of the Multi Criteria Assessment.

A route description and advantages/ disadvantages are provided below.

6.4.1 Segment 4A – Angas St

Segment 4A provides a connection between Majura Av and the Limestone Av/ Angas St intersection utilising the laneway and the west verge of Angas St.

There is adequate width in the laneway to provide a 3 m path, however, the design will need to consider the access to the workshops/ sheds associated with the Enclosed Oval. This will result in the loss of parking, however, parking should not be permitted adjacent to the laneway as existing vehicle manoeuvres encroach the laneway block boundary.

A 3 m path can be provided through the car park area with minimal change to the existing layout. There may be a need to remove some of the parallel car parking spaces or adjust their position. Urban Treescapes have agreed to the provision of a path between the trees and the car parking spaces.

Photo 6-16 Angus St (southbound view north of the intersection with Wakefield Av)

Photo 6-17 Angus St (southbound view south of the intersection with Wakefield Av)

A 3 m path can be provided on the west verge between Wakefield Av and the intersection at Limestone Av.

Advantages	Disadvantages
Provided on a quiet street with no residential driveway crossings. Provides a closer link to the Ainslie shops. Provides an option for future path spur extensions along Wakefield Av to Northbourne Av and the Ainslie shops.	Loss of perceived parking area in the laneway. Interaction between car park users and path users. Low passive surveillance.

6.4.2 Segment 4B – Majura Av/ Limestone Av

Segment 4B continues on Majura and Limestone Avenues to the Angas St intersection. The route is proposed on the east verge of the road.

Photo 6-18 Majura Av (southbound view north of the intersection with Wakefield Av)

Photo 6-19 Limestone Av (southbound view south of the intersection with Wakefield Av)

There are several trees, light columns and block boundary constraints that will need to be reviewed as part of the design to provide a 3 m path.

Advantages	Disadvantages
Provides a continuous alignment with the connecting sections. No loss of parking No driveway crossings. Crossing at an existing signalised intersection. Provides an option for future path spur extension along Wakefield Av to Northbourne Av and the Ainslie shops. Good passive surveillance and lighting.	Block boundary constraints Limited offset from roads Require the removal of trees and relocation of street light columns. Limestone Av is an arterial road and Majura Av is a major collector road that carry significant traffic volumes. Likely to require partial realignment of the Limestone Av carriageway on the approach to the Angas St intersection.

6.5 Limestone Av – Angas St to Henty St

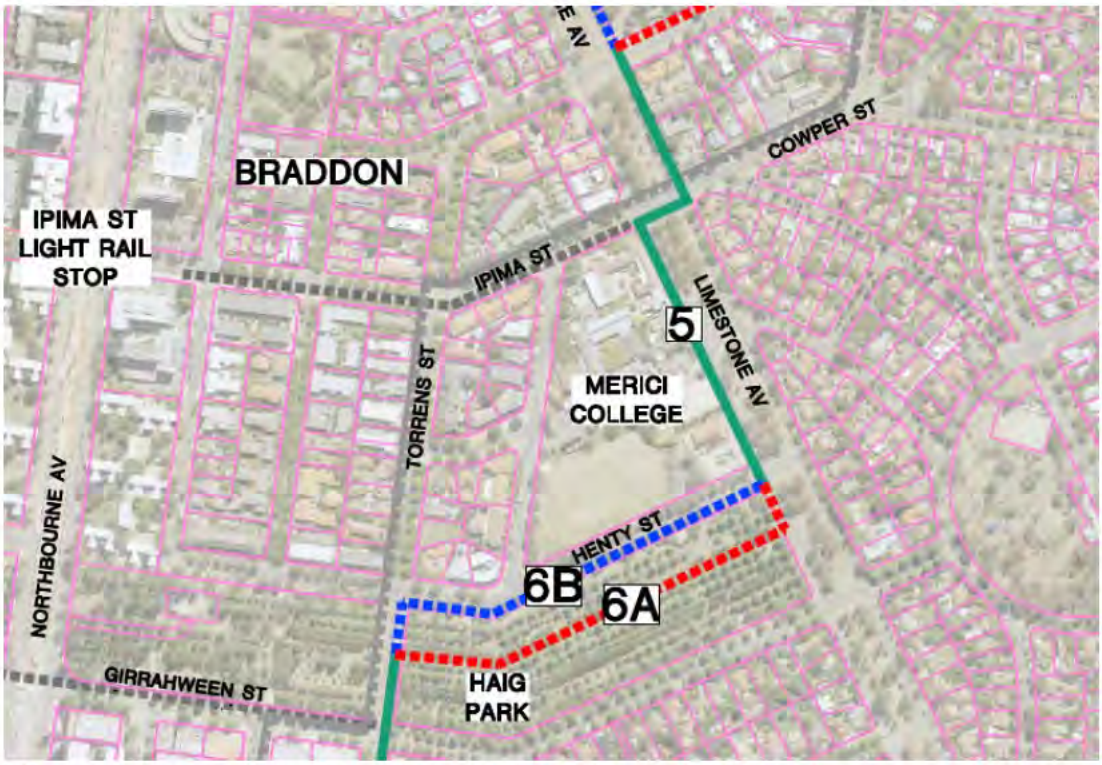


Figure 6-9 Limestone Av – Angas St to Henty St Route Alignment

It is proposed to use the east verge of Limestone Av between Angas St and Cowper St and then cross to the west Limestone Av verge at the south side of the existing signalised intersection and continue to Henty St.

This will require the widening of the verge between Angas St and Cowper St to accommodate a 3 m path without removing the existing trees. The southbound alignment of Limestone Av will need to be widened into the median on the approach and departure of this section to maintain sufficient traffic lane widths.

The signalised intersection of Limestone Av/ Cowper St and Ipima St will need to be modified to remove the existing slip lanes. This is due to the limited storage capacity of the existing islands to accommodate cyclists.

The west verge of Limestone Av between Ipima St and Henty St has 9 overhead powerlines (with pole mounted streetlights) that will encroach into the required offsets for the path. There is an opportunity to split the path directions on each side of the power poles at these locations to avoid relocating the overhead power lines and street lighting. This will be reviewed as part of the development of the design.

Photo 6-20 Limestone Av (northbound view south of the intersection with Hargraves Cr)

6.6 Limestone Av to Torrens St

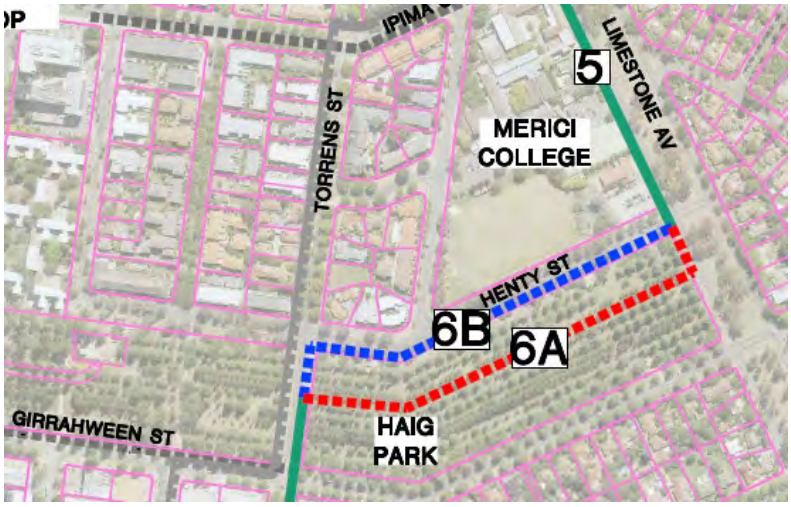


Figure 6-10 Limestone Av to Torrens St Route Alignment

Segment 6 comprises the following two route options providing a link between Limestone Av and Torrens St:

- Segment 6A – Haig Park
- Segment 6B – Henty St

Each option has merit and will be assessed as part of the Multi Criteria Assessment.

A route description and advantages/ disadvantages are provided below.

6.6.1 Segment 6A – Haig Park

Segment 6A provides an opportunity for a 3 m path connecting Limestone Av to Torrens St through Haig Park. There are several worn tracks within Haig Park that the route could follow, however, the preferred alignment is to use the same gap between tree rows (circa 12 m wide) as the existing path on the west side of Torrens St or along the north boundary with Girrahween St.

The CRA have been consulted regarding the path alignment through Haig Park. The alignment along the boundary with Girrahween St is preferred as it aligns with the Haig Park Master Plan and future potential spur path along the southern verge of Haig Park crossing Northbourne Av to McCaughey St. The path alignment along the Girrahween St boundary would require the removal of a number of shrubs.

Haig Park has heritage constraints and will need to be assessed to determine whether a path through this alignment would be permitted from a Heritage perspective. A Statement of Heritage Effect (SHE) would need to be prepared for the alignment of the path through Haig Park.

Photo 6-21 Haig Park (westbound view along potential alignment towards Torrens St)

Photo 6-22 Haig Park (eastbound view along potential alignment towards Limestone Av)

The design and construction of the path would need to minimise the impact on trees. This can be accomplished by raising the path above the existing ground level and establishing landscape management protection controls, including hydro-excavation where required.

Advantages	Disadvantages
Provides shade and wind protection. Aligns with an existing path on the west side of Torrens St. The route is in a pleasant green space.	Potential impact on trees (heritage items). High cost compared to the alternative option. Pedestrian/ cycle interaction at cross path intersections.

6.6.2 Segment 6B – Henty St

It is proposed to provide an on-road separated cycle facility on the south side of Henty St between Limestone Av and Torrens St. This option is proposed to account for the CRA and TCCS Urban Treescapes comments and heritage constraints associated with using the full length of Haig Park between Torrens St and Limestone Av. A Statement of Heritage Effect (SHE) would need to be prepared as part of this alignment as the on-to-off-road connection will encroach into Haig Park near Torrens St.

Photo 6-23 Henty St (westbound view west of the intersection with Limestone Av)

The design will need to consider the loss of parking near the Wise St intersection and school bus movements.

Advantages	Disadvantages
Avoids Haig Park. Separated on road low cost option. Less potential heritage impact.	The uniformity of path provision differs from the verge path segments. Loss of parking Potential impact on bus movements. Loss of adding to "Garden City" nature

6.7 Torrens St to the City

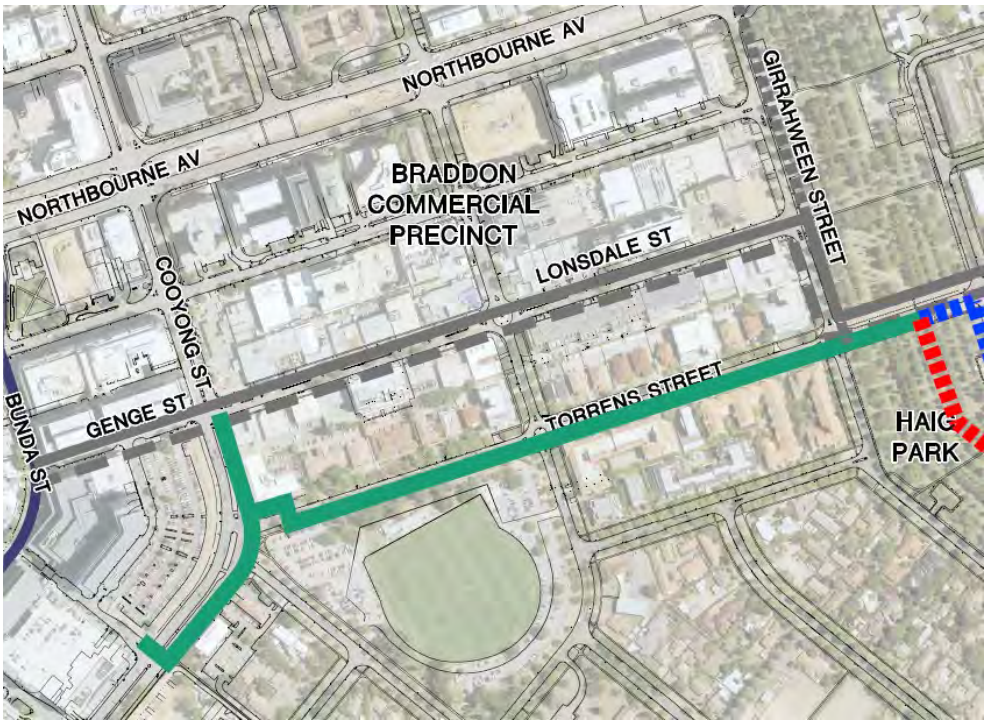


Figure 6-11 Torrens St to the City Route Alignment

It is proposed to provide the path along the east verge of Torrens St to Cooyong St. There is sufficient width in the verge to provide a 3 m wide path. The east side was selected rather than the west side due to fewer driveways.

It is proposed to provide a connection from Torrens St to Genge St and Scotts Crossing on the south side of Cooyong St. This will connect the Garden City Route to safe locations for path users to access the city.

The development of City Block 1 Section 96 could result in the signalisation of the Cooyong St/ Torrens St intersection. Depending on the timing of this development, the path could end at Torrens Street at the signalised intersection.

Changes to Cooyong St will also need to consider future CRA Cooyong Street Improvements that form part of the City Precinct Renewal Program.

The verge between Torrens St and Genge St will require widening. It is proposed to remove the Form One Lane section of Cooyong St and adjust the lane arrangements at the Cooyong St/ Genge St/ Lonsdale St signalised intersection. This is anticipated to have minimal impact on road capacity due to the current on street parking arrangements.

The section of the path on Cooyong St between Torrens St and Scotts Crossing will require the removal of trees and hedges, and the relocation of street lighting to provide a 3 m path.

Photo 6-24 Torrens St (northbound view north of the intersection with Elouera St)

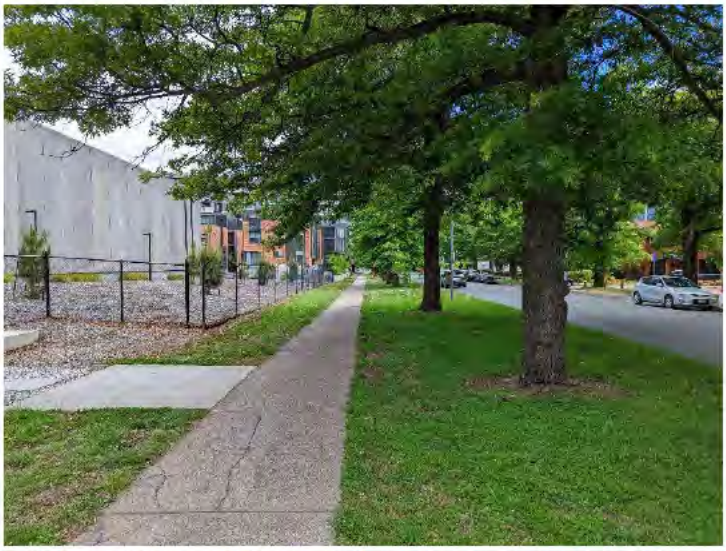


Photo 6-25 Torrens St (southbound view north of the intersection with Cooyong St)

Photo 6-26 Cooyong St (westbound view west of the intersection with Torrens St)

Photo 6-27 Cooyong St (southbound view south of the intersection with Torrens St)

7. MULTI CRITERIA ANALYSIS

7.1 Introduction

A Multi Criteria Analysis (MCA) is an exercise to evaluate selected options to assist with the selection of the most appropriate option for further consideration. The development of project specific criteria, measures, and weightings provide a platform to score the options. The weighting of the criteria enables the options to be ranked and the most appropriate option/ treatment to be considered for future development.

The development and selection of the criteria, the application of the weighting, and the allocation of the scoring is a joint exercise between the project team and selected stakeholders. The weighting enables the importance of the criteria to be identified and measured against other criteria.

The development of the MCA is based on the Australian Government Infrastructure Australia Guide to Multi-Criteria Analysis (July 2021).

7.2 MCA Workshop

A Multi-Criteria Analysis with associated options development and an evaluation workshop was used on each option for the Garden City Cycle Route and the associated treatments to evaluate and select the proposed options.

A MCA workshop was held on 16 December 2022.

The workshop attendees were provided with the route option concept plan, the route description, route length, preliminary costings and MCA scoring considerations and weightings prior to the workshop. This was to provide sufficient time during the workshop to discuss the route and score the alignments where options were available.

The MCA evaluation criteria and associated scoring were developed through several iterations to encompass the objectives of the project.

7.2.1 Evaluation Criteria

The evaluation criteria were separated into the following and were allocated the associated weighting:

- Cycle Design (60%).
- Stakeholder/ Road Network (20%).
- Constructability (20%).

The sub-criteria and considerations for each criteria are provided in Attachment E.

7.2.2 Scoring

Each sub-criterion is scored out of five. The average score from the participants was used to tally each sub-criterion. The weighting was applied to the average of the sub-criterion for each criteria to provide the total score for each assessed route.

The scoring of the route options is to use the information provided to apply the scoring system in Table 7-1.

Table 7-1 MCA Scoring

Rating	Score	Description
Strong positive	5	Strong, positive impact for the criteria or measure
Moderate positive	4	Medium, positive impact for the criteria or measure
No significant impact	3	No significant positive or negative impact
Moderate negative	2	Moderate, negative impact for the criteria or measure
Strong negative	1	Strong, negative impact for the criteria or measure

A sensitivity analysis was undertaken to assess the impact of varying the weighting for each criteria by ±20% to determine if variability in the weighting would influence the result of the preferred option.

7.3 Option Multi Criteria Analysis

The following options are sections of the path alignment where alternative routes were identified during the preliminary stages of the project.

7.3.1 Segment 2 – Windeyer St/ Phillip Av to Majura Av/ Cowper St

Segment 2 comprises the following five route options linking the signalised intersections of Phillip Av/ Windeyer St and Majura Av/ Cowper St:

- Segment 2A – Phillip Av/ Majura Av
- Segment 2B – Phillip Av/ Antill St/ Hawdon Pl/ Majura Av
- Segment 2C – Bradfield St/ Melba St/ Cowper St
- Segment 2D – Bradfield St/ Frencham St/ Hawdon Pl/ Majura Av
- Modified Segment 2A – Knox St/ Andrews St Playground/ Higinbotham St/ Phillip Av/ Majura Av

The Modified Segment 2A option was provided as an option after the MCA workshop. Therefore, a separate MCA was undertaken between Modified Segment 2A and Segment 2D (preferred alignment from the workshop). This was to provide consistency between the assessment of this modified route alignment and the segments assessed in the MCA workshop. Workshop attendees were provided information to assess the alternative alignment against Segment 2D (inclusive of the Windeyer St connection between Knox St and Phillip Av).

7.3.2 Segment 4 – Ainslie Oval on Majura Av to Limestone Av/ Angas St intersection

Segment 4 comprises the following two route options providing a link between a laneway north of Ainslie Oval to the Limestone Av/ Angas St intersection:

- Segment 4A – Angas St
- Segment 4B – Majura Av/ Limestone Av

7.3.3 Segment 6 – Limestone Av to Torrens St

Segment 6 comprises the following two route options providing a link between Limestone Av and Torrens St:

- Segment 6A – Haig Park
- Segment 6B – Henty St

7.4 Option Scoring

The scoring of each of the criteria for the assessed segments is provided in Attachment E.

The summary of the scoring is provided below for each segment.

Table 7-2 Scoring Summary

Segment	Score	Sensitivity					
		Cycle Design		Stakeholder/ Road Network		Constructability	
		+20%	-20%	+20%	-20%	+20%	-20%
Segment 2 – Windeyer St/ Phillip Av to Majura Av/ Cowper St Option Scoring							
2A - Phillip Av/ Majura Av	2.97	3.33	2.61	3.08	2.86	3.10	2.84
2B - Phillip Av/ Antill St/ Hawdon Pl/ Majura Av	2.99	3.36	2.62	3.10	2.88	3.10	2.87
2C - Bradfield St/ Melba St/ Cowper St	3.04	3.41	2.66	3.16	2.92	3.15	2.92
2D - Bradfield St/ Frencham St/ Hawdon Pl/ Majura Av	**3.24**	3.64	2.83	3.36	3.11	3.35	3.12
Alternative Routes							
Modified 2A	3.23	3.62	2.84	3.36	3.10	3.35	3.10
2D (including Windeyer St)	3.24	3.65	2.84	3.37	3.12	3.36	3.12
Segment 4 – Ainslie Oval on Majura Av to Limestone Av/ Angas St intersection							
4A - Angas St	**3.58**	4.03	3.14	3.71	3.45	3.72	3.44
4B - Majura Av/ Limestone Av	3.29	3.71	2.87	3.42	3.16	3.40	3.18
Segment 6 – Limestone Av to Torrens St							
6A - Haig Park	**3.55**	4.00	3.09	3.68	3.41	3.66	3.43
6B - Henty St	3.18	3.56	2.81	3.31	3.06	3.32	3.04

The results from the MCA workshop indicated the preference for the following segments:

- Segment 2D – Bradfield St/ Frencham St/ Hawdon Pl/ Majura Av
- Segment 4A – Angas St
- Segment 6A – Haig Park

The workshop presentation material and results are provided in Attachment E.

8. ROUTE DISCUSSION

The MCA workshop identified that the stakeholders preferred more than one route alignment. However, the MCA process did not indisputably define a preferred alignment with mixed preferences among the workshop attendees.

There was a mixed predilection for Segment 2 with preferences towards Modified Segment 2A and Segment 2D. The score between Segment 2D and Modified Segment 2A was very close. The majority of the workshop attendees agreed to Segments 4A and 6A.

In addition to the mixed predilection between the assessed segments, the percentage difference is less than 10% between the assessed segments for Segments 2 and 4, with the percentage difference for Segment 6 marginally above 10%.

It was raised during the workshop that Segment 2D has several constraints that could impede on providing a path that would comply with current design requirements and the objective of the project. There is consideration to implement design features that are uncharacteristic of an urban environment in the ACT as part of the Garden City Route as a trial to provide a safe on-road 'Active Travel Street' facility. This includes:

- Implementation of 30 km/h speed zones.
- Traffic calming treatments to significantly reduce speed and discourage vehicles (one-way sections, two-way one-lane slow points, raised sections, chicanes, etc.).
- Restrict vehicle movements to local vehicles only.

It is important to note that should the trial elements be unsuccessful the selected route needs to have the ability to implement standard design elements.

Consultation with residents and business owners that would be impacted by the trial treatment would need to be undertaken to evaluate how the people directly impacted would react.

9. SELECTED ROUTE

A review of the alignment options and the MCA results was undertaken by key Government stakeholders and the preferred alignment was selected to proceed to PSP stage.

The following route alignment was agreed:

- Segment 1 – Antill St to Phillip Av
- Modified Segment 2A – Knox St/ Andrews St Playground/ Higinbotham St/ Phillip Av/ Majura Av
- Segment 2D – Bradfield St/ Frencham St/ Hawdon Pl/ Majura Av
- Segment 3 – Majura Av – Cowper St to Ainslie Oval
- Segment 4A – Ainslie Oval to Limestone Av/ Angas St intersection via Angas St
- Segment 5 – Limestone Av – Angas St to Henty St
- Segment 6A – Haig Park adjacent to Girrahween St
- Segment 7 – Torrens St to the City

It is noted that both the Modified Segment 2A and Segment 2D were selected to proceed to PSP. This was due to the results from the MCA scoring and the ability for the routes to service both Downer and Hackett.

It was also advised that Sherbrooke St was selected as a trial site for an Active Travel Street. This will be undertaken as a separate project.

The selected route alignment is provided in Attachment F.

10. INDICATIVE CONSTRUCTION COST ESTIMATES

Indicative construction cost estimates for the selected route alignment have been calculated based on the following sections.

Path Section	Comparable Segment	Indicative construction cost estimate (excl. GST)
[redacted]		
4 – Majura Av Ainslie Oval path to Torrens St	Segments 4, 5 and 6	$4,801,300.00
[redacted]		

[redacted].

Costings are based on the Feasibility Sketch Plan drawings. Unit values for the various components of the route (e.g. 3 m path, lighting upgrades, priority crossings, signalised intersection upgrades, adjustment to overhead power lines) were used for the cost estimation.

Service locates and potholing has not yet been undertaken to identify specific locations and depths of services.

Construction costs may vary depending on Service provider's requirements to relocate or protect the service where required. Additional design requirements during the PSP stage will also impact the above estimate.

ATTACHMENT A – ROUTE OPTION CONCEPT PLANS

ATTACHMENT B – SEGMENT TYPICAL CROSS SECTIONS

ATTACHMENT C – CONSULTATION REPORT

ATTACHMENT D – RESPONSE TO CONSULTATION REPORT

ATTACHMENT E – MCA WORKSHOP INFORMATION AND SCORING

ATTACHMENT F – SELECTED GARDEN CYCLE ROUTE

GARDEN CITY CYCLE ROUTE

PRELIMINARY SKETCH PLAN REPORT

TRANSPORT CANBERRA AND CITY SERVICES

FINAL

RG22030-3 / 1

27 OCTOBER 2023

Consulting Engineers

GARDEN CITY CYCLE ROUTE

PRELIMINARY SKETCH PLAN REPORT

Prepared for Transport Canberra and City Services

Document Register

Revision	Date	Details	Author	Approved
Draft	29/08/23	Draft PSP Report	[redacted]	[redacted]
1	27/10/23	PSP Report	[redacted]	[redacted]

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1. INTRODUCTION

1.1 Purpose of the Report

RD Gossip Pty Ltd (RDG) were engaged to provide feasibility and design services for the Garden City Cycle Route for Infrastructure Delivery Partners (IDP) on behalf of Transport Canberra & City Services (TCCS).

The Preliminary Sketch Plan (PSP) submission for the Garden City Cycle Route demonstrates the development of the preferred route alignment selected from the Feasibility Study.

1.2 Goal and Objectives

The City and Gateway Urban Design Framework (December 2018) identified that there were gaps in the cycling connection through inner North Canberra on the eastern side of Northbourne Avenue. The key objectives of this project are to plan and develop a preliminary design for a safe and functional cycle route through this area, with the goal of the facility to reduce short vehicle trips and replace these trips with active travel modes of transport, improving health and wellbeing and reducing carbon emissions.

The outcomes of this project are to undertake a Feasibility and Design Option Study and develop a Preliminary Sketch Plan (PSP) that:

- Aligns with the objective of the project to provide a safe and convenient cycle connection for short and long trips for all ages, providing a connection between Watson and the City with connections to schools, local centres and green spaces.
- Incorporates Government and Key Community Group Stakeholders' comments and concerns, working together to develop a design that is cohesive, functional, structurally sound, creative, durable, cost effective to construct and maintain over time.
- Enable flexible, inclusive, and attractive spaces in the design with accessible paths and recognisable connections.
- Provide connectivity between community land uses including Local shops and urban open space utilising the existing path network.
- Enhance recreation infrastructure, green spaces, and other landscape features where possible with consideration towards water sensitive urban design and climate change mitigation strategies where feasible.
- Considers construction staging including how the project could be separated into achievable works within the budget available for construction. This includes developing concept temporary traffic management plans and construction access requirements.
- Provides a design that interacts with other Active Travel infrastructure and connecting networks to reflect site specific circumstances that may include:
    - Protected cycleways at road or verge grade in high use conflict areas.
    - Widen existing paths, upgrade and extend paths to be suitable for shared use to improve connectivity in the network.
    - Upgrade intersections or provide other safety improvements (e.g. visibility) to improve cyclability.
    - Lighting upgrades were required.
    - Improvements to wayfinding.

- Consider connectivity between the Garden City Cycle Route and connecting areas.
- Accommodate where possible placemaking elements to facilitate and encourage the use of the facility.

1.3 Feasibility Study

The Feasibility Study for the Garden City Cycle Route was completed in May 2023.

The Feasibility Report reviewed applicable background information at the time of the study and identified design considerations, opportunities and constraints of various route alignments. The route alignments were reviewed through multiple consultations with key Government and public stakeholders. This involved cycling the possible route alignments and holding workshops to collect information to assess the preferred alignments and design considerations. The targeted consultation involved a broad, however, concise group of key stakeholders that provided key comments and suggestions on the provided information.

Where sections of the route had more than one alignment option, the selection of the preferred alignment was scored through a Multi Criteria Analysis workshop with key Government stakeholders and an alignment selected. Prior to the workshop. the workshop attendees were provided with a route option concept plan, route description, route length, preliminary costings and MCA scoring considerations and weightings. This was to provide sufficient time during the workshop to discuss the route and score the alignments where options were available.

The MCA evaluation criteria and associated scoring were developed through several iterations to encompass the objectives of the project.

Subsequent to the MCA evaluation, the following route alignment was adopted to proceed to the Preliminary Sketch Plan (PSP) Stage:

- Segment 1 – Antill St to Phillip Av
- Modified Segment 2A – Knox St/ Andrews St Playground/ Higinbotham St/ Phillip Av/ Majura Av
- Segment 2D – Bradfield St/ Frencham St/ Hawdon Pl/ Majura Av
- Segment 3 – Majura Av – Cowper St to Ainslie Oval
- Segment 4A – Ainslie Oval to Limestone Av/ Angas St intersection via Angas St
- Segment 5 – Limestone Av – Angas St to Henty St
- Segment 6A – Haig Park adjacent to Girrahween St
- Segment 7 – Torrens St to the City

Although the route was intended as a linear route with future spurs and connections, both Modified Segment 2A and Segment 2D were selected to proceed to PSP. This was due to the very close results from the MCA scoring for the segment options and the ability for the routes to service both Downer and Hackett.

Following the submission of the Feasibility Study, Segments 5 and 6A were further reviewed with Government Stakeholders. It was agreed that the continuation of the route on Torrens Street and Ijong Street and the signalisation of the Limestone Avenue/ Angas Street/ Ijong Street intersection would provide a preferred alignment and maintain the objectives of the project. This route was initially considered during the early stages of the project, however, was dismissed due to the provision of a new signalised intersection and the traffic flow impact on Limestone Avenue. However, following discussions

with the TCCS Traffic Signal Unit and the assessment between new traffic signals in comparison with changing the alignment of Limestone Avenue and the heritage constraints in Ainslie and Haig Park, the continuation of the route along Torrens Street and Ijong Street to Angas Street was preferred amongst Government Stakeholders.

Upon the final selection and agreement of the route alignment amongst Government Stakeholders, the segment numbering in the Feasibility Study was rearranged so the numbering commenced from the City (south to north direction). The route alignment is defined by the following segments:

- Segment 1: Cooyong Street
- Segment 2: Torrens Street - Cooyong Street to Ijong Street
- Segment 3: Ijong Street - Torrens Street to Angas Street/Limestone Avenue intersection
- Segment 4: Angas Street – Limestone Avenue to Majura Avenue via Ainslie Oval
- Segment 5: Majura Avenue – Ainslie Oval to Hawdon Street
- Segment 6(a): Majura Avenue/Phillip Avenue (Majura Avenue to Knox Street via Phillip Avenue)
- Segment 6(b): Majura Avenue/Hawdon Place/Frencham Street/Bradfield Street/Windeyer Street (Majura Avenue to Knox Street via Frencham Street/Bradfield Street)
- Segment 7: Knox Street to Antill Street via Simpson Street playground and Aspinall Street

2. ROUTE DESIGN

2.1 Introduction

The design criteria for the Garden City Cycle Route extracted from the City and Gateway Urban Design Framework is provided below.

> *"Garden City Cycle Route is intended to cater for both short and longer trips and be suitable for users from ages 8-80. To maximise safety, the Garden City Cycle Route is proposed to be a protected lane for cyclists, separated from vehicles and pedestrians at high use and conflict locations. However, route design and treatment will vary to reflect site specific circumstances."*

Municipal Infrastructure Standards (MIS) 05 Active Travel Facilities Design states that community route infrastructure needs to meet the needs of riders aged 8-80 but also the route caters to a wide range of trip purposes. This can be achieved through a combination of different facilities and treatments (off-road paths, bicycle only paths, separated bike lanes, active travel streets aka bicycle boulevards) that are consistent with MIS 05 requirements for a main community route and safe systems.

A key design element for this criterion is to provide a safe facility suitable for all users. Therefore, a facility separate from vehicular traffic is considered the most appropriate option. To provide this facility, and account for site constraints, a combination of shared and separated paths were assessed through the feasibility phase of the project.

The Preliminary Sketch Plan designs are provided in Attachment C.

Brownfield constraints along the route alignment impacted that ability to provide a separated path. Therefore, a shared path was selected for the entire route. Where possible a 3 m wide shared path is provided along the route with some exceptions (discussed in the following sections).

The majority of the path will be asphaltic concrete. All driveway crossings will be concrete with a coloured oxide applied (black to match the asphaltic concrete or an approved colour). Interaction zones and landscaped areas will require specific treatments through the use of contrasting pavement and texturing (refer to the Landscape report).

2.2 Segment 1: Cooyong Street

This segment of the route is located on the north side of Cooyong Street between Genge St and Scotts Crossing. This will connect the Garden City Route to safe locations for path users to access the city.

This segment will comprise a 3 m wide path, adopting the same treatment used for the recently developed verges between Scotts Crossing and Boolee Street. The design consists of:

- Widening the north verge between Lonsdale Street and Torrens Street. This arrangement will remove a traffic lane, however, the remaining two traffic lanes will align with the existing arrangement east of Torrens Street. This will remove the "Form One Lane" and circa 6 on-street parking spaces. Parking is currently not permitted from 7:30 am to 9 am and 4:30 pm to 6 pm, with 1 hour parking restrictions during the day. This parking is located in the "Form One Lane" zone and reduces Cooyong Street to 2 lanes and can cause traffic flow issues. A designated left turn lane into Lonsdale Street on Cooyong Street is proposed on the eastbound approach to the Cooyong Street/ Lonsdale Street/ Genge Street intersection to account for the lane loss on the downstream side of the intersection. It is anticipated that the proposed design will have minimal impact on road

capacity due to the current on street parking arrangements effectively reducing Cooyong Street to one lane.

- Increase the pedestrian crosswalk width at the signalised intersections at Scotts Crossing and Genge Street.
- A wombat crossing on Donaldson Street.

The development of City Block 1 Section 96 could result in the signalisation of the Cooyong St/ Torrens St intersection. This has the opportunity to change the approach to the design of the works in this segment.

The section of the path on Cooyong St between Torrens St and Scotts Crossing will require the removal of trees and hedges, and the relocation of street lighting to provide a 3 m path. It is noted that the existing tree roots have lifted the existing paver/ path and impede the ability to provide a compliant path alignment.

Photo 2-1 Cooyong St (westbound view west of the intersection with Torrens St)

Photo 2-2 Cooyong St (southbound view south of the intersection with Torrens St)

An initial comment from the CRA for this section was to provide a separated cycle facility on Cooyong Street, similar to the Emu Bank (Belconnen)/ Corinna Street (Woden) arrangement. However, the extent

of work to achieve a similar system would require significant works to be undertaken on Cooyong Street. These works would extend beyond the limits of the work associated with the Garden City Cycle Route.

2.3 Segment 2: Torrens Street - Cooyong Street to Ijong Street

This segment of the route is located on the east side of Torrens Street between Cooyong Street and Ijong Street. There is sufficient width in the verge to provide a minimum 3 m wide path. The east side of Torrens Street was selected rather than the west side due to fewer driveways.

This segment will comprise a 4 m wide path from Cooyong Street to Haig Park then a 3 m wide path from Haig Park to Ijong Street. The design consists of:

- A wombat crossing on Torren Street circa 35 m from the intersection with Cooyong Street. It is to provide a safe crossing location clear of the intersection to provide access to the Genge Street and Scotts Crossing traffic signals.
- Wombat crossings on Elouera Street, Girrahween Street, Henty Street, Helemon Street and Ipima Street. These crossings will be set back from the intersections/ roundabouts to enable at least one vehicle to store between the edge of the hump and the hold line. This will create a localised deviation in the path (created by block boundary constraints and intersection layouts) that will assist in slowing path users prior to the road crossings. The location of the crossings is influenced by trees, block boundaries and intersection layouts.
- Interaction zone pavement treatments will be used in locations where key paths connect, typically at intersections. These treatments follow the same principle adopted elsewhere in Canberra.
- The path will provide circa 1.5 m clearance from trees. There is an opportunity to raise the level of the path where it is unrestricted by property accesses and other fixed constraints.
- Pavement markings will be installed at driveways. Speed humps will be installed at driveways where sight distances are constrained and can be improved within the confines of the road verge.

There was consideration of providing a separate path along this section of the route. However, it would have resulted in the removal of trees or on-street parking to provide the minimum compliant facility.

Photo 2-3 Torrens St (northbound view north of the intersection with Elouera St)

Photo 2-4 Torrens St (southbound view north of the intersection with Cooyong St)

2.4 Segment 3: Ijong Street - Torrens Street to Angas Street/Limestone Avenue intersection

This segment of the route is located on the south side of Ijong Street from Torrens Street to Limestone Avenue, inclusive of the Limestone Avenue intersection.

This segment will comprise a 3 m wide path and the signalised intersection of Limestone Avenue/ Ijong Street/ Angas Street. The design consists of:

- Interaction zone pavement treatments at the signalised intersection.
- Pavement markings will be installed at driveways. Speed humps will be installed at driveways where sight distances are constrained and can be improved within the confines of the road verge.
- The path will provide circa 1.5 m clearance from trees. There is an opportunity to raise the level of the path where it is unrestricted by property accesses and other fixed constraints.
- The signalised intersection arrangement was discussed with the Traffic Signal Unit. It was agreed that a similar layout to the Limestone Avenue/ Donaldson Street/ Chisholm Street intersection be adopted for this intersection. It was discussed that the selected arrangement would assist with discouraging vehicles from diverting from Limestone Avenue and using Ijong Street/ Torrens Street/ as a “rat-run” route. The Garden City Cycle Route will cross the intersection on the southern side of the road, with the wombat crossing located on Angas Street away from the intersection. This is to limit the impact of the active travel movement on the operation of the intersection.

2.5 Segment 4: Angas Street – Limestone Avenue to Majura Avenue via Ainslie Oval

Segment 4 provides a connection between Limestone Avenue and Majura Avenue on the west side of Angas Street.

This segment will comprise a 3 m wide path. The design consists of:

- Wombat crossings on Angas Street (as mentioned), Wakefield Avenue, the southern and northern entry to the Ainslie Oval. A continuous verge treatment will be used for the central Ainslie Oval car park access as traffic volumes are expected to be lower and users of the car park would be more aware of the path.

- The path between Limestone Avenue and Wakefield Avenue will be located on the west side of the road. Two locations with exercise equipment will require adjustment to provide clearance to the path. The Ainslie Football Club redevelopment is not anticipated to impact the path alignment.
- The path between Wakefield Avenue and Sherbrooke Street will be located through the Ainslie Oval car park area with minimal change to the existing layout. There may be a need to remove some of the parallel car parking spaces or adjust their position. Urban Treescapes have agreed to the provision of a path between the trees and the car parking spaces.
- The path connecting Angas to Majura Avenue will be upgraded to provide a 3 m wide path. This will be located within the confines of the block associated with the path laneway. This will influence parking adjacent to the laneway, however, will not impact Keith Tournier Enclosed Oval vehicle access.

Photo 2-5 Angas St (southbound view north of the intersection with Wakefield Av)

Photo 2-6 Angas St (southbound view south of the intersection with Wakefield Av)

2.6 Segment 5: Majura Avenue – Ainslie Oval to Hawdon Street

This segment of the route is located on the south side of Majura Avenue between the Ainslie Oval to North Ainslie Primary School where it crosses to the North side of the road and continues to Hawdon Street.

This segment will comprise a 3 m wide path. The design consists of:

- Increase the pedestrian crosswalk width on the south side of the Majura Avenue/ Cowper Street signalised intersection.
- Increased the pedestrian crosswalk width at the midblock signalised crossing at North Ainslie Primary School. A landscaped feature is proposed in front of North Ainslie Primary School to provide storage for parents/ carers to wait for children and to highlight a change in activity along the path.
- Wombat crossings on Stephen Street, Davenport Street and Hawdon Street.
- Sections of the path will require landscaped islands and short sections of bidirectional separation to account for the overhead power poles. A minimum 0.5 m offset to the power pole will be provided with line marking used to direct path users around the obstacle.
- Several driveways along this section of the route are in poor condition and would require reconstruction as part of this project.

Photo 2-7 Majura Av (westbound view west of the intersection with Cowper St)

Note that an Active Travel Street on Sherbrooke Street between these two alignments is being designed as a separate project. This will provide an alternative route for this segment.

2.7 Segment 6

The route branches towards Downer and Hackett at Hawdon Street, converging at the Knox Street at the Watson Shops.

2.7.1 Segment 6(a): Majura Avenue to Knox Street via Phillip Avenue

This segment of the route comprises the following:

- Majura Avenue
  - 3 m path on the north side of Majura Avenue between Hawdon Street and Phillip Avenue,
  - A new footbridge across the open concrete floodway channel.
  - Two wombat crossings at Dutton Street (west and east) and continuous verge treatments at the old bus layover.

Photo 2-8 Majura Av (westbound view west of the intersection with Dutton St)

- Phillip Avenue
  - 3 m path on the west side of Phillip Avenue between Majura Avenue and the existing wombat crossing, including widening an existing concrete path
  - Reconstructing the existing wombat crossings
  - A 2.5 m path from the wombat crossing for circa 110 m on the east side of Phillip Avenue. heading towards Antill Street. A 2.5 m wide path is due to constraints between the block boundaries and trees (closest clearance 1.36). The 3 m path will be reinstated where clearance is provided to continue to a new signalised midblock crossing on Antill Street.
  - A signalised midblock crossing on Antill Street will be located circa 50 m from the roundabout with Phillip Avenue. The distance was based on the SIDRA intersection modelling using existing traffic volumes. Note that the Canberra Strategic Transport Model indicates that traffic volumes on Antill Street will reduce in 2031.
  - A 3 m path from the signalised midblock crossing to Phillip Avenue to a laneway on the north side of Rosary Primary School. There will be a localised narrowing of the path to 2.5 m circa 200 m north of the roundabout with Antill Street. This narrowing is due to two trees.
- 3 path in the laneway on the north side of Rosary Primary School between Phillip Avenue and Higinbotham Street.
- 3 m path on the south side of Higonbotham Street from the laneway to a wombat crossing, continuing along the west side of Andrews Street Playground. The path through the playground will replace an existing 1.2 m wide concrete path.

- Cross Higinbotham Street with a wombat crossing and provide a 2 m wide path on the south side of Knox Street to Windeyer Street. This path will be located on the block boundary with the width restricted by trees. Timber log barriers will require relocation into the block to provide clearance from the path.
- An interaction zone will be provided from the existing children's crossing on Knox Street and a wombat crossing on Windeyer Street. The two path segments converge on the north side of Windeyer Street.

2.7.2 Segment (b): Majura Avenue to Knox Street via Frencham Street/Bradfield Street

This segment continues from the Segment 5 and comprises the following:

- Hawdon Street/ Hawdon Place
  - A 3 m path on the east side of Hawdon Street, connecting to the existing Dickson Hackett Main Community Route.
  - A new footbridge across the open concrete floodway channel and continuing along the east side of Hawdon Place to Antill Street. A new footbridge will enable the existing bridge to remain open during construction and provide a suitable path staggering at the connection of the two main community routes.
  - The turning head of Hawdon Place will need to be reduced to 17 m (minimum diameter) to provide clearance of the path from a power pole and stay wire and car park.

Photo 2-9 Hawdon St (northbound view north of the intersection with Majura Av)

- A wombat crossing near the intersection with Antill Street with a 3 m path on the south side of Antill Street to a new signalised midblock crossing circa midway between Hawdon Place and Rosevear Place. The 3 m path will continue to a laneway between Antill Street and Allport Street.
- Allport Street
  - Wombat crossings will be provided on Allport Street at the laneway connection and near the intersection of Bonython Street.
  - To provide an off-street path on Allport Street, the road will be narrowed to 5.9 m with a bidirectional path due to the existing trees. Allport Street is considered a Local Access A road (minimum width of 5.5 m).

Photo 2-10 Allport St (southbound view south of the intersection with Bonython St)

- A wombat crossing will be provided on Bonython Street with 3 m wide paths between Allport Street and Frencham Street.
- Frencham Street
  - 2.5 m wide path on the west side of the road. Due to the heritage importance of the trees on Frencham Street, the path will be located on the west side of the trees until Cadell Street and then shift to the east side of the trees, narrowing the road to a minimum of 6.25 m.
  - The path on the west side of the trees will be raised above the existing surface to provide a “swale” to assist with water retention for the trees. The old path will be removed to increase the pervious surface for the trees.
  - The section of Frencham Street that is narrowed will result in the removal of a refuge island and circa 8 on-street car parking spaces. Parking is available on Bradfield Street between Frencham Street and Melba Street.
  - Concrete aprons are provided for waste bin collection points.
  - On the approach to Bradfield Street, the path is redirected off the road. This is provided so path users approach the crossing perpendicularly, improving the conspicuity of the crossing.
  - Provide a wombat crossing on Frencham Street prior to the roundabout with Bradfield Street.
  - The treatment for Frencham Street has been discussed with Urban Treescapes and approved in principle.

Photo 2-11 Frencham St (northbound view south of the intersection with Cadell St)

- Bradfield Street
  - 2.5 m wide path on the south side of the road. Will require the narrowing of the road to 8.1 m to provide a compliant path clear of obstructions without heavily removing vegetation along property boundaries, except for the section of the path through the park where the path can be diverted through the open space, including adjusting the position of an existing bus stop.
  - Provide a 1.7 m wide gap between the path and the kerb to provide storage for waste bin collection.
  - Several driveways along this section of the route are in poor condition and would require reconstruction as part of this project.
  - Provide a wombat crossing at Burn Street and a continuous verge at Bradfield Street.
  - Adjust the traffic island at the intersection with Phillip Avenue to tighten the intersection to slow vehicular traffic.

Photo 2-12 Bradfield St (westbound view east of the intersection with Frencham St)

- Provide a 3 m wide path on the south side of Phillip Avenue between Bradfield Street and Windeyer Street, including adjusting the position of an existing bus stop.

- Windeyer Street
  - Provide a 3 m wide path on the west side of Windeyer Street from Phillip Avenue to Gwynne Street with a wombat crossing on Burton Street.
  - The Canberra Technology Park in Watson is proposed to be revitalised and its green space protected and enhanced to be used as a destination playground. These works currently do not impact the Garden City Route.
  - Watson Block 1 Section 17 will be developed. These works currently do not impact the Garden City Route.
  - Narrow the road to 5 m with landscaped paving to highlight to path users the presence of the local shops, with continuous verge treatments crossing Gwynne Street and Watson Place.
  - Relocate the bus stop to the north to reduce the intersection between path users and bus stop activities.

Photo 2-13 Windeyer St (southbound view south of the intersection with Knox St)

2.8 Segment 7: Knox Street to Antill Street via Simpson Street playground and Aspinall Street

The majority of the path from Aspinall Street to Windeyer Street is provided through Urban Open Space. This segment comprises the following:

- Use the existing wombat crossing on Knox Street.
- A landscaped feature is proposed in front of Majura Primary School to highlight a change in activity along the path. A section of the kerb on Knox Street will be extended, however, this will not impact existing parking. A continuous verge will be provided across the Majura Primary School driveway.
- A 3 m path along the east boundary of Watson Neighbourhood Oval with 5 m offset from the existing concrete path. This is to provide storage for parents/ carers.

Photo 2-14 Watson Neighbourhood Oval, and Majura Primary School

- Provide a 3 m path alignment between the Simpson St Playground and Watson Oval. This will remove 2 car parking spaces in the Majura Scout Group car park. 6 car parking spaces can be provided on the east side of the car park.
- Provide a 3 m path through the Simpson St Playground is proposed along the east boundary. This minimises the disturbance and avoids dividing the open space. This is a requirement of Sport and Recreation.
- Provide a wombat crossing on Piddington Street.

Photo 2-15 Simpson St Playground

- Provide a 3 m path from Piddington Street to Aspinall Street, crossing the Mount Majura Walking and Riding Trail and travelling between Billabong Pond and Roma Mitchell Crescent. Note retaining walls will be required along part of the path adjacent to Billabong Pond.
- Cross Aspinall Street via a wombat crossing on the west side of Roma Mitchell Crescent and provide a 3 m wide path on the north side of the road, crossing Zelling Street via a wombat crossing.

Photo 2-16 Aspinall St (eastbound view west of the intersection with Negus Cr)

- A 3 m path on the west side of Antill Street from Aspinall Street to the Federal Highway (allowing the future connection to the Morisset Road extension project (west of Federal Hwy)

Photo 2-17 Antill St (northbound view north of the intersection with Aspinall St)

3. DESIGN FEATURES

3.1 Path width

The majority of the path will be a 3 m wide asphaltic concrete path, except for locations locally specified. The path is narrowed where constraints caused by block boundaries, trees and services require either narrowing at localised points or continuous segments.

Several sections of the path will have landscaped vehicle restriction devices and landscaped islands. These sections of the path split over a short section with either a bollard, tree or power pole in the centre. This treatment has been used on other shared paths (Heysen Street) in the ACT.

Where feasible the design has provided 1 m clearance or greater from obstacles. Obstacles located between 0.5 m and 1 m from the path will have reflective tape applied and/ or tactile edge line marking.

3.2 Road crossing options

Besides the signalised crossings, road crossings will be provided either with wombat crossings or continuous verge treatments.

3.2.1 Wombat Crossings

Wombat crossings provide a clear indication of priority for path users over road traffic with the raised pavement encouraging road traffic to slow to an appropriate speed. The use of wombat crossings also aligns with priority crossings used on the Sullivans Creek shared path.

The selection of whether the wombat crossings have splayed path approaches or are flush with the verge depends on the approach of the path. The majority of the approaches to wombat crossings along the route have “Bent-out” treatments. This is to provide a minimum of 6 m storage for vehicles between the edge of the raised platform and the intersection hold line. An additional benefit of the bent-out approach is it slows path users prior to the crossing. Stormwater sumps are required at these locations, either on one side or both sides of the humps, to provide drainage.

Crossing locations where approaches are straight and or uninhibited (clear of landscaped treatments), kerb ramps and a splayed approach are used. This is to slow path users prior to crossing the road. A benefit of this arrangement is the hump does not impact existing overland flow and does not require stormwater sumps.

There are opportunities to change between the two different types of wombat crossings based on services in the verge that could restrict either option.

3.2.2 Continuous Verge

Continuous verge treatments are proposed at crossings along the route. These locations are typically cul-de-sacs, car parks and bus laybys. Continuous verge treatments can be used across local access streets where traffic volumes are below 1,000 vehicles per day.

The Garden City Cycle Route crosses several local access streets where wombat crossings are proposed. There could be an opportunity to change these crossing types to continuous verges with the development of the design.

3.3 Lighting

Path lighting for the route based on MIS 14 Public Lighting is required to comply with PP5 (average luminance of 0.85 lux). However, based on Table 2.2 of Australian Standard AS 1158.3.1:2020 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting—Performance and design requirements, this route is expected to have medium activity in reduced lighting, elevating the lighting requirement to PP4 (average luminance of 1.5 lux). This lighting category was used on the recently constructed Lawson Shared Path.

All the wombat crossings will require compliant lighting to be installed on each approach to the crossing. Lighting of the continuous verge treatments will need to be further investigated, however, a lighting category of PR2 (average luminance of 3.5 lux) is considered the minimum requirement. This lighting level is provided at refuge islands on Collector Roads.

Lighting design will need to consider sections of the path where there is sufficient spill from the road streetlights and the potential impact to adjacent residents.

3.4 Wayfinding

Wayfinding will be incorporated into the Stage 1 design (Segments 1, 2, 3 and 4) to reflect the nature of the path. It is anticipated that in the future route will be classified as a Principal Route when it links to the path to the Gungahlin Town Centre. This will result in the path being allocated a route number, including the associated signage and pavement markings.

Wayfinding signage will be provided along the route and will be designed to be retrofitted with a route number.

4. DESIGN REVIEW

During the early stages of the route design, Segment 1, and parts of Segments 2, 6(b) and 7 were issued for review by stakeholders. Comments were received and addressed in Attachment A.

Segments 3, 4 and part 6(b) were discussed with specific stakeholders during the development of the design with their comments integrated into the design.

The Draft PSP was presented to key Government Stakeholders on Thursday 31 August 2023 and Community Stakeholders on Tuesday 19 September 2023. Both presentations described the development of the project, including an introduction to the selection of the route from the Feasibility Study and addressed comments received during the early stages of the project. Comments received on the Draft PSP are addressed in Attachment B.

Where applicable for the development of the PSP, the relevant comments were incorporated into the final PSP submission. The remaining comments will be referenced during the development of the Final Sketch Plan and will be used in consultation with the relevant stakeholders.

5. CONSTRUCTION STAGING

It was advised that the construction of the route will commence from the City and progress towards Watson. Stage 1 of the project is proposed to proceed with funding available to provide the following segments:

- Segment 1: Cooyong Street.
- Segment 2: Torrens Street - Cooyong Street to Ijong Street.
- Segment 3: Ijong Street - Torrens Street to Angas Street/Limestone Avenue intersection.
- Segment 4: Angas Street – Limestone Avenue to Majura Avenue via Ainslie Oval.

The individual staging of the construction of the above segments depends on how the construction contract is released. Due to the length of the route and the construction within a brownfield environment, there could be a benefit in splitting the contract into segments (or sub-segments) to reduce the overall construction period of the project.

Construction activities on Cooyong Street and Limestone Avenue will be restricted during peak traffic periods. There could be construction stages where road closures are required due to the modifications to the existing traffic signals and the construction of the new traffic signals. Detours would be required during these periods, with work being undertaken on weekends or nighttime.

The construction of the wombat crossings and continuous verges would require road closures (side roads only) and detours. The majority of these road crossings can be constructed during weekdays. However, some of these crossings will be required to be constructed on weekends where traffic volumes are high (e.g. Torrens Street, Phillip Avenue) or there is potential that construction activities could impact nearby school activities due to the hump construction duration. Supporting infrastructure associated with the crossings (e,g. kerb, stormwater, lighting, etc.) should be constructed prior to the construction of the crossing treatment.

The construction of the path in the midblock sections will need to be staged to reduce the impact on access to adjacent properties and provide the ability to provide temporary path detours where possible. The reconstruction of driveways will require vehicles that park off-street to be temporarily displaced to on-road parking. High early strength cement could be used to reduce the duration these vehicles are displaced.

The construction of Segment 7, in particular the section between Aspinall Street and the Federal Highway, should consider the Morisset Road extension project and associated safe crossing provisions across the Federal Highway.

6. INDICATIVE CONSTRUCTION COST ESTIMATES

Indicative construction cost estimates for the selected route alignment have been calculated based on the following sections.

		Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	Segment 6A	Segment 6B	Segment 7
MITS 00	Preliminaries	[redacted]	$312,000.00	$237,000.00	$240,000.00	[redacted]			
MITS 01	Traffic Management		$160,000.00	$105,000.00	$160,000.00				
MITS 02	Earthworks		$199,511.23	$33,266.71	$122,527.95				
MITS 03	Underground Services		$315,380.00	$33,060.00	$63,470.00				
MITS 04	Flexible Pavement Construction		$477,962.50	$419,398.50	$304,281.00				
MITS 06	Minor Concrete Works		$402,738.40	$114,432.55	$163,733.50				
MITS 07	Segmental Paving		$205,600.00	$-	$-				
MITS 08	Incidental Works		$1,600.00	$-	$44,320.00				
MITS 09	Landscape		$402,727.32	$43,880.96	$218,667.52				
MITS 10	Concrete Works		$-	$-	$-				
MITS 11	Pavement Marking		$42,430.00	$5,936.00	$27,940.00				

		Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	Segment 6A	Segment 6B	Segment 7
MITS 12	Public Lighting	[redacted]	$294,640.00	$36,150.00	$189,670.00	[redacted]			
MITS 13	Traffic Signals		$-	$250,100.00	$-				
MITS 14	Road Signs		$10,000.00	$10,000.00	$10,000.00				
TOTAL (Excluding GST)		**$**	**$2,824,589.45**	**$1,288,224.72**	**$1,544,609.97**				
20% Contingency		**$**	**$3,389,507.34**	**$1,545,869.66**	**$1,853,531.96**				
Cumulative (Excl GST)		**$**	**$5,975,688.60**	**$7,521,558.26**	**$9,375,090.23**				

The above cost estimates exclude GST and are inclusive of a 20% contingency.

Service locates and potholing has not yet been undertaken to identify specific locations and depths of services.

Construction costs may vary depending on Service provider's requirements to relocate or protect the service where required.

ATTACHMENT A – PRELIMINARY STAKEHOLDER COMMENTS

Garden City Preliminary Stakeholder Comments

From	Comment	RDG Response
Andrew Crichton (ACT Schools)	One thing that we should consider is student safety for the section on Knox Street in Watson near the school. The pedestrian crossing is heavily used by students and we also have a crossing supervisor at this crossing. It will be good to consider treatments to try to keep cyclists and pedestrians separated (even while students wait to use the crossing), particularly in the afternoon when lots of students use the crossing over a short period of time. We recently provided a crossing on David Street on the Sullivans Creek Shared path that separates cyclists and pedestrians. A similar treatment could be considered here, or at least ample space for pedestrians to safely wait away from cyclists.	The David St treatment did not increase size of Wombat Crossing. Knox St dimensionally similar and could possibly have linemarking for cycle priority crossing. Currently the pedestrian crossing markings are proposed to be lengthened to increase the width of the pedestrian crossing.
	I would also recommend a priority treatment across the school driveway to clearly show the pedestrian/cyclist priority.	A continuous verge treatment is proposed at this driveway to provide priority to path users.
Nanthy Kumarasamy (Infrastructure Development)	I understand that Torrens/Cooyong intersection will be upgraded as part of section 96 City development, but we haven't received the detailed design yet.	Current plans do not indicate that the intersection will be signalised, and it is currently unclear the extent of work associated with the development of the block. The indicated design will not impact the design provided in the PSP submission, and would require review once available.
	The 4th leg of Scot crossing/Cooyong intersection was created as part of S53 B3 Braddon development	This is an entry length of the intersection. The pedestrian crossing facility on the north side of the intersection will be upgraded only as part of this project.
	Please note that we have received Scot crossing/Cooyong intersection upgrade works as part of S96 City development and the consultant has withdrawn the submission and advised us that they will submit the whole Cooyong Street upgrade submission later.	This would need to be reviewed when available.
Chris Bunnik (ACT TSU)	Cooyong/ Torrens should be integrated with Lend Lease's signalisation plans. The bent out raised threshold type crossing does not align with signals.	The design of the intersection arrangement associated with the proposed development would need to be reviewed when available.

Garden City Preliminary Stakeholder Comments

From	Comment	RDG Response
	The merge on Cooyong east of Lonsdale looks a bit short	The merge will be reviewed during final design. Note that the existing on-street parking creates a similar merge arrangement. Adjustments to the lane movements at the Genge Street/ Lonsdale Street intersection could be considered.
	Cooyong/ Scotts Crossing intersection is out of date – this is now a four way intersection.	The base has been updated to reflect the four way intersection
Steve Kirsu (Capital Renewal Authority)	**Section 1 – Torrens St/Cooyong Street**	
	The Authority considers this section of the Garden City Cycle Route to be an important and highly active movement corridor within the CRA precinct to connect residential areas of the Inner North to the City	Noted
	While the Authority is generally supportive of the route alignment (i.e. the streets chosen for the route), we do not support the design in its current state as the proposal will lead to negative outcomes along both Cooyong and Torrens Streets for pedestrians.	The separated path option is not considered feasible in a brownfield location due to constraints from block boundaries, trees, road capacity and on-street parking.
	Pedestrians are at the top of the Transport Strategy priorities, and as such they should be at the top of all projects of this kind. As such, the design of the cycle paths along the route require further development to balance the needs of cyclists, pedestrians and motorists. Further design development should therefore consider the whole road reserve.	Noted
	To ensure the needs of key user groups are being met, the design of the Garden City Cycle Route should seek feedback and endorsement from community groups like Pedal Power. As a primary user group for this piece of infrastructure, their inputs and expertise will better inform what are the optimal solutions for this project.	Consultation has been undertaken with community groups as part of the Feasibility Study where the design components were discussed.
	The following comments are to be read in conjunction with the PDF markup	This discus

Garden City Preliminary Stakeholder Comments

From	Comment	RDG Response
	"20230331_CRA comments_Garden City Cycle Route" (see attached):	
	<u>Cooyong Street section</u>	
	Tree removal is not supported. Where tree removal cannot be avoided, replacement tree planting should be provided in keeping with the ACT Government Living Infrastructure policy and TCCS tree replacement strategy.	The trees in the verge have damaged the existing path and impact levels. The removal of the trees are proposed with planting/ landscaping to match the east verge of Cooyong Street between Scotts Crossing and Boolee Street.
	Dedicated cycle paths should be provided along this primary transit corridor such that there is no net reduction in pedestrian amenity. For example, the existing on-street parking between Lonsdale Street and Torrens Street can be replaced with a kerb-separated cycle path, allowing for a wider footpath.	This option would require a wider study of the area under the Garden City Cycle Route, requiring a connection further west and south.
	Where the road reserve cannot accommodate a dedicated cycle path, a shared path and associated landscaping should be designed to match the verge in front of Section 52, 62 and 7, City (Founders Lane and Metropol). This will ensure consistency along the eastern verge of Cooyong between Donaldson Street and Boolee Street.	This has been proposed in the design.
	The zebra crossings proposed at Donaldson Street and Torrens Street are set back a great distance from Cooyong Street (up to 50m). This distance creates a meandering detour that in practice will not be followed by cyclists travelling along Cooyong Street. The consultant is encouraged to explore alternative design solutions that enable continuous travel along Cooyong Street (by way of example, the Emu Bank cycle path in Belconnen).	The setback on Torrens Street is clear of the auxiliary right turn lane. Pedestrian crossing cannot be located where there is more than one approach lane in each direction. The position on Donaldson Street will be reviewed during the FSP.
	<u>Torrens Street section</u>	
	Intersection design at roundabouts – there are strong desire lines encouraging both cyclists and pedestrians to walk directly across the street on Torrens Street. Noting	Landscaping will be provided to encourage conformance and use of the priority crossings provided. These treatments are

Garden City Preliminary Stakeholder Comments

From	Comment	RDG Response
	the requirements of the current roads code, the consultant is encouraged to consult with cyclists (eg Pedal Power) to evaluate options and determine a preferred solution. In the event the current design is preferred, it will need additional landscaping or other treatments to discourage short-cutting.	Bent-out treatments and are in the ACT Standard Drawings (ACTSD-0528).
	The replacement of the existing footpath on the eastern verge of Torrens Street with a cycle path/shared path is not supported. This path is heavily used by pedestrians and will bring them into potential conflict with cyclists if it becomes a shared path.	The path along this section will be widened to 4 m between Cooyong Street and Haig Park. This width will provide circa 1.5 m clearance from the trees.
	The southbound lane of Torrens Street is 3.6m wide (40/50km zone). Reducing the width of this lane can help encourage traffic to slow down while also providing space for a grade separated cycle path between the road and existing street trees.	This was reviewed and cannot be achieved, noting the offset requirements from the kerb to the path and clearance from the trees. This option would result in the loss of parking on Torrens Street which is in high demand.
Renae Palmer (Urban Treescapes)	**Section 1: Braddon - Torrens Street / Cooyong Street** **Braddon:** • The following sections CP701, CP702 and CP703 will require additional information in the form of detailed drawings to determine the extent of damage which may occur to the existing street trees along the proposed route. • A tree survey indicating tree species , size and es health is required to assist Urban Treescapes in determining what level of encroachment would be supported within the TPZ of the Territory's tree assets. • There is not enough detail in CP702 for Urban Treescapes to • Drawing CP703 notes one removal (Tree 84) this tree would be supported as Celtis australis is a noted pest plant in the ACT. Additionally, the corner where the tree is located has a significant number of trees. Urban treescape has a tree replacement policy with a ratio of 2:1 for every tree removed that placement of new trees can be negotiated with UTS.	The majority of the comments relate to component that are covered in the FSP/ DR stage of design. These comments have been reviewed and the design adjusted where possible. A Landscape design has been prepared and has indicated locations where additional planting can be achieved along the route. The outstanding comments will be reviewed during the development of the FSP and appropriate measures developed where appliable. Note there are sections of the path where the path alignment can be raised above the existing surface and swales provided to retain moisture for the trees.

Garden City Preliminary Stakeholder Comments

From	Comment	RDG Response
	The proposed Garden city rout as noted on drawing CP705, CP706 and CP707 are supported conditionally based on the following considerations: • Part of the verge next to the existing foot path is washed out and already being used for both pedestrian and cycle traffic. • Careful construction of the path with a minimum of excavation will better formalise the path and hopefully eliminate the need for off path traffic. (desire line next to the existing path) Whilst the path will be considerably wider the same treatment has been used in the past with no adverse effect being noticed in the trees' health and vigour. • Some trees located along the verge in Torrens Street are reaching their useful life expectancy the proposed works are unlikely to further affect their health, however a risk assessment should be undertaken regarding individual along the route as some have suffered dieback with associated fungal decay. Increasing pedestrian traffic without auditing the trees and determining their risk status is not advisable. (Jeff Albrect at Urban Treescapes may have some background information about these trees) • The path from Eloura Street to Cooyong Street is in front of North Oval and the Raider Football club. The path should be widened away from the existing trees if possible.	
	Conditions: • It must be demonstrated in the Civil and LMPP drawing that the path meets MIS 25 guidelines in terms of allowable distances from the trunk of any trees located on urban open space. • Where there may be deviations in the guidelines and the plans presented the proponents must demonstrate how and where there are deviation the respective tree management procedures proposed will minimize any adverse effects on the trees.	

Garden City Preliminary Stakeholder Comments

From	Comment	RDG Response
	• An LMPP must be provided specifying tree protection measures. • Any proposed root severance needs to be identified.	
	<u>Section 2: Watson – Piddington Street to Phillip Avenue</u>	
	RG 22030 Sheet CP201A Revision 0 • Urban Treescapes do not support significant root disturbance within the Structural Root Zone (SRZ) of the mature oak trees to construct the path. • The proposed alignment of the path along Windeyer Street would require significant root disturbance and severance within the SRZ. The path should be moved closer to the street to reduce root disturbance or should be built up and over the existing ground level to reduce the amount of excavation required. • No clearance distances from the existing trees and proposed path edge have been provided. • Urban Treescapes do not support the construction of paths within the SRZ of existing trees without additional tree protection measures. Please provide a Tree Assessment Report to allow us to be able to determine the SRZ and specify additional measures required.	
	RG 22030 Sheet CP201B Revision 0 • Urban Treescapes have significant concerns about the poor landscape outcomes proposed for the verge between Buxton Street and Gwynne Street and do not support the verge treatment throughout this section. The proposal to pave the entire verge would prevent any tree planting to shade hard surfaces. Please provide significant justification to why a 5 meter path is required.	

Garden City Preliminary Stakeholder Comments

From	Comment	RDG Response
	• Urban Treescapes note that the single oak in the verge is not an exceptional tree, but the healthy mature tree is the only source of shade in the entire section of verge. Urban Treescapes do not support its removal. The path should be locally narrowed within the TPZ to 2m to allow the tree to be retained. Tree sensitive design construction methods must be used to minimise the impact of the path construction on the tree. • Urban Treescapes would support the removal of the three poor quality Casuarina cunninghamiana beside the proposed path along Windeyer Street, close to the corner of Buxton Street.	
	RG 22030 Sheet CP201C Revision 0 • Urban Treescapes has significant concerns with this section of the design and believe that overall, the current proposal will deliver poor landscape outcomes. Urban Treescapes would like the opportunity to discuss alternatives to deliver better outcomes. It is our preference that the bus stop remain in its current location as there are no impacts to street trees. • The proposal to relocate the bus stop closer to Knox Street will have significant impact on the mature trees at the corner of Knox and Windeyer Streets. Urban Treescapes do not support the removal of these trees or work that will significantly impact the health of the tree causing it to go into decline. The proposal to pave the entire verge to the kerb to provide an accessible surface will require significant root disturbance that will impact the health of the street trees. Urban Treescapes require more information about how the project will address the levels to achieve this without negatively affecting the health of the trees. As seen in the image below there are extensive roots within the verge and the bole of the trees sits proud of the natural ground level. • Trees in hard stand areas must be	

From	Comment	RDG Response
	provided with adequate permeable paving (2.4m x 2.4m or equivalent). • Urban Treescapes requires more information about the extent of pruning that would be required to provide adequate clearances for buses. Urban Treescapes do not support the removal of the trees to provide clearance. • The proposal to pave the entire verge where the existing bus stop is to be removed would result in a 6.5 meter hard stand area without any shade. There is adequate space to plant trees along the road and still provide the required path width. • Trees planted in the median strip have not been shown on the plan.	
	RG 22030 Sheet CP201D Revision 0 • Urban Treescapes supports the proposed design however will require tree protection measures and tree sensitive design and construction be used to minimise root disturbance. • No clearance distances from the existing trees and proposed path edge have been provided. • Urban Treescapes do not support the construction of paths within the SRZ of existing trees without additional tree protection measures. Please provide a Tree Assessment Report to allow us to be able to determine the SRZ and suitable tree protection measures.	
	RG 22030 Sheet CP201E Revision 0 • Urban Treescapes can support the removal of the 5 underperforming trees near the cricket facility to provide a clear path through the heavily treed area. However, we require the path section highlighted in yellow to be constructed using tree sensitive construction techniques to prevent root disturbance to the large healthy Eucalyptus trees. • Urban Treescapes do not support the proposed alignment along Simpson Street as	

From	Comment	RDG Response
	it would deliver poor landscape outcomes. The proposal to retain the existing path along the street front and then offset the new 3 metre path will create an awkward arrangement (single path, narrow grass strip and then wide active travel path). • Urban Treescapes request that the amount of hard stand across the verge be reduced and opportunities to plant trees to provide shade be incorporated. o Option 1: Align the closest edge of the path to provide 3 meters clearance from the kerb, remove sections of the existing path between light poles to create adequate space along the verge and southern side of the path to plant street trees. o Option 2: Align the active travel route to run along the street, incorporating the existing path into the width and provide adequate space on the northern side of the path to plant trees (noting that this will require the streetlights to be relocated).	
	RG 22030 CP201F Revision 0 • The proposed path alignment and design will require construction within the SRZ of many of the trees adjacent to the path. Urban Treescapes do not support the construction of paths within the SRZ without additional tree protection measures. • Please provide a Tree Assessment Report to allow us to be able to determine the SRZ and specify specific tree protection measures such as using tree sensitive construction methods to reduce the impact of root disturbance, building up and over the existing ground level to minimise required excavation depth or locally narrowing paths within the SRZ to no less than 2 meters to reduce required root severance.	

ATTACHMENT B – DRAFT PSP STAKEHOLDER COMMENTS

Garden City Draft Preliminary Sketch Plan Stakeholder Comments

Road Safety and Active Travel	
Comment	**RDG Response**
We support the Sherbrooke alignment over the Majura alignment, and for this stretch to be based around an active travel streets design, rather than built as a separated bikeway. This alignment will provide better amenity and comfort, and can offer more priority and better flow for active travel at intersections. Design should focus on how the entire road environment can be reimaged as a shared, lower speed (and traffic) public space. This includes treatments that increase social and community life along these neighbourhood streets that is not conducive along arterial corridors like Majura.	The route along Majura Avenue was identified as a preferred route during the feasibility stage of the project. The active travel street for Sherbrooke Street is being prepared as a separate project from the Garden City Cycleway Project. Your comments will be passed to the design team
Given the long lead-in time for this stage of delivery, this and other segments should be considered as possible locations to prototype pop-up infrastructure that improves active travel access and neighbourhood amenity, possibly ahead of the rest of the project as there is pressing need to trial quick build solutions of this type and even without the rest of the route in place, this would provide immediate amenity in the area.	Sherbrooke Street will be considered a trial, with consideration to provide a similar treatment on Frencham Street. The consideration of pop-up treatments would need to consider property access, on-street parking (including retail and community services demands) and waste collection. Additionally, some sections of the route require modifications to the road width to provide sufficient path widths.
Acknowledging that neighbourhood connections are outside of the scope for this project, it is crucial that future planning identifies how to integrate the investment along the GCCR with the existing network and local destinations.	Agreed. The Feasibility Study identified several connections to support infrastructure (light rail, shops, etc.)
Particular attention to connecting key destinations, for example Ainslie shops, within close proximity to the GCCR is essential to its future success.	The route provides a spine for future connections. (refer to the comment above)
Future work also needs to be cognisant of broader network project, including the Gungahlin-North Watson Interface Master Plan, and ongoing efforts to improve active travel infrastructure design options, including through the draft Design Guide for intersection treatments.	The design has considered the future connection to the Morisset Road extension project by providing the path on the west side of Antill Street for future connection (possible signalised mid-block crossing). The design at intersections will review current treatments as part of the preparation of the FSP.
The green treatments should be kept to a minimum for four way cross streets with potentially higher speed intersections and use other visual cues to indicate entrances into shared environments (specifically the cul-de-sacs along Sherbrooke St). If	The active travel streets project on Sherbrooke Street is a separate project. Your comments will be provided to the design team.

Garden City Draft Preliminary Sketch Plan Stakeholder Comments

Road Safety and Active Travel	
Comment	**RDG Response**
they are necessary for the trial, is it possible to use temporary (non-polluting) surface treatments to help residents in the initial rollout?	Treatments at intersections will be reviewed for each intersection individually, however, we will aim to provide a consistent approach for the path users.
Treatments around North Ainslie and Majura Primary schools need to provide enough space to account for peak school hours in order to mitigate potential issues with higher speed regional path travel, and localised school activity. This may include wider paths adjacent both schools, specific advisory treatments for path users and, once built, substantive traffic mitigation measures during school drop-off and pick-up times. This can be informed by studying the issues that have arisen in the existing shared path at Turner School.	This has been discussed throughout the preparation of the Feasibility Study and for the associated segments. Wider paths and increased crossing widths are proposed. Landscaping treatments (different pavement treatments/markings) are proposed along the school frontage to indicate a change in the path environment.
The key infrastructure aim would be to ensure that there is adequate space in places of higher activity to pre-empt these future issues arising.	The design has considered the available space to provide the path with considerations of block boundaries, vegetation and other verge constraints.

Place Management	
Comment	**RDG Response**
Thank you for making time for us to meet with your consultants regarding the Garden City Cycle Route project last week. As discusses our concerns are with the proposed landscapes located on private lease nature strips. TCCS does not have the capacity to undertake ongoing maintenance of these assets and therefore cannot endorse the current plans. The current arrangement for landscape maintenance on private nature strips rests with the adjacent lease holder.	Landscaping treatment options at intersections where the treatment is provided to encourage path users to use the wombat crossings will remain, however, landscape treatments in front of private residential properties have been removed and a different surface treatment proposed as multi unit developments generally have contract landscape maintenance staff. We have retained planting adjacent to those properties.
To consider support for the proposed Garden City Cycle Route landscapes on private nature strips City Services, Place Management requires the following;	
• A community consultation plan which gives residents the option to accept the new landscapes on their verge. Residents wanting the new landscape will be required to accept ongoing maintenance of the asset.	Landscaping treatment in front of private properties has been removed. Refer to the comment above.
• An MOU or similar agreement for all residents wishing to accept the landscape assets.	Refer to the comment above.

Place Management	
Comment	**RDG Response**
• An extended landscape consolidation period (2yrs ?) for landscapes located on private lease nature strips.	Refer to the comment above.
City Services, Place Management was happy to support the rest of the PSP landscape elements with only one minor query regarding the use of agapanthus.	This comment will be provided to the Landscape architect for consideration during the preparation of the following stages of the project.

City Renewal Authority	
Comment	**RDG Response**
Cooyong Street Section	
Tree removal is not supported between Lonsdale Street and Torrens Street. Where tree removal cannot be avoided, replacement tree planting should be provided in keeping with the ACT Government Living Infrastructure policy and TCCS tree replacement strategy.	Where possible trees will be retained (refer to comment below).
Noting the above, it is strongly encouraged that the 'form one lane' section immediately east of the signalised intersection at Lonsdale Street be tested further to provide a continuation of the GCCW. This would enable trees to be retained, a more generous footpath to be provided in this highly pedestrianised area and enable an extension of the route in future to connect with Northbourne Avenue.	The kerb side traffic lane has been removed (removing the "Form One Lane" arrangement. However, two trees will need to be removed to provide a deceleration lane for the left turn from Cooyong Street into Torrens Street. The Cooyong Street eastbound approach to Lonsdale Street proposes to provide a designated left lane to Lonsdale Street to account for the lane loss on the east side of the intersection.
To support the above, a left pocket turn could be created west of the signalised intersection, directing traffic north along Lonsdale Street.	A left turn deceleration lane has been provided in the updated PSP.
It is our understanding that the fuelling truck access to the adjacent BP petrol station is accessed via Lonsdale Street. We recommend confirming with the business as this would support the above recommendations.	This will be undertaken as part of the development of the FSP.

Garden City Draft Preliminary Sketch Plan Stakeholder Comments

City Renewal Authority	
Comment	**RDG Response**
From Donaldson Street, the Authority supports the continuation of verge treatments along Cooyong Street consistent with the recently completed upgrades in front of the Founders Lane and Metropol developments.	The kerb will be extended on Cooyong Street to account for the removal of the third land and "Form One Lane". Note that the accesses to the Founders Lane and Metropol developments provide signalised crossings as part of the signalised intersection and are different to a priority controlled treatment where continuous verge treatments are provided.
Torrens Street Section	
Intersection design at roundabouts – there are strong desire lines encouraging both cyclists and pedestrians to walk directly across the street on Torrens Street. Noting the requirements of the current roads code, the consultant is encouraged to consult with cyclists (eg Pedal Power) to evaluate options and determine a preferred solution. In the event the current design is preferred, it will need additional landscaping or other treatments to discourage short-cutting.	Landscaping is proposed at the roundabouts to encourage the use of the wombat crossings. This, together with the pavement treatment, is considered an acceptable treatment to direct path users. These treatments have been shown to community stakeholders and no objection has been provided.
Noting the above has been partially addressed with additional landscaping, the Authority encourages this treatment continue at the intersection adjacent to Haig Park to discourage short-cutting.	This treatment will be provided as part of the FSP.
As per our previous comments our preference remains to provide a bi-directional dedicated cycle path along Torrens Street as the existing path on the east side of the street is highly patroned by pedestrians (including children from neighbouring schools) and dog walkers. This raises potential conflict with cyclists should a shared cycle path replace this path alignment.	The provision of a separate path along Torren Street is not possible due to the required offset from trees and the width of the verge. Widening the verge (narrowing the road) would result in the loss of on-street parking and impact local businesses.
However, we acknowledge that following our suggestion to provide a dedicated cycle path between the southbound lane and the existing street trees, your consultant has advised that this option is not viable due to insufficient space between the road reserve and the existing street trees.	Refer to the comment above.

City Renewal Authority	
Comment	**RDG Response**
We recommend that if a shared path is provided as shown in the PSP, any future conflict between current users and cyclists be assessed and managed through the detailed design process to reduce risk of injury or conflict.	Will be considered throughout the design of the FSP
As previously noted, we recommend interested community groups (eg Pedal Power) be consulted on these designs.	Noted, community consultation is managed by TCCS, with consultation undertaken through the various stages of the project and they have been extensively consulted at rides of the routes and presentations.

Urban Treescapes	
Comment	**RDG Response**
UTS advised that trees will likely continue to be planted in various streets and that streets should be continued to be monitored in future stages of this project to ensure there is not a double up of new trees on a street.	• Each street is to be visited prior to each stage of the design progression • UTS to be consulted prior to each stage of the design progression • Tree assessments at FSP stages to assist with capturing any new trees that have been planted since the survey
Streets such as Phillip Avenue and Torrens Street have trees that are in poor health or decline. These trees need to be brought to UTS attention for assessment of the next stages of design proposals. To achieve this UTS requested tree assessments be conducted across all streets within the project and that the trees are given an ID number to assist with review and comments.	This will be undertaken for the section of the project currently funded for construction (Torrens Street to Angus Street inclusive).
Pistacia chinensis is currently hard to source.	Consultant to check availability early in the design process in the year the FSP design is being progressed. In addition, a substitute species has been proposed on the drawings for should *Pistacia chinensis* be unavailable in the future. This substitute is Acer rubrum 'October Glory'
UTS expressed concern around the bus stop verge works on Windeyer St. UTS do not support the removal of the trees and the project must demonstrate how levels will be achieved without impacting the health or stability of the existing trees. Must coordinate with development at old	Tait Network agrees to the UTS advice and it is reflected in the updated PSP documentation. Tait Network can confirm the minimum width of the permeable paving banding is 2.5m. Coordination with the old service station will occur in future years when this segment of the cycleway is to

Urban Treescapes	
Comment	**RDG Response**
service station adjacent to Watson shops – proposed planting along Windeyer Street. A meeting was held onsite on the 13th September to further discuss the design proposal and intended levels. Key agreements were: ▪ Existing trees have non functional (dead wood) roots exposed on the surface of the ground. These roots can be milled to the maximum depth of 125mm where new paving is to be placed and 180mm where there is to be permeable pavers with a no fines concrete slab underneath. This depth is to be on the kerb side and gradually slope up to the new path height. The new path is to be constructed above the height of the existing path to minimise root disturbance ▪ A minimum 2.4m x 2.4m permeable paving square around the existing tree needs to be provided	be built. It is likely the development will have been built at this stage.
UTS requested the design team explore the option of removing the existing path along Simpson Street and shift the cycleway to allow room for street trees. A meeting was held onsite on the 13th September to further discuss the design proposal. Key agreements were: ▪ Existing path to remain and 8 x new fastigiate trees to be planted on the western side of the new cycleway to create more pronounced street tree presence ▪ Removal of 4 x existing trees will occur to allow room for the cycleway and the 8 x new trees. Two of these trees are saplings and two are mature. One mature tree is in poor health.	Tait Network agrees to the UTS advice and it is reflected in the updated PSP documentation.
Proposal to change species on Cooyong Street with a small tree will not replicate the existing character or provide adequate canopy cover and shade, will require negotiation with Urban Treescapes. A meeting was held on the 13th September. It was agreed that the newly planted Plantanus orientalis character should be continued up the street. UTS	Tait Network agrees to the UTS advice and it is reflected in the updated PSP documentation.

Garden City Draft Preliminary Sketch Plan Stakeholder Comments

Urban Treescapes	
Comment	**RDG Response**
encourage the designer investigate a fastigiate variety to reduce the need for formative pruning in the trees infancy.	
Where minimise MIS offsets cannot be provided - Require information on tree protection measures during construction -tree protection fencing or battens, building up and over existing ground levels to reduce excavation, identify required root severance and tree protection measures.	RD Gossip Notes, Typical Sections, Vertical Geometry and LMPPs to provide this information in the FSP.
Cowper Street crazy paving near school – must maintain 2m clearance from existing trees and reduce proposed excavation with the tree protection and structural root zones.	Assume this refers to the treatment on Majura Avenue at North Ainslie School Primary School. Tait Network confirms that the documentation has been updated to achieve a minimum 2m offset.
Bradfield Street treatment still undecided.	Confirming that the cycle path is on the verge. The treatment along Bradfield Street will be further reviewed during the FSP stage.
Limestone Avenue, path to be lifted over roots where possible.	Assumes this refers to other locations along the path. RDG have made a note in the documentation for civil works.
Phillip Avenue, care to be taken within TPZ of E mannifera regarding root severance	RDG have made a note in the documentation for civil works.
Removal of trees at Majura Ave/Dickson College Crossing supported with replacement trees at 2:1 for each removal.	Noted.
Angus Street proposed street tree substitution – UTS preference is to retain designated street tree species	The official street tree for this street is Liquidambar. It also matches the tree we see onsite. Are you referring to the Cupressus sp. Further up the street within the car park next to the club? Please confirm where and what species. Thanks

North Canberra Community Council	
Comment	**RDG Response**
Supportive of the project.	
Comment regarding the development on Block 19 Section 26 (Ainslie Footpath & Social Club) and the	The crossing location has been relocated east of the proposed 90 degree car parking. The crossing sight distance was reviewed at various locations and a

North Canberra Community Council	
Comment	**RDG Response**
impact that it would have on Angas Street and the preliminary PSP alignment was discussed. It was identified that the 90 degree car parking associated with the development on Angas Street would impact the crossing locations and the path on the north side of Angas Street.	preferred location was selected based on how the crossing would be used in relation to driveway locations.

ATTACHMENT C – PRELIMINARY SKETCH PLAN DRAWINGS

GARDEN CITY CYCLE ROUTE

PRELIMINARY SKETCH PLAN
SAFETY IN DESIGN REPORT

TRANSPORT CANBERRA AND CITY SERVICES

FINAL

RG22030-4 / 0

01 NOVEMBER 2023

Consulting Engineers

GARDEN CITY CYCLE ROUTE

PRELIMINARY SKETCH PLAN SAFETY IN DESIGN REPORT

Prepared for Transport Canberra and City Services

Document Register

Revision	Date	Details	Author	Approved
0	01/11/23	SiD Report	[redacted]	[redacted]

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1. SAFETY IN DESIGN

The Safety in Design risk assessment has used the Austroads 2022 Guide to Road Safety Part 6: Road Safety Audit as a guide for the ranking of the risks.

The Austroads system of risk assessment has been applied to issues identified in the audit with the relative characteristics as follows:

Table 1-1 Risk frequency

Crash Likelihood	Description
Almost certain	Occurrence once per quarter
Likely	Occurrence once per quarter to once per year
Possible	Occurrence once per year to once every three years
Unlikely	Occurrence once every three years to once every seven years
Rare	Occurrence less than once every seven years

Table 1-2 Risk severity

Severity	Description
Insignificant	Property damage
Minor	Minor first aid
Moderate	Major first aid and/or presents to hospital (not admitted)
Serious	Admitted to hospital
Fatal	At scene or within 30 days of the crash

The resultant level of risk for each of these frequencies and outcomes from the Austroads guidelines is shown in Table 1-3.

Table 1-3 Level of risk

Likelihood	Severity				
	Insignificant	**Minor**	**Moderate**	**Serious**	**Fatal**
Almost certain	Medium	High	High	Extreme	Extreme
Likely	Medium	Medium	High	Extreme	Extreme
Possible	Low	Medium	High	High	Extreme
Unlikely	Negligible	Low	Medium	High	Extreme
Rare	Negligible	Negligible	Low	Medium	High

The treatment that Austroads recommend for the above levels of risk is shown in Table 1-4.

Table 1-4 Treatment approach

Risk	Treatment
Negligible	No action required
Low	Should be corrected or the risk reduced if the treatment cost is low
Medium	Should be corrected or the risk significantly reduced, if the treatment cost is moderate, but not high
High	Should be corrected or the risk significantly reduced, even if the treatment cost is high
Extreme	Must be corrected regardless of cost

The risk matrix is aligned with Safe System principles and was designed to be used with consideration of the severity guidance.

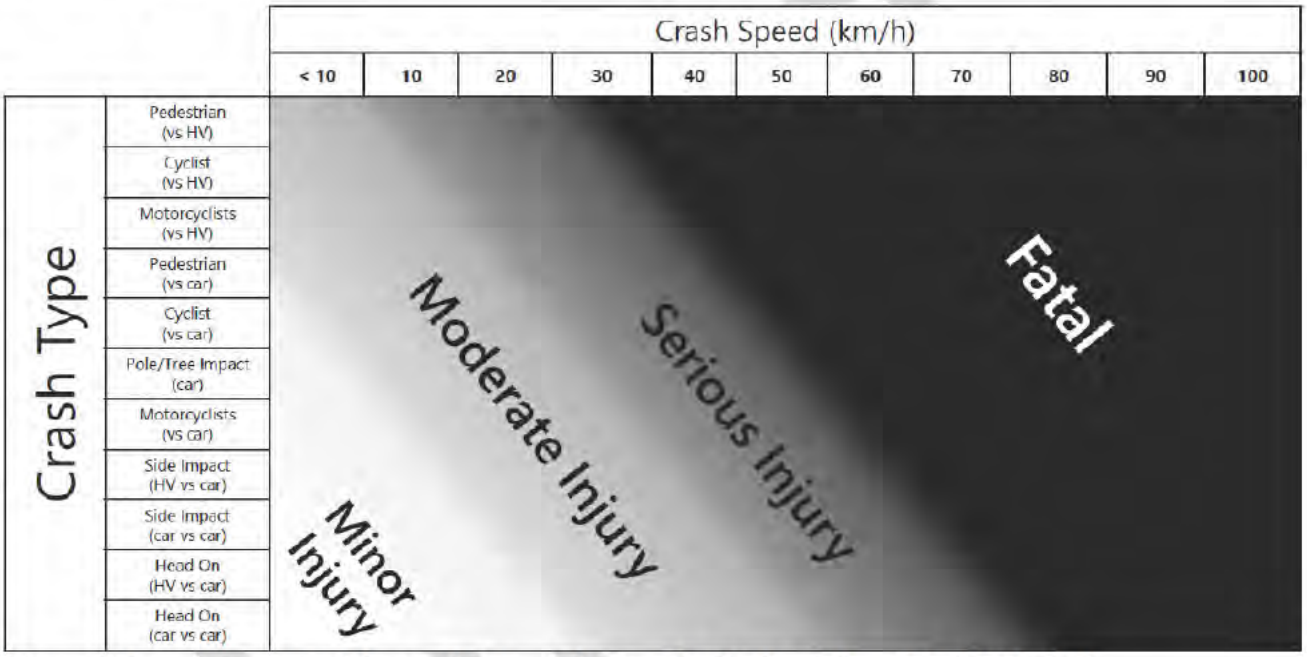

Figure 1-1 Severity guidance sheet – to be used with the risk matrix (Table 4-3)

The risk assessment is based on the existing provision and proposed options. Note that the risk assessment is based on an overall assessment of the route options rather than individual sections. The risk assessments are provided in Table 1-5 and Table 1-6.

Table 1-5 Selected Option Design Risk Assessment

No	Phase	Risk	Risk Owner	Potential Consequence	Frequency	Severity	Remaining Risk rating	Potential Elimination or mitigation measure	Risk eliminated (yes or no)	Frequency	Severity	Remaining Risk rating	Remaining Risk Owner
1	User	Pedestrians/ cyclists crossing the road in unsafe locations.	Designer ACT Government	Pedestrians/ cyclists being collided by a vehicle when crossing the road.	Possible	Serious	High	Provision of wombat crossings (raised pedestrian crossings) or continuous verge treatments at priority controlled crossings and roundabouts. Widen the existing signalised crosswalk for additional capacity. Signalised the Limestone Avenue/ Angas Street/ Ijong Street with active travel crossing facilities. Landscaping is proposed to encourage path users to cross at the designated areas where the crossing deviates from the path.	No	Unlikely	Serious	Medium	ACT Government

Table 1-5 Selected Option Design Risk Assessment

No	Phase	Risk	Risk Owner	Potential Consequence	Frequency	Severity	Remaining Risk rating	Potential Elimination or mitigation measure	Risk eliminated (yes or no)	Frequency	Severity	Remaining Risk rating	Remaining Risk Owner
2	User	A vehicle colliding with a cyclist at a driveway crossing.	Designer ACT Government	Potential that a vehicle could collide with a cyclist crossing a driveway. This could result in serious injuries to the cyclist.	Possible	Serious	High	Install approved pavement treatment, cyclist symbols and transverse bicycle crossing linemarking through the driveways and signage warning road users of path activity. Identify locates to install speed humps to reduce entry/exit speed at the driveways.	No	Unlikely	Serious	Medium	ACT Government
3	User	Cyclists colliding with a pedestrian/ cyclist crossing the cycle only path.	Designer ACT Government	A collision between a cyclist and a pedestrian could result in serious injuries to both cyclist and pedestrian.	Possible	Serious	High	Coloured concrete thresholds at the high volume crossings locations provide indications where potential interactions between path users from adjoining paths. Signage will be used to advise path users to share the path.	No	Unlikely	Serious	Medium	ACT Government

Table 1-5 Selected Option Design Risk Assessment

No	Phase	Risk	Risk Owner	Potential Consequence	Frequency	Severity	Remaining Risk rating	Potential Elimination or mitigation measure	Risk eliminated (yes or no)	Frequency	Severity	Remaining Risk rating	Remaining Risk Owner
4	User	Cyclist colliding with obstructions within 1 m of the bicycle path.	Designer ACT Government	A collision between a cyclist and a fixed object at the side of the path could result in serious injuries to a cyclist.	Possible	Serious	High	Hazards that are within 1 m of the path will be within interaction zones or have reflective tape applied to improve the conspicuity of the hazard.	No	Unlikely	Serious	Medium	ACT Government
5	User	Cyclist not slowing prior to crossing the road at wombat crossings	Designer ACT Government	Cyclists being collided by a vehicle when crossing the road.	Possible	Serious	High	Legally cyclists are to slow to 10km/h when crossing the road at wombat crossings. The approach to the road crossing to have a horizontal shift in alignment to slow path users. Treatments at the kerb (at grade or kerb ramp) are to be assessed for each crossing.	No	Unlikely	Serious	Medium	ACT Government

Table 1-6 Construction/ Maintenance/ Demolition Risk Assessment

No	Phase	Risk	Risk Owner	Potential Consequence	Frequency	Severity	Remaining Risk rating	Potential Elimination or mitigation measure	Risk eliminated (yes or no)	Frequency	Severity	Remaining Risk rating	Remaining Risk Owner
1	Construction, Maintenance, Demolition	Work close to live traffic - low to moderate speeds (40km - 60km/h) - low to high volumes (Local Access, Minor Collector, Major Collector/ Arterial roads)	Contractor/ Maintenance	Incident with traffic	Likely	Serious	EXtreme	Risk reduced by reduced speed limit, reduced through lane width and work out of peak work hours. Close road/ traffic lane when required and provide appropriate detours. Use barriers if required	No	Rare	Moderate	Low	Contractor/ Maintenance

Table 1-6 Construction/ Maintenance/ Demolition Risk Assessment

No	Phase	Risk	Risk Owner	Potential Consequence	Frequency	Severity	Remaining Risk rating	Potential Elimination or mitigation measure	Risk eliminated (yes or no)	Frequency	Severity	Remaining Risk rating	Remaining Risk Owner
2	Construction, Maintenance, Demolition	Incorrect implementation of TTM, including outside work hours	Contractor/ Maintenance	Incidents with traffic/ pedestrians/ cyclists	Likely	Serious	EXrteme	TTMs detailing works both in and out of working hours are to be prepared by a qualified person. The TTMs are to be endorsed by the Superintendent and approved by Roads ACT. The TTM is to be installed by a qualified installer in accordance with the approved TTMs, AS1742.3 and Austroads Guide to Temporary Traffic Management. The TTM is to be inspected by the contractor prior to the commencement of work, during construction and upon completion of work each day. A record of the inspection is to be maintained by the contractor.	No	Possible	Serious	High	Contractor/ Maintenance

Table 1-6 Construction/ Maintenance/ Demolition Risk Assessment

No	Phase	Risk	Risk Owner	Potential Consequence	Frequency	Severity	Remaining Risk rating	Potential Elimination or mitigation measure	Risk eliminated (yes or no)	Frequency	Severity	Remaining Risk rating	Remaining Risk Owner
3	Construction, Maintenance, Demolition	Less experienced cyclists/ children are using paths which passes through the site.	Contractor/ Maintenance	Injury to pedestrians/ cyclists.	Possible	Moderate	High	As there are no formal paths the Contractor is to install a pedestrian containment fence.	No	Improbable	Minor	Low	Contractor/ Maintenance
4	Construction, Maintenance, Demolition	Pedestrians walking through the work site	Contractor/ Maintenance	Incident with pedestrians/ cyclists	Possible	Minor	Medium	Install a pedestrian containment fence and signage to advise and direct pedestrians around the work site. A suitable detour is to be provided accounting for mobility impaired pedestrians.	No	Unlikely	Minor	Low	Contractor/ Maintenance

Table 1-6 Construction/ Maintenance/ Demolition Risk Assessment

No	Phase	Risk	Risk Owner	Potential Consequence	Frequency	Severity	Remaining Risk rating	Potential Elimination or mitigation measure	Risk eliminated (yes or no)	Frequency	Severity	Remaining Risk rating	Remaining Risk Owner
5	Construction, Maintenance, Demolition	Impact on services due to services not shown correctly on DBYD or with substandard protection/ cover	Contractor	Injury to workers, damage to services, project delay	Likely	Serious	Extreme	Contractor to locate and sight services by hydro-potholing and do hold points for service clearances. Have daily tool box reminders. No mechanical excavation > 300mm allowed within 1m of energised electrical cables. Contractor shall contract ZNX on (02) 6203 0660 and agree on construction procedures prior to excavation. attendance on site by ZNX at the contractors expense. Contractor to comply with all requirements outlined in the Evo Energy variation released 22 July 2018.	No	Possible	Serious	High	Contractor

Table 1-6 Construction/ Maintenance/ Demolition Risk Assessment

No	Phase	Risk	Risk Owner	Potential Consequence	Frequency	Severity	Remaining Risk rating	Potential Elimination or mitigation measure	Risk eliminated (yes or no)	Frequency	Severity	Remaining Risk rating	Remaining Risk Owner
6	Construction, Demolition	Exposure to Silica Dust	Contractor	Environmental contamination, illness to workers or public	Possible	Serious	High	Contractor to have a Silica Dust Action Plan that incorporates control measures to manage the risks of exposure to silica dust. No dry cutting of silica containing material is allowed.	No	Rare	Serious	Medium	Contractor
7	Construction, Demolition	Presence of Asbestos	Contractor	Environmental contamination, illness to workers or public	Possible	Serious	High	Contractor to take care when excavating and provide a spotter so work can be stopped if any asbestos is sighted during excavation or loading of materials. Adjust path alignment where possible to avoid existing asbestos pits.	No	Rare	Serious	Medium	Contractor

Table 1-6 Construction/ Maintenance/ Demolition Risk Assessment

No	Phase	Risk	Risk Owner	Potential Consequence	Frequency	Severity	Remaining Risk rating	Potential Elimination or mitigation measure	Risk eliminated (yes or no)	Frequency	Severity	Remaining Risk rating	Remaining Risk Owner
8	Construction, Demolition	Impact on underground streetlight cables. These cables are direct buried.	Contractor	Injury / death to workers, damage to services and disruption to public over a large area	Possible	Fatal	Extreme	Have daily tool box reminder. No mechanical excavation within 1m of energised electrical cables. If digging mechanically, contractor is to locate and sight cables by hydro-potholing. No hand excavation within 300mm of energised cables.	No	Rare	Serious	Medium	Contractor
9	Construction, Demolition	Impact on high voltage electricity lines	Contractor	Injury / death to workers and the public, damage to services and disruption to public over a large area	Likely	Fatal	Extreme	Construction: Have daily tool box reminder. Use small, lower height machinery under power lines. Provide conduit X markings and signage to highlight the overhead lines. Post Construction: Install earthing devices in accordance with Electrical Engineers recommendations.	No	Rare	Fatal	High	Contractor

Table 1-6 Construction/ Maintenance/ Demolition Risk Assessment

No	Phase	Risk	Risk Owner	Potential Consequence	Frequency	Severity	Remaining Risk rating	Potential Elimination or mitigation measure	Risk eliminated (yes or no)	Frequency	Severity	Remaining Risk rating	Remaining Risk Owner
10	Construction, Maintenance, Demolition	Open excavations	Contractor/ Maintenance/ Public	Injury to the public or workers	Likely	Moderate	High	Excavations (streetlight columns, potholed services, deep excavations, etc.) to be adequately fenced and covered. Where possible, excavations to be filled.	No	Rare	Moderate	Low	Contractor
11	Construction, Maintenance, Demolition	Equipment reducing sight lines	Contractor/ Maintenance	Injury to the public or workers	Likely	Moderate	High	Locate equipment away from inside curves/ crests or locations that impede sight distance.	Yes	Rare	Moderate	Low	Contractor/ Maintenance
12	Construction, Maintenance, Demolition	Collision with temporary mesh containment fencing at night	Contractor/ Maintenance	Injury to pedestrians/ cyclists.	Possible	Moderate	High	Provide reflective bollards or suitable reflective tape in front of mesh fences.	No	Unlikely	Moderate	Medium	Contractor/ Maintenance

MEETING MINUTES 011

Project: Garden City Cycle Route

Venue: **Microsoft Teams Meeting**

Time: 2.30pm – 3.10pm **Date**: 21 February 2023

Attendees:		
Elizabeth Lowe	EL	Project Officer – TCCS
Craig Egle	CE	Contract Manager – MPC
[redacted]	[redacted]	RD Gossip (RDG) Project Engineer
[redacted]	[redacted]	RD Gossip (RDG) Project Manager
Apologies:		

Item	Notes	Action	Due Date
Discussion			
1	[redacted]		
2	[redacted]		
3	[redacted]	[redacted]	TBC
4	[redacted]		

Consulting Engineers

MEETING MINUTES 011

Item	Notes	Action	Due Date
	[redacted]		
5	[redacted]	[redacted]	TBC
6	**Limestone Av** EL advised that Sophie would like RDG to further investigate the use of the Limestone Av median. [redacted] advised that the median option would require multiple intersection signals and/or median closures. RDG to prepare concept sketches showing some options and indicative costs and pros/cons.	[redacted]	06/03/23

MEETING MINUTES 011

Item	Notes	Action	Due Date
7	[redacted]	CE [redacted]	24/02/23 06/03/23
8	[redacted]	-	-
9	[redacted]		
10	[redacted]	[redacted]	06/03/23
11	[redacted]	Note	-
12	[redacted]	EL	24/06/23

MEETING MINUTES 011

Item	Notes	Action	Due Date
	[redacted]		

MEETING MINUTES 012

Project: Garden City Cycle Route

Venue: **Microsoft Teams Meeting**

Time: 2.00pm – 2.45pm **Date**: 7 March 2023

Attendees:		
Elizabeth Lowe	EL	Project Officer – TCCS
Craig Egle	CE	Contract Manager – MPC
[redacted]	[redacted]	RD Gossip (RDG) Project Engineer
[redacted]	[redacted]	RD Gossip (RDG) Project Manager
Apologies:		

Item	Notes	Action	Due Date
Discussion			
1	[redacted]		
2	[redacted]		
4	[redacted]		

MEETING MINUTES 012

Item	Notes	Action	Due Date
	[redacted]		
5	[redacted]	EL	10/03/23
6	**Limestone Av** It was agreed at the Feasibility Stakeholder meeting that the Limestone Av median is not supported. RDG to consider alternative routes north of Merici (using Ijong St or crossing on north side of Cowper St and then coming down full length of Torren St. Subject to Haig Park outcome. **Put the survey on hold until Haig Park alignment resolved.**		
7	[redacted]		

MEETING MINUTES 012

Item	Notes	Action	Due Date
	[redacted]	[redacted]	08/03/23
8	[redacted]	-	-
9	[redacted]		
10	[redacted]		
11	[redacted]	Note EL	- 10/03/23
12	[redacted]		

MEETING MINUTES 013 Rev 1

Project: Garden City Cycle Route

Venue: **Microsoft Teams Meeting**

Time: 2.00pm – 2.50pm **Date**: 21 March 2023

Attendees:		
Elizabeth Lowe	EL	Project Officer – TCCS
Craig Egle	CE	Contract Manager – MPC
[redacted]	[redacted]	RD Gossip (RDG) Project Engineer
[redacted]	[redacted]	RD Gossip (RDG) Project Manager
Apologies:		

Item	Notes	Action	Due Date
Discussion			
1	[redacted]		
2	[redacted]		
3	[redacted]		

MEETING MINUTES 013 Rev 1

Consulting Engineers

Item	Notes	Action	Due Date
	[redacted]		
4	[redacted]	[redacted]	24/3/23
5	**Limestone Av** It was agreed at the Feasibility Stakeholder meeting that the Limestone Av median is not supported. Plan to provide a cross on the north side of the intersection to avoid heritage south east corner. RDG to advise the survey to proceed with Limestone component.		
6	[redacted]		

MEETING MINUTES 013 Rev 1

Item	Notes	Action	Due Date
	[redacted]		
7	[redacted]	-	-
8	[redacted]		
9	[redacted]		
10	[redacted]		

MEETING MINUTES 014 Rev 1

Project: Garden City Cycle Route

Venue: **Microsoft Teams Meeting**

Time: 2.00pm – 3.15pm **Date**: 4 April 2023

Attendees:		
Elizabeth Lowe	EL	Project Officer – TCCS
Craig Egle	CE	Contract Manager – MPC
Snezana Dimitrovska	SD	Infrastructure Planning – TCCS
[redacted]	[redacted]	RD Gossip (RDG) Project Engineer
Apologies:		
[redacted]	[redacted]	RD Gossip (RDG) Project Manager

Item	Notes	Action	Due Date
Discussion			
1	[redacted]		
2	[redacted]		

MEETING MINUTES 014 Rev 1

Item	Notes	Action	Due Date
3	[redacted]		
4	**Limestone Av** It was agreed at the Feasibility Stakeholder meeting that the Limestone Av median is not supported. Plan to provide a cross on the north side of the intersection to avoid heritage south east corner. RDG advised the survey to proceed with Limestone component.		
5	[redacted]		
6	[redacted]	[redacted]	17/04/23
7	[redacted]		
8	[redacted]		

MEETING MINUTES 014 Rev 1

Item	Notes	Action	Due Date
	[redacted]		
9	[redacted]		

MEETING MINUTES 015

Project: Garden City Cycle Route

Venue: **Microsoft Teams Meeting**

Time: 2.00pm – 3.00pm **Date**: 18 April 2023

	A	M	
Elizabeth Lowe (EL)	✓	✓	Project Officer – TCCS
Craig Egle (CE)	✓	✓	Contract Manager – MPC
Snezana Dimitrovska (SD)		✓	Infrastructure Planning – TCCS
[redacted]		✓	RD Gossip (RDG) Project Engineer
[redacted]	✓	✓	RD Gossip (RDG) Project Manager

A: Attendance, (✓) attended, (P) part attendance **M**: Minutes forwarded to (✓)

Item	Notes	Action	Due Date
Discussion			
1	[redacted]	[redacted]	27/04/23
2	[redacted]	RDG	TBA
3	[redacted]		

Item	Notes	Action	Due Date
	[redacted]		
4	**Limestone Av** It was agreed at the Feasibility Stakeholder meeting that the Limestone Av median is not currently supported however there are still internal discussions on this. RDG to look at cost estimates to remove the power poles incl any other utility cables. Alignment to provide a crossing movement on the north side of the intersection to avoid heritage southeast corner however survey the southern side as better outcome for Peds/cyclists and there is time to get Heritage approval. [redacted] to get quote for additional survey work on south side and send to CE for approval.	[redacted]	25/04/23
5	[redacted]		
6	[redacted]	[redacted]	20/04/23
7	[redacted]		

Item	Notes	Action	Due Date
	[redacted]		
8	[redacted]		
9	[redacted]	[redacted]	27/04/23
9	[redacted]	[redacted]	26/04/23
		[redacted]	26/04/23
		[redacted]	26/04/23

MEETING MINUTES 016

Project: Garden City Cycle Route

Venue: **Microsoft Teams Meeting**

Time: 2.00pm – 3.00pm **Date**: 2 May 2023

	A	M	
Elizabeth Lowe (EL)	✓	✓	Project Officer – TCCS
Craig Egle (CE)	✓	✓	Contract Manager – MPC
Snezana Dimitrovska (SD)		✓	Infrastructure Planning – TCCS
[redacted]	✓	✓	RD Gossip (RDG) Project Engineer
[redacted])		✓	RD Gossip (RDG) Project Manager

A: Attendance, (✓) attended, (P) part attendance **M**: Minutes forwarded to (✓)

Item	Notes	Action	Due Date
Discussion			
1	[redacted]	[redacted]	
2	[redacted]	RDG	TBA
3	[redacted]		

Item	Notes	Action	Due Date
	[redacted]		
4	**Limestone Av** It was agreed at the Feasibility Stakeholder meeting that the Limestone Av median is not currently supported however there are still internal discussions on this. RDG to look at cost estimates to remove the power poles incl any other utility cables. Alignment to provide a crossing movement on the north side of the intersection to avoid heritage southeast corner however survey the southern side as better outcome for Peds/cyclists and there is time to get Heritage approval.		
5	[redacted]		
6	[redacted].	[redacted]	4/05/23
7	[redacted]		

Item	Notes	Action	Due Date
	[redacted]		
8	[redacted]: [redacted]		
9	[redacted]	[redacted]	3/05/23
9	[redacted] • [redacted] • [redacted] • [redacted] • [redacted] • [redacted] • [redacted] • [redacted]	[redacted] [redacted] [redacted]	26/04/23 26/04/23 2/05/23

Item	Notes	Action	Due Date
	Minister Comments • [redacted] [redacted] [redacted]	[redacted]	

MEETING MINUTES 018

Project: Garden City Cycle Route

Venue: **Microsoft Teams Meeting**

Time: 1.00pm – 2.00pm **Date**: 6 June 2023

	A	M	
Elizabeth Lowe (EL)	✓	✓	Project Officer – TCCS
Craig Egle (CE)	✓	✓	Contract Manager – MPC
Snezana Dimitrovska (SD)		✓	Infrastructure Planning – TCCS
[redacted])		✓	RD Gossip (RDG) Project Engineer
[redacted]	✓	✓	RD Gossip (RDG) Project Manager

A: Attendance, (✓) attended, (P) part attendance **M**: Minutes forwarded to (✓)

Item	Notes	Action	Due Date
Discussion			
1	[redacted]		
2	[redacted]	RDG	TBA
3	[redacted]	[redacted]	

Item	Notes	Action	Due Date
	[redacted]		
4	**Limestone Av** It was agreed at the Feasibility Stakeholder meeting that the Limestone Av median is not currently supported however there are still internal discussions on this. Liz awaiting advice from Ben and Chris regarding route provide cost differences for the 2 routes. Alignment to provide a crossing movement on the north side of the intersection to avoid heritage southeast corner however RDG have surveyed the southern side as better outcome for Peds/cyclists and there is time to get Heritage approval.		
5	[redacted]		
6	[redacted]		
7	[redacted]		
8	[redacted]		

Item	Notes	Action	Due Date
9	[redacted]	[redacted]	Ongoing
9	[redacted]	[redacted]	
10	[redacted]		

Item	Notes	Action	Due Date
	• [redacted].		

MEETING MINUTES 019

Project: Garden City Cycle Route

Venue: **Microsoft Teams Meeting**

Time: 1.00pm – 2.00pm **Date**: 20 June 2023

	A	M	
Elizabeth Lowe (EL)	✓	✓	Project Officer – TCCS
Craig Egle (CE)	✓	✓	Contract Manager – MPC
Snezana Dimitrovska (SD)		✓	Infrastructure Planning – TCCS
[redacted])		✓	RD Gossip (RDG) Project Engineer
[redacted])	✓	✓	RD Gossip (RDG) Project Manager

A: Attendance, (✓) attended, (P) part attendance **M**: Minutes forwarded to (✓)

Item	Notes	Action	Due Date
Discussion			
1	[redacted]		
2	[redacted]	RDG	TBA
3	[redacted] Garden City Route The off-road path route was the preferred option in the MCA however the alignment is to run along Torrens and Ijong Streets with a new set of traffic signals at Angus / Limestone / Ijong.	[redacted]	

Item	Notes	Action	Due Date
4	**Limestone Av** It was agreed at the Feasibility Stakeholder meeting that the Limestone Av median is not currently supported however there are still internal discussions on this. At a meeting with Ben Hubbard, Chris Bunnick, Liz Lowe and RDG it was agreed that the Angus / Limestone / Ijong intersection would be signalised and the path will run along Ijong St.		
5	[redacted]		
6	[redacted]		
7	[redacted]		
8	[redacted]		
9	[redacted]	[redacted]	Ongoing

Item	Notes	Action	Due Date
	[redacted].		
9	[redacted]		
10	[redacted]		

MEETING MINUTES 021

Project: Garden City Cycle Route

Venue: **Microsoft Teams Meeting**

Time: 2.00pm – 3.10pm **Date**: 18 July 2023

	A	M	
Elizabeth Lowe (EL)	✓	✓	Project Officer – TCCS
Ella Doney (ED)	✓	✓	Project Officer – TCCS
Craig Egle (CE)	✓	✓	Contract Manager – MPC
Snezana Dimitrovska (SD)	✓	✓	Infrastructure Planning – TCCS
[redacted])	✓	✓	RD Gossip (RDG) Project Engineer
[redacted]	✓	✓	RD Gossip (RDG) Project Manager

A: Attendance, (✓) attended, (P) part attendance **M**: Minutes forwarded to (✓)

Item	Notes	Action	Due Date
Discussion			
1	[redacted]		
2	[redacted]		
3	[redacted] <u>Garden City Route</u> The off-road path route was the preferred option in the MCA however the alignment is to run along Torrens and Ijong Streets with a new set of traffic signals at Angus / Limestone / Ijong.	ED	19/07/23

Item	Notes	Action	Due Date
4	**Limestone Av** It was agreed at the Feasibility Stakeholder meeting that the Limestone Av median path option is not supported. [redacted] met with Chris Bunnik and it was agreed that the new Angus / Limestone / Ijong signals will match the geometry of the Limestone / Donaldson intersection i.e. no new turn lanes on Limestone Av are required.		
5	[redacted]		
6	[redacted]	EL	
7	[redacted]	[redacted]	19/07/23
8	[redacted]		

Item	Notes	Action	Due Date
9	[redacted]	[redacted]	Ongoing
		[redacted]	Ongoing
9	[redacted]	[redacted]	
	SD		

Item	Notes	Action	Due Date
10	[redacted]		

MEETING MINUTES 020A

Consulting Engineers

Project: Garden City Cycle Route

Venue: **Microsoft Teams Meeting**

Time: 2.00pm – 3.00pm **Date**: 4 July 2023

	A	M	
Elizabeth Lowe (EL)	✓	✓	Project Officer – TCCS
Craig Egle (CE)	✓	✓	Contract Manager – MPC
Snezana Dimitrovska (SD)	✓	✓	Infrastructure Planning – TCCS
[redacted]	✓	✓	RD Gossip (RDG) Project Engineer
[redacted])	✓	✓	RD Gossip (RDG) Project Manager

A: Attendance, (✓) attended, (P) part attendance **M**: Minutes forwarded to (✓)

Item	Notes	Action	Due Date
Discussion			
1	[redacted]		
2	[redacted]		
3	[redacted] Garden City Route The off-road path route was the preferred option in the MCA however the alignment is to run along Torrens and Ijong Streets with a new set of traffic signals at Angus / Limestone / Ijong.	[redacted]	

Item	Notes	Action	Due Date
4	**Limestone Av** It was agreed at the Feasibility Stakeholder meeting that the Limestone Av median is not supported. At a meeting with Ben Hubbard, Chris Bunnick, Liz Lowe and RDG it was agreed that the Angus / Limestone / Ijong intersection would be signalised and the path will run along Ijong St.		
5	[redacted]		
6	[redacted]	[redacted]	
7	[redacted]		
8	[redacted]		
9	[redacted]		

Item	Notes	Action	Due Date
	[redacted]	[redacted]	Ongoing
9	[redacted]	[redacted] SD	
10	[redacted]		

MEETING MINUTES 022

Project: Garden City Cycle Route

Venue: **Microsoft Teams Meeting**

Time: 2.00pm – 3.15pm **Date**: 1 August 2023

	A	M	
Elizabeth Lowe (EL)		✓	Project Officer – TCCS
Ella Doney (ED)	✓	✓	Project Officer – TCCS
Craig Egle (CE)	✓	✓	Contract Manager – MPC
Snezana Dimitrovska (SD)	✓	✓	Infrastructure Planning – TCCS
[redacted])	✓	✓	RD Gossip (RDG) Project Engineer
[redacted]		✓	RD Gossip (RDG) Project Manager
[redacted]	✓	✓	RD Gossip (RDG) Engineer
[redacted]	✓	✓	Tait Network – Landscape Architect
[redacted]	✓	✓	Tait Network – Landscape Architect

A: Attendance, (✓) attended, (P) part attendance **M**: Minutes forwarded to (✓)

Item	Notes	Action	Due Date
Discussion			
1	[redacted]		
2	[redacted]		
3	[redacted] <u>Garden City Route</u> The off-road path route was the preferred option in the MCA however the alignment is to run along Torrens and Ijong Streets with a new set of traffic signals at Angus / Limestone / Ijong.	[redacted]	4/08/23

Item	Notes	Action	Due Date
4	**Limestone Av** It was agreed at the Feasibility Stakeholder meeting that the Limestone Av median path option is not supported. [redacted] met with Chris Bunnik and it was agreed that the new Angus / Limestone / Ijong signals will match the geometry of the Limestone / Donaldson intersection i.e. no new turn lanes on Limestone Av are required.		
5	[redacted]	[redacted]	ongoing
6	[redacted]		
7	[redacted]	EL	
8	[redacted]		
8	[redacted]		

Item	Notes	Action	Due Date
	[redacted]		
9	[redacted]	[redacted]	Ongoing
		[redacted]	Ongoing
		[redacted]	4/8
9	[redacted]	[redacted]	
		SD	

Item	Notes	Action	Due Date
	[redacted]		
10	[redacted]		

MEETING MINUTES 022

Project: Garden City Cycle Route

Venue: **Microsoft Teams Meeting**

Time: 2.00pm – 3.15pm **Date**: 1 August 2023

	A	M	
Elizabeth Lowe (EL)		✓	Project Officer – TCCS
Ella Doney (ED)	✓	✓	Project Officer – TCCS
Craig Egle (CE)	✓	✓	Contract Manager – MPC
Snezana Dimitrovska (SD)	✓	✓	Infrastructure Planning – TCCS
[redacted])	✓	✓	RD Gossip (RDG) Project Engineer
[redacted])		✓	RD Gossip (RDG) Project Manager
[redacted])	✓	✓	RD Gossip (RDG) Engineer
[redacted])	✓	✓	Tait Network – Landscape Architect
[redacted]	✓	✓	Tait Network – Landscape Architect

A: Attendance, (✓) attended, (P) part attendance **M**: Minutes forwarded to (✓)

Item	Notes	Action	Due Date
Discussion			
1	[redacted]		
2	[redacted]		
3	[redacted] <u>Garden City Route</u> The off-road path route was the preferred option in the MCA however the alignment is to run along Torrens and Ijong Streets with a new set of traffic signals at Angus / Limestone / Ijong.	[redacted]	4/08/23

Item	Notes	Action	Due Date
4	**Limestone Av** It was agreed at the Feasibility Stakeholder meeting that the Limestone Av median path option is not supported. [redacted] met with Chris Bunnik and it was agreed that the new Angus / Limestone / Ijong signals will match the geometry of the Limestone / Donaldson intersection i.e. no new turn lanes on Limestone Av are required.		
5	[redacted]	[redacted]	ongoing
6	[redacted]		
7	[redacted]	EL	
8	[redacted]		
8	[redacted]		

Item	Notes	Action	Due Date
	[redacted]		
9	[redacted]	[redacted] [redacted] [redacted]	Ongoing Ongoing 4/8
9	[redacted]	[redacted] SD	

Item	Notes	Action	Due Date
	[redacted]		
10	[redacted]		

Section	Preliminary Alignment	Alignment Review	Preliminary Landscape	Civil PSP Completed	Landscape PSP Completed	Status	Comments	DWG Ref	Submitted by RD Gossip	Circulated to TCCS Stakeholders	RD Gossip received TCCS feedback
Cooyong St - Torrens St	X	X	X			90%	Stakeholder Review	Sheets 1 to 7	24/03/2023	24/03/2023	4/04/2023
Torrens St - Girrahween - Ijong	X	X	X			80%	Traffic Signal Unit discussions	Sheets 8 to 13	25/08/2023	Reviewed during meeting	
Angas St	X	X	X			80%	On site discussions	Sheets 13 to 20	25/08/2023	Reviewed during meeting	
Majura Av - Cowper St to Hawdon St	X	X	X			80%		Sheets 21 to 26	25/08/2023	Reviewed during meeting	
Downer - Hawdon St to Windeyer St	X					50%	Frencham St to be resolved	Sheets 27 to 39	25/08/2023	Reviewed during meeting	
Hacket - Hawdon St to Windeyer St	X					40%		Sheets 59 to 74	25/08/2023	Reviewed during meeting	
Watson - Knox St to Piddington St	X	X	X			90%	Stakeholder Review	Sheets 40 to 46	24/03/2023	24/03/2023	4/04/2023
Watson - Piddington St to Federal Hwy	X	X	X			90%	Stakeholder Review	Sheets 47 to 58	9/05/2023	9/05/2023	22/05/2023

MEETING MINUTES 022

Project: Garden City Cycle Route

Venue: **Microsoft Teams Meeting**

Time: 2.20pm – 3.00pm **Date**: 8 August 2023

	A	M	
Elizabeth Lowe (EL)	✓	✓	Project Officer – TCCS
Craig Egle (CE)	✓	✓	Contract Manager – MPC
Snezana Dimitrovska (SD)		✓	Infrastructure Planning – TCCS
[redacted]	✓	✓	RD Gossip (RDG) Project Engineer
[redacted])	✓	✓	RD Gossip (RDG) Project Manager
[redacted])		✓	RD Gossip (RDG) Engineer
[redacted]		✓	Tait Network – Landscape Architect
[redacted])		✓	Tait Network – Landscape Architect

A: Attendance, (✓) attended, (P) part attendance **M**: Minutes forwarded to (✓)

Item	Notes	Action	Due Date
Discussion			
1	[redacted]		
2	[redacted]		
3	[redacted] <u>Garden City Route</u> The off-road path route was the preferred option in the MCA however the alignment is to run along Torrens and Ijong Streets with a new set of traffic signals at Angus / Limestone / Ijong.	[redacted]	11/08/23

Item	Notes	Action	Due Date
4	**Limestone Av** It was agreed at the Feasibility Stakeholder meeting that the Limestone Av median path option is not supported. [redacted] met with Chris Bunnik and it was agreed that the new Angus / Limestone / Ijong signals will match the geometry of the Limestone / Donaldson intersection i.e. no new turn lanes on Limestone Av are required.		
5	[redacted] [redacted].		
6	**Indicative Construction costs / Budget** PSP costs will be updated based on PSP quantities and will be broken up in the following segments. • [redacted] [redacted] • Segment 3: Ijong Street - Torrens Street to Angas Street/Limestone Avenue intersection • Segment 4: Angas Street – Limestone Avenue to Majura Avenue via Ainslie Oval • [redacted] [redacted] [redacted] [redacted]		
7	**Landscape Component** [redacted] [redacted] [redacted] [redacted].	EL [redacted]	TBC Ongoing

Item	Notes	Action	Due Date
8	[redacted]		
9	[redacted]	[redacted]	Ongoing
		[redacted]	Ongoing
10	[redacted]	[redacted]	
		SD	

Item	Notes	Action	Due Date
	[redacted]	[redacted]	15/08/23
11	[redacted]		
12	[redacted]	[redacted]	15/08/23
		[redacted]	15/08/23

Section	Preliminary Alignment	RDG Internal Alignment Review	Preliminary Landscape Received	Civil PSP Completed	Landscape PSP Completed	Status	Comments	DWG Ref	Submitted by RD Gossip	Circulated to TCCS Stakeholders	RD Gossip received TCCS feedback
Cooyong St - Torrens St	X	X	X			90%	Stakeholder Review	Sheets 1 to 7	24/03/2023	24/03/2023	4/04/2023
Torrens St - Girrahween - Ijong	X	X	X			80%	Traffic Signal Unit discussions	Sheets 8 to 13	25/08/2023	Reviewed during meeting	
Angas St	X	X	X			80%	On site discussions	Sheets 13 to 20	25/08/2023	Reviewed during meeting	
Majura Av - Cowper St to Hawdon St	X	X	X			80%		Sheets 21 to 26	25/08/2023	Reviewed during meeting	
Downer - Hawdon St to Windeyer St	X					50%	Frencham St to be resolved	Sheets 27 to 39	25/08/2023	Reviewed during meeting	
Hackett - Hawdon St to Windeyer St	X					40%		Sheets 59 to 74	25/08/2023	Reviewed during meeting	
Watson - Knox St to Piddington St	X	X	X			90%	Stakeholder Review	Sheets 40 to 46	24/03/2023	24/03/2023	4/04/2023
Watson - Piddington St to Federal Hwy	X	X	X			90%	Stakeholder Review	Sheets 47 to 58	9/05/2023	9/05/2023	22/05/2023

Consulting Engineers

Project: Garden City Cycle Route

Venue: **Microsoft Teams Meeting**

Time: 2.00pm – 3.05pm **Date**: 10 October 2023

	A	M	
Elizabeth Lowe (EL)	✓	✓	Project Officer – TCCS
Craig Egle (CE)	✓	✓	Contract Manager – MPC
Snezana Dimitrovska (SD)		✓	Infrastructure Planning – TCCS
[redacted]		✓	RD Gossip (RDG) Project Engineer
[redacted]	✓	✓	RD Gossip (RDG) Project Manager
[redacted]		✓	RD Gossip (RDG) Engineer

A: Attendance, (✓) attended, (P) part attendance **M**: Minutes forwarded to (✓)

Item	Notes	Action	Due Date
Discussion			
1	[redacted]		
2	[redacted]		
3	[redacted]	EL	TBC
4	**Limestone Av** [redacted] met with Chris Bunnik and it was agreed that the new Angus / Limestone / Ijong signals will match the geometry of the Limestone / Donaldson intersection i.e. no new turn lanes on Limestone Av are required.		

Item	Notes	Action	Due Date
5	[redacted] [redacted]te.		
6	[redacted] [redacted] [redacted] • [redacted] • [redacted] • Segment 3: Ijong Street - Torrens Street to Angas Street/Limestone Avenue intersection • Segment 4: Angas Street – Limestone Avenue to Majura Avenue via Ainslie Oval • [redacted] • [redacted] • [redacted] • [redacted]		
7	[redacted] [redacted] [redacted] [redacted].	EL	TBC
8	[redacted] [redacted] [redacted]		
9	**Program** Sophie would like to get out to tender with one package of works before Xmas (even if its only to Haig Park). RDG to try and document to Ijong St with Package 1. [redacted] to prepare a program for the following: • [redacted] • Ijong and Limestone Signals • [redacted]	[redacted] [redacted]	Ongoing Ongoing

Item	Notes	Action	Due Date
10	[redacted]	EL	24/10/23
11	[redacted]		
12	[redacted]		

Item	Notes	Action	Due Date
	[redacted]	[redacted]	23/08/23
	[redacted]	[redacted]	23/08/23
13	[redacted]	[redacted]	27/10/23

MEETING MINUTES 025

Project: Garden City Cycle Route

Venue: **Microsoft Teams Meeting**

Time: 2.00pm – 3.05pm **Date**: 24 October 2023

	A	M	
Elizabeth Lowe (EL)	✓	✓	Project Officer – TCCS
Craig Egle (CE)	✓	✓	Contract Manager – MPC
Snezana Dimitrovska (SD)		✓	Infrastructure Planning – TCCS
[redacted])		✓	RD Gossip (RDG) Project Engineer
[redacted]	✓	✓	RD Gossip (RDG) Project Manager
[redacted]		✓	RD Gossip (RDG) Engineer

A: Attendance, (✓) attended, (P) part attendance **M**: Minutes forwarded to (✓)

Item	Notes	Action	Due Date
Discussion			
1	[redacted]		
2	[redacted]		
3	[redacted]	EL	07/11/23

Item	Notes	Action	Due Date
4	**Limestone Av** [redacted] met with Chris Bunnik and it was agreed that the new Angus / Limestone / Ijong signals will match the geometry of the Limestone / Donaldson intersection i.e. no new turn lanes on Limestone Av are required.		
5	[redacted]		
6	**Indicative Construction costs / Budget** PSP costs will be updated based on PSP quantities and will be broken up in the following segments. • [redacted] • [redacted] • Segment 3: Ijong Street - Torrens Street to Angas Street/Limestone Avenue intersection • Segment 4: Angas Street – Limestone Avenue to Majura Avenue via Ainslie Oval • [redacted] • [redacted] • [redacted] • [redacted]		
7	[redacted].	EL	TBC
8	[redacted]		
9	**Program** Sophie would like to get out to tender with one package of works before Xmas (even if its only to Haig Park). 15/12 is the cut off for		

Item	Notes	Action	Due Date
	advertising before Xmas and the earliest closing date is 15/01/23 however the 4 week period between needs to be added onto the tender period. [redacted] to prepare a program for the following: • [redacted] • Ijong and Limestone Signals • [redacted]	[redacted]	07/11/23
10	[redacted]	EL [redacted] EL [redacted]	07/11/23 07/11/23 07/11/23 07/11/23

Item	Notes	Action	Due Date
11	[redacted]		
12	[redacted]	[redacted]	07/11/23
	[redacted]	[redacted]	07/11/23
	[redacted]	[redacted]	07/11/23
	[redacted]	[redacted]	
13	Fi[redacted]	[redacted]	27/10/23
	[redacted]	[redacted]	07/12/23

MEETING MINUTES 026

Consulting Engineers

Project: Garden City Cycle Route

Venue: **Microsoft Teams Meeting**

Time: 2.00pm – 3.00pm **Date**: 07 November 2023

	A	M	
Elizabeth Lowe (EL)	✓	✓	Project Officer – TCCS
Craig Egle (CE)		✓	Contract Manager – MPC
Snezana Dimitrovska (SD)		✓	Infrastructure Planning – TCCS
[redacted])		✓	RD Gossip (RDG) Project Engineer
[redacted])	✓	✓	RD Gossip (RDG) Project Manager
[redacted]		✓	RD Gossip (RDG) Engineer

A: Attendance, (✓) attended, (P) part attendance **M**: Minutes forwarded to (✓)

Item	Notes	Action	Due Date
Discussion			
1	[redacted]	[redacted]	11/11/23
2	[redacted]		
3	[redacted]	EL	21/11/23

Item	Notes	Action	Due Date
	[redacted].		
4	**Limestone Av** [redacted] met with Chris Bunnik and it was agreed that the new Angus / Limestone / Ijong signals will match the geometry of the Limestone / Donaldson intersection i.e. no new turn lanes on Limestone Av are required.		
5	[redacted] [redacted].		
6	**Indicative Construction costs / Budget** PSP costs will be updated based on PSP quantities and will be broken up in the following segments. • [redacted] • [redacted] • Segment 3: Ijong Street - Torrens Street to Angas Street/Limestone Avenue intersection • Segment 4: Angas Street – Limestone Avenue to Majura Avenue via Ainslie Oval • [redacted] • [redacted] [redacted] [redacted]t		
7	[redacted] [redacted] [redacted].		
8	[redacted]		
9	**Program** Sophie would like to get out to tender with one package of works		

Item	Notes	Action	Due Date
	before Xmas (even if it's only to Haig Park). 15/12 is the cut off for advertising before Xmas and the earliest closing date is 15/01/23 however the 4 week period between needs to be added onto the tender period. [redacted] to prepare a program for the following: • [redacted] • Ijong and Limestone Signals • [redacted]	[redacted]	21/11/23
10	[redacted] • [redacted] • [redacted] • [redacted] • [redacted]	EL/[redacted] [redacted]	21/11/23 21/11/23

Item	Notes	Action	Due Date
	• [redacted] [redacted]	[redacted]	07/11/23
11	[redacted]		
12	[redacted]	[redacted]	21/11/23
	[redacted]	[redacted]	21/11/23
	[redacted]	[redacted]	08/11/23
	[redacted]	[redacted]	10/11/23
13	[redacted]		
14	[redacted]	[redacted]	21/11/23
15	[redacted]		

Item	Notes	Action	Due Date
	[redacted]	[redacted]	8/11/23

MEETING MINUTES 027

Consulting Engineers

Project: Garden City Cycle Route (PITC0002727)

Venue: **Microsoft Teams Meeting**

Time: 2.00pm – 3.00pm **Date**: 21 November 2023

	A	M	
Elizabeth Lowe (EL)	✓	✓	Project Officer – TCCS
Craig Egle (CE)	✓	✓	Contract Manager – MPC
Snezana Dimitrovska (SD)	✓	✓	Infrastructure Planning – TCCS
[redacted]		✓	RD Gossip (RDG) Project Engineer
[redacted]	✓	✓	RD Gossip (RDG) Project Manager
[redacted])		✓	RD Gossip (RDG) Engineer

A: Attendance, (✓) attended, (P) part attendance **M**: Minutes forwarded to (✓)

Item	Notes	Action	Due Date
Discussion			
1	[redacted]		
2	[redacted]		
3	[redacted]		

Item	Notes	Action	Due Date
	[redacted]	EL	11/12/23
4	**Limestone Av** [redacted] met with Chris Bunnik and it was agreed that the new Angus / Limestone / Ijong signals will match the geometry of the Limestone / Donaldson intersection i.e. no new turn lanes on Limestone Av are required.		
5	[redacted] [redacted].		
6	**Indicative Construction costs / Budget** PSP costs broken up in the following segments. • [redacted] • [redacted] • Segment 3: Ijong Street - Torrens Street to Angas Street/Limestone Avenue intersection • Segment 4: Angas Street – Limestone Avenue to Majura Avenue via Ainslie Oval • [redacted] • [redacted] • [redacted] • [redacted]		
7	[redacted] [redacted].	EL	22/11/23
8	[redacted]		

Item	Notes	Action	Due Date
8	[redacted]		
	[redacted]	SD	27/11/23
	[redacted]	EL	11/12/23
	[redacted]	[redacted]	05/12/23
	[redacted]	AH	05/12/23
	[redacted]		
9	[redacted]		
	[redacted]		
	[redacted]		
	[redacted]		

Item	Notes	Action	Due Date
	[redacted]		
10	[redacted]	[redacted]	05/12/23
	[redacted]	[redacted]	05/12/23
	[redacted]	[redacted]	05/12/23
	[redacted]	[redacted]	05/12/23
12	[redacted]	[redacted]	ASAP
13	[redacted]	CE	22/11/23
14	[redacted]		

Item	Notes	Action	Due Date
	[redacted] **Stage 2 - Ijong path and Limestone Signals (Approx $1.9M)** • Submit FD 26/02/24 • Submit RFT 18/03/24 • Advertise Tender 25/03/24 • Close tender 22/04/24 (4 week tender) • Award contract 20/05/24 • Practical completion 23/09/24 (18 week contract) • Allow 3 week delays 14/10/24 [redacted]		
15	[redacted]	EL	23/11/23
16	[redacted]	EL	23/11/23

MEETING MINUTES 028

Consulting Engineers

Project: Garden City Cycle Route (PITC0002727)

Venue: **Microsoft Teams Meeting**

Time: 2.00pm – 3.00pm **Date**: 11 December 2023

	A	M	
Elizabeth Lowe (EL)	✓	✓	Project Officer – TCCS
Craig Egle (CE)	✓	✓	Contract Manager – MPC
Snezana Dimitrovska (SD)		✓	Infrastructure Planning – TCCS
[redacted])		✓	RD Gossip (RDG) Project Engineer
[redacted])	✓	✓	RD Gossip (RDG) Project Manager
[redacted]		✓	RD Gossip (RDG) Engineer

A: Attendance, (✓) attended, (P) part attendance **M**: Minutes forwarded to (✓)

Item	Notes	Action	Due Date
Discussion			
1	[redacted]	EL [redacted]	15/12/23 13/12/23
2	[redacted]		
3	[redacted]	EL	15/01/24
4	**Limestone Av** [redacted] met with Chris Bunnik and it was agreed that the new Angus / Limestone / Ijong signals will match the geometry of the Limestone / Donaldson intersection i.e. no new turn lanes on Limestone Av are required. RDG have roughed in a layout for discussion with Chris B on 12/12/23.		

Item	Notes	Action	Due Date
5	[redacted]		
6	**Indicative Construction costs / Budget** Project segments are: • [redacted] • [redacted] • Stage 1B (Segment 3): Ijong Street - Torrens Street to Angas Street/Limestone Avenue intersection • Stage 1C (Segment 4): Angas Street – Limestone Avenue to Majura Avenue via Ainslie Oval [redacted]		
7	[redacted]	EL	15/01/24
8	[redacted]		

Item	Notes	Action	Due Date
8	[redacted]	EL	15/01/24
9	[redacted]		
10	[redacted]	[redacted]	15/12/23
		[redacted]	15/12/23
		[redacted]	05/12/23

Item	Notes	Action	Due Date
	• [redacted]	[redacted]	15/12/23
12	[redacted] [redacted].	[redacted]	15/12/23
13	[redacted] [redacted].	Note	
14	**Program** [redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted] **<u>Stage 1B - Ijong path and Limestone Signals (Approx $1.9M)</u>** • Submit FD 26/02/24 • Submit RFT 18/03/24 • Advertise Tender 25/03/24 • Close tender 22/04/24 (4 week tender) • Award contract 20/05/24 • Practical completion 23/09/24 (18 week contract) • Allow 3 week delays 14/10/24 [redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted])		

Item	Notes	Action	Due Date
	[redacted]		
15	[redacted]		
16	[redacted]	[redacted]	12/12/23

MEETING MINUTES 029

Project: Garden City Cycle Route (PITC0002727)

Venue: **Microsoft Teams Meeting**

Time: 2.00pm – 3.00pm **Date**: 16 January 2023

	A	M	
Elizabeth Lowe (EL)	✓	✓	Project Officer – TCCS
Craig Egle (CE)		✓	Contract Manager – MPC
Snezana Dimitrovska (SD)	✓	✓	Infrastructure Planning – TCCS
Pawel Potapowicz (PP)	✓	✓	Roads ACT – TCCS
[redacted]		✓	RD Gossip (RDG) Project Engineer
[redacted])	✓	✓	RD Gossip (RDG) Project Manager
[redacted]		✓	RD Gossip (RDG) Engineer

A: Attendance, (✓) attended, (P) part attendance **M**: Minutes forwarded to (✓)

Item	Notes	Action	Due Date
Discussion			
1	[redacted]	EL [redacted]	15/12/23 17/01/24
2	[redacted]	Note	
3	[redacted]	EL	30/01/24

Item	Notes	Action	Due Date
4	**Limestone Av** [redacted] met with Chris Bunnik and it was agreed that the new Angus / Limestone / Ijong signals will match the geometry of the Limestone / Donaldson intersection i.e. no new turn lanes on Limestone Av are required. RDG met Chris B on 16/01/24 to further develop the design. EL to respond to NBN approval email $15K		
6	**Indicative Construction costs / Budget** Project segments are: • [redacted] [redacted] • Stage 1B (Segment 3): Ijong Street - Torrens Street to Angas Street/Limestone Avenue intersection • Stage 1C (Segment 4): Angas Street – Limestone Avenue to Majura Avenue via Ainslie Oval • [redacted] [redacted] • [redacted] [redacted]		
7	[redacted]	[redacted]	30/01/24
8	[redacted]		

Item	Notes	Action	Due Date
8	[redacted]	EL [redacted]	30/01/24 13/02/24
9	[redacted]		
10	[redacted]	[redacted] [redacted] [redacted]	30/01/24 30/01/24 30/01/24

Item	Notes	Action	Due Date
	[redacted].	[redacted]	30/01/24
12	[redacted] [redacted].	[redacted]	26/02/24
13	[redacted] [redacted]	Note	
14	[redacted] **<u>Stage 1B - Ijong path and Limestone Signals (Approx $1.9M)</u>** • Submit FD 26/02/24 • Submit RFT 18/03/24 • Advertise Tender 25/03/24 • Close tender 22/04/24 (4 week tender) • Award contract 20/05/24 • Practical completion 23/09/24 (18 week contract) • Allow 3 week delays 14/10/24 [redacted]		

Item	Notes	Action	Due Date
	[redacted]		
15	[redacted]		
16	[redacted]	EL[redacted]	19/01/24
		[redacted]	19/01/24
		EL	19/01/24
		EL	19/01/24
		[redacted]	19/01/24
		[redacted]	19/01/24
		EL	19/01/24
		EL	19/01/24
		EL	19/01/24

MEETING MINUTES 030

Project: Garden City Cycle Route (PITC0002727)

Venue: **Microsoft Teams Meeting**

Time: 2.00pm – 3.00pm **Date**: 30 January 2023

	A	M	
Elizabeth Lowe (EL)	✓	✓	Project Officer – TCCS
Craig Egle (CE)		✓	Contract Manager – MPC
Snezana Dimitrovska (SD)	✓	✓	Infrastructure Planning – TCCS
Pawel Potapowicz (PP)		✓	Roads ACT – TCCS
[redacted]		✓	RD Gossip (RDG) Project Engineer
[redacted]	✓	✓	RD Gossip (RDG) Project Manager
[redacted]		✓	RD Gossip (RDG) Engineer

A: Attendance, (✓) attended, (P) part attendance **M**: Minutes forwarded to (✓)

Item	Notes	Action	Due Date
Discussion			
1	**Community Consultation** [redacted]	EL [redacted] [redacted]	13/02/24 31/01/24 01/02/24
2	[redacted]	Note	
3	[redacted]	EL	13/02/24

Item	Notes	Action	Due Date
4	**Limestone Av** [redacted] met with Chris Bunnik and it was agreed that the new Angus / Limestone / Ijong signals will match the geometry of the Limestone / Donaldson intersection i.e. no new turn lanes on Limestone Av are required. RDG met Chris B on 16/01/24 to further develop the design. EL approved NBN quote ($15K). [redacted] to liaise with Gavin to give them the go ahead.	[redacted]	31/01/24
6	**Indicative Construction costs / Budget** Project segments are: • [redacted] • [redacted] • Stage 1B (Segment 3): Ijong Street - Torrens Street to Angas Street/Limestone Avenue intersection • Stage 1C (Segment 4): Angas Street – Limestone Avenue to Majura Avenue via Ainslie Oval • [redacted] • [redacted] • [redacted] • [redacted]		
7	[redacted]	[redacted]	13/02/24
8			

Item	Notes	Action	Due Date
8	[redacted]	EL	13/02/24
		[redacted]	13/02/24
9			
10		[redacted]	13/02/24
		[redacted]	13/02/24
		[redacted]	13/02/24

Item	[redacted]	Action	Due Date
	[redacted]	[redacted]	13/02/24
12	[redacted]	[redacted]	26/02/24
13	[redacted]	Note	
14	**Program** [redacted] **<u>Stage 1B - Ijong path and Limestone Signals (Approx $1.9M)</u>** • Submit FD — 26/02/24 • Submit RFT — 18/03/24 • Advertise Tender — 25/03/24 • Close tender — 22/04/24 (4 week tender) • Award contract — 20/05/24 • Practical completion — 23/09/24 (18 week contract) • Allow 3 week delays — 14/10/24 [redacted]		

Item	Notes	Action	Due Date
	[redacted]		
15	[redacted]		
16	[redacted]	EL	-

MEETING MINUTES 031

Consulting Engineers

Project: Garden City Cycle Route (PITC0002727)

Venue: **Microsoft Teams Meeting**

Time: 2.00pm – 3.00pm **Date**: 13 February 2023

	A	M	
Elizabeth Lowe (EL)	✓	✓	Project Officer – TCCS
Craig Egle (CE)		✓	Contract Manager – MPC
Snezana Dimitrovska (SD)	✓	✓	Infrastructure Planning – TCCS
Pawel Potapowicz (PP)	✓	✓	Roads ACT – TCCS
[redacted]		✓	RD Gossip (RDG) Project Engineer
[redacted]	✓	✓	RD Gossip (RDG) Project Manager
[redacted]		✓	RD Gossip (RDG) Engineer

A: Attendance, (✓) attended, (P) part attendance **M**: Minutes forwarded to (✓)

Item	Notes	Action	Due Date
Discussion			
1	[redacted]	EL	TBC
2	[redacted]	Note	
3	[redacted]	EL	TBC

Item	Notes	Action	Due Date
4	**Limestone Av** [redacted] met with Chris Bunnik and it was agreed that the new Angus / Limestone / Ijong signals will match the geometry of the Limestone / Donaldson intersection i.e. no new turn lanes on Limestone Av are required. RDG met Chris B on 16/01/24 to further develop the design. EL approved NBN quote ($15K). [redacted] to liaise with NBN.	[redacted]	14/02/24
6	**Indicative Construction costs / Budget** Project segments are: • [redacted] • [redacted] • Stage 1B (Segment 3): Ijong Street - Torrens Street to Angas Street/Limestone Avenue intersection • Stage 1C (Segment 4): Angas Street – Limestone Avenue to Majura Avenue via Ainslie Oval • [redacted] • [redacted] • [redacted] • [redacted]		
7	[redacted]	[redacted]	19/02/24
8	[redacted]		

Item	Notes	Action	Due Date
8	[redacted]	[redacted]	15/02/24
9	[redacted]		
10	[redacted]	[redacted]	27/02/24
		[redacted]	27/02/24
		[redacted]	27/02/24
		[redacted]	27/02/24
12	[redacted]	[redacted]	27/02/24
13	[redacted]	Note	

Item	Notes	Action	Due Date
	[redacted]	[redacted]	15/02/24
14	**Program** Approx expenditure per month based on 2 crews is expected to [redacted] [redacted] [redacted] • [redacted] • [redacted] • [redacted] • [redacted] • [redacted] • [redacted] • [redacted] **<u>Stage 1B - Ijong path and Limestone Signals (Approx $1.9M)</u>** • Submit FD 26/02/24 • Submit RFT 18/03/24 • Advertise Tender 25/03/24 • Close tender 22/04/24 (4 week tender) • Award contract 20/05/24 • Practical completion 23/09/24 (18 week contract) • Allow 3 week delays 14/10/24 [redacted] • [redacted] • [redacted] • [redacted] • [redacted] • [redacted] • [redacted] • [redacted]		

Item	Notes	Action	Due Date
	[redacted]		
15	[redacted]		
16	[redacted]	EL	-

MEETING MINUTES 032

Project: Garden City Cycle Route (PITC0002727)

Venue: **Microsoft Teams Meeting**

Time: 2.00pm – 3.00pm **Date**: 12 March 2024

	A	M	
Elizabeth Lowe (EL)	✓	✓	Project Officer – TCCS
Craig Egle (CE)	✓	✓	Contract Manager – MPC
Snezana Dimitrovska (SD)	✓	✓	Infrastructure Planning – TCCS
Pawel Potapowicz (PP)		✓	Roads ACT – TCCS
[redacted])		✓	RD Gossip (RDG) Project Engineer
[redacted])	✓	✓	RD Gossip (RDG) Project Manager
[redacted]		✓	RD Gossip (RDG) Engineer

A: Attendance, (✓) attended, (P) part attendance **M**: Minutes forwarded to (✓)

Item	Notes	Action	Due Date
Discussion			
1	[redacted]	EL EL	ASAP TBC
2	[redacted]	Note	
3	[redacted]	[redacted]	TBA

Item	Notes	Action	Due Date
4	**Limestone Av** Agreed to trial ACO pit in lieu of JBR pits. [redacted] has negotiated with ACO and they will supply the T60 pits for the intersection free of charge. EL approved NBN quote ($15K). [redacted] liaising with NBN however NBN have been very slow and generally unresponsive. [redacted] to keep following up.	[redacted]	19/03/24
6	**Indicative Construction costs / Budget** Project segments are: [redacted] • Stage 1B (Segment 3): Ijong Street - Torrens Street to Angas Street/Limestone Avenue intersection • Stage 1C (Segment 4): Angas Street – Limestone Avenue to Majura Avenue via Ainslie Oval [redacted]		
7	[redacted]	[redacted]	19/03/24
8	[redacted]		

Item	Notes	Action	Due Date
8	[redacted] ▪ [redacted] ▪ [redacted]	[redacted]	13/03/24
9	[redacted] ▪ [redacted] ▪ [redacted] ▪ [redacted]		
10	[redacted] ▪ [redacted] • [redacted] • [redacted] • [redacted]	[redacted] [redacted] [redacted] [redacted]	13/03/24 13/03/24 13/03/24 13/03/24
12	[redacted]	[redacted]	14/03/24
13	[redacted]	Note	

Item	Notes	Action	Due Date
	[redacted]		
14	**Program** [redacted] **<u>Stage 1B - Ijong path and Limestone Signals (Approx $1.9M)</u>** • Submit FD 14/03/24 • Submit RFT 18/03/24 • Advertise Tender 02/04/24 • Close tender 30/04/24 (4 week tender) • Award contract 28/05/24 • Practical completion 01/10/24 (18 week contract) • Allow 3 week delays 22/10/24 [redacted]		

Item	Notes	Action	Due Date
	• [redacted] [redacted]		
15	[redacted]		
16	[redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted]	19/3/24 TBC 19/3/24 19/3/24 TBC 19/3/24	[redacted] [redacted] [redacted] EL [redacted] EL