



**ACT**  
Government

Transport Canberra and  
City Services

## FREEDOM OF INFORMATION COVERSHEET

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

FOI reference: TCCSFOI 2019-065

Information to be published	Status
1. Access application	Published
2. Decision notice and schedule	Published
3. Documents	Published
4. Additional information identified	No
5. Fees	n/a
6. Processing time (in working days)	39 days
7. Decision made by Ombudsman	Pending
8. Additional information identified by Ombudsman	n/a
9. Decision made by ACAT	n/a
10. Additional information identified by ACAT	n/a



Freedom of Information – Access Application Form

**PRIVACY NOTICE**

The personal information you supply on this form will only be used for the purpose of processing your request. Your application must include an email or postal address to which the respondent can send notices under the Act. If all or some of this information is not collected, Transport Canberra and City Services may not be able to communicate with you, inhibiting their obligations under the Act. This could mean the request cannot be dealt with. Your personal information will not be disclosed to a third party without your consent unless statutory obligations require otherwise. The Transport Canberra and City Services Privacy Policy contains information on how you can access or seek to correct any of your personal information that is held by the Transport Canberra and City Services, as well as the process for lodging a complaint about an alleged breach of the Information Privacy Act 2014. The Privacy Policy can be found on the Transport Canberra and City Services website at [www.tccs.act.gov.au](http://www.tccs.act.gov.au).

**Applicant details**

I wish to make an access application to Transport Canberra and City Services under the *Freedom of Information Act 2016*.

**Name**

**Address**

(where notices relating to this request can be sent – either postal or electronic)

**Telephone Contact Residential**

**Telephone Contact Mobile**

**Email Contact**

Legislative Assembly  
Civic Square, London Circuit  
Canberra ACT 2601

parliament.act.gov.au

**What documents are you requesting under the Act?**

- I write to request under the Freedom of Information Act 2016 any documents provided to the incoming Minister Chris Steel or to his office as part of the transfer of Transport Ministerial Responsibilities. This may include Ministerial briefs, notes from meetings, or any other relevant documentation provided to, or recorded by his office during the transfer period.

**I would like**

a copy of these documents sent to the above address.



### Fee Waiver

If you wish to apply for a fee waiver, the Act sets out a number of provisions to do so:

- The information being requested was previously publicly available but no longer is.
- The information being requested is of special benefit to the public (Ombudsman guidelines see Section 66).
- The applicant is a concession card holder and demonstrates a material connection with the information requested (concession cards include a current health care or pensioner card issued under the Social Security Act 1991; a current pensioner concession card issued in relation to a pension under the Veterans' Entitlements Act 1986 or the Military Rehabilitation and Compensation Act 2004; a current gold card; or a card prescribed by regulation).
- The applicant is a not-for-profit organisation and the application relates to the activities or purposes of the organisation.
- The applicant is a member of the Legislative Assembly.

TCCS must waive any fees for providing information if the information was not publicly available and the agency makes the information publicly available before or within 3 working days after giving it to the applicant.

Fee waiver application (fill in if applicable. Otherwise leave blank)

I would like to apply for a fee waiver because the applicant is a member of the Legislative Assembly.

APPLICANTS SIGNATURE

DATE OF REQUEST

3 July 2019

---

**From:** [REDACTED]  
**Sent:** Wednesday, 3 July 2019 4:06 PM  
**To:** TCCS\_FreedomOfInformation  
**Subject:** RE: FOI Request  
**Attachments:** FOI Request TCCS.pdf

Dear TCCS FOI Team,

Please find attached an FOI Request from [REDACTED] MLA

Kind Regards,

[REDACTED]  
Adviser  
Office of [REDACTED] MLA

PH: (02) [REDACTED] | E: [REDACTED]@com.au  
W: [REDACTED]@com.au | [Stay updated with my newsletter!](#)



**ACT**  
Government

Transport Canberra and  
City Services

Ms [REDACTED]  
ACT Legislative Assembly  
Civic Square, London Circuit  
CANBERRA ACT 2601  
[REDACTED]parliament.act.gov.au

Dear Ms [REDACTED]

**Freedom of information request:** Reference – 19-065

I refer to your application made on 3 July 2019 under the *Freedom of Information Act 2016* (the Act) to Transport Canberra and City Services Directorate, in which you sought access to:

- Any documents provided to the incoming Minister Chris Steel or to his office as part of the transfer of Transport Ministerial responsibilities.

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.

TCCS was required to provide a decision on your access application on 1 August 2019. I thank you for your patience in processing your request and for granting an extension. I regret the additional delay caused by sending you the incorrect package of documents in the first instance and I trust that you deleted that package on request from the TCCS FOI team.

**Decision on access**

Only one document, with attachments, was identified as being prepared for Minister Steel relating to the transfer of Transport Ministerial responsibilities. The document is titled, *Portfolio Brief for Incoming Minister – Minister for Transport and City Services, July 2019*.

The document refers to the preparation of additional briefing material to be provided by Major Projects Canberra. A request can be made for these documents by contacting the Major Projects Canberra FOI function. I have asked the TCCS FOI coordinator to provide these details to you.

The portfolio brief for the incoming Minister holds information that I consider to be, on balance, contrary to the public interest to disclose under the test set out in section 17 of the Act.

I have included at [Attachment A](#) to this decision a schedule of the document and the specific redactions of specific information by page providing the summary reason as to why the information is not in the public interest to release.

I have decided to grant access, under section 50 of the Act, to a copy of the documents (Attachment B) with deletions applied to information that I consider would be 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 and factors contained in Schedule 2.1; and
- the content of the documents that fall within the scope your request.

### **Factors favouring non-disclosure (Schedule 2)**

- Schedule 1.6 - Cabinet documents;
- Schedule 2.2 (a)(i) – prejudice the collective responsibility of Cabinet or the individual responsibility of members to the Assembly;
- Schedule 2.2 (a) (x) – prejudice intergovernmental relations;
- Schedule 2.2 (a) (xi) – prejudice trade secrets, business affairs or research of an agency or person; and
- Schedule 2.2(a) (xiii) - Prejudice the competitive commercial activities of an agency.

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

I considered carefully the nature of the document and attachments as having been brought into existence to brief a member of the Executive in relation to their individual responsibilities as an Executive Member of government and the collective responsibility of Cabinet.

It is not in the public interest to release documents which may impact the ability of the public service from providing frank and open advice to an incoming minister in an environment where that information may be publicly released. I gave substantial weight to the factors that such release may prejudice the collective responsibility of Cabinet although, in the end, I have released much of the information as in the public interest to release.

Some of the information contained in the brief falls under the Cabinet exemption contained in Schedule 1, section 1.6. and is therefore taken not to be in the public interest to release. I have redacted information which is Cabinet information or information that is being prepared for Cabinet.

I have, as you will note in attachment 2 to the document, released information that was prepared for inclusion in the budget papers including notes to assist the former Minister in speaking to the items on budget day. At the time the information was prepared, it was still under embargo and cabinet-in-confidence however the information is now in the public arena. I note that *Budget paper 3: Budget Outlook*, as published, is the government's official record of these papers.

Other information in this document is removed as cabinet- in- confidence under schedule 1.6.

I have removed information in relation to the Transport and Infrastructure Council (TIC) including an agenda to the August meeting. There are agreements in place about how governments share information about cross-jurisdictional forums with publication or public comment being agreed and released through the secretariat function. It will prejudice intergovernmental relations by releasing information contained in the document and this is not in the public interest. I refer you to the TIC website for information such as the agreed communique following the August meeting of the Council.

The briefing includes information about tenders and contracts which are not public and if released could reasonably be expected to compromise the business affairs of the Territory and of third parties. It is not in the public interest to release this information which was directed to the Minister in his capacity as Minister for transport and city services. I also viewed, in this case, that the information is fundamental to the Minister's Cabinet responsibilities and to release such briefing could prejudice his responsibilities to Cabinet.

I have decided to include the names of key transport Canberra contacts and key stakeholder contacts as conveyed to the Minister. I considered if the information included personal details however decided that as these people and their details are in relation to their official positions and that they are executive positions that the information should be released. I have however removed direct phone numbers of third parties as not in the public interest to release and will remove at publication the email contact details as I believe it is in the public interest that the public make contact with these people through their organisations and not via the details provided to the Minister or to you as an MLA.

Finally, I considered whether there are other documents that fall within the scope of your request. As you will know, the Minister has access to any number of previous and ongoing briefings. It would not be reasonable or possible to decide as to what other briefing material the Minister may have used to inform himself about the operations of TCCS. To this end I have confined the scope of your request to the work that was specifically prepared for the Minister as his incoming brief.

### **Charges**

I am required to waive fees under section 107 of the Act as you are a Member of the Legislative Assembly.

### **Online publishing – disclosure log**

Under section 28 of the Act, TCCS maintains an online record of access applications called a disclosure log. Your original access application, my decision and documents will be published in the TCCS disclosure log from 3 days after the date of this decision.

Your personal contact details and the details of third parties contained in the document will not be published. You may view the TCCS' disclosure log at [http://www.tccs.act.gov.au/about-us/freedom\\_of\\_information](http://www.tccs.act.gov.au/about-us/freedom_of_information).

### **Ombudsman review**

My decision on your access request is a reviewable decision as identified in Schedule 3 of the Act. You have the right to seek Ombudsman review of this outcome under section 73 of the Act within 20 working days from the day that my decision is published in TCCS' disclosure log, or a longer period allowed by the Ombudsman.

If you wish to request a review of my decision you may write to the Ombudsman at:

The ACT Ombudsman  
GPO Box 442  
CANBERRA ACT 2601  
Via email: [ombudsman@ombudsman.gov.au](mailto:ombudsman@ombudsman.gov.au)

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


Under section 84 of the Act, if a decision is made under section 82(1) on an Ombudsman review, you may apply to the ACAT for review of the Ombudsman decision.


Further information may be obtained from the ACAT at:

ACT Civil and Administrative Tribunal  
Level 4, 1 Moore Street  
GPO Box 370  
Canberra City ACT 2601  
Telephone: (02) 6207 1740  
[www.acat.act.gov.au](http://www.acat.act.gov.au)

If you have any queries concerning the directorate's processing of your request, or would like further information, please contact the directorate's FOI Coordinator on 6205 5408 or email [tccs.foi@act.gov.au](mailto:tccs.foi@act.gov.au).

Yours sincerely



  
Cherie Hughes  
Information Officer

*28* August 2019



## **PORTFOLIO BRIEF FOR INCOMING MINISTER**

# **MINISTER FOR TRANSPORT AND CITY SERVICES**

PORTFOLIO BRIEF FOR INCOMING MINISTER  
JULY 2019

**SENSITIVE - CABINET**



## TABLE OF CONTENTS

PORTFOLIO OVERVIEW.....	3
PORTFOLIO PRIORITIES.....	4
PORTFOLIO FINANCIAL OVERVIEW.....	111
LEGISLATIVE RESPONSIBILITIES .....	13
MINISTERIAL COUNCILS AND CONSULTATIVE BODIES.....	14



## PORTFOLIO OVERVIEW

### Our Vision

Transport Canberra and City Services' (TCCS) vision has a focus on innovation, safety and customer service. This has been captured with the following vision statement: **'Making Canberra attractive, safe and easy to move around.'**

### Our Mission

The TCCS mission is: **'Connected services for the people of Canberra.'**

### Transport Canberra - Role, Functions and Services

Transport Canberra helps Canberrans move around the city. Delivery of these services is citizen-focused, innovative, and looks to contribute to the improved liveability of the city.

Transport Canberra delivers an integrated public transport system, and services that are necessary to support a flourishing community and to attract business investment. In particular, Transport Canberra has a remit to improve public transport outcomes. To deliver upon a vision for a public transport system that is convenient, efficient, affordable, reliable and integrated.

Transport Canberra ensures that buses and light rail are integrated with each other, and with other forms of transport - including taxis, active travel elements such as cycling and walking, all of which makes public transport accessible for all Canberrans. Through our Transport Planning area, we design the future of public transport in the ACT.

### Key Transport Canberra Contacts

- Judith Sturman, Transport Operations and UITP - 6205 2639
- Fleur Flanery, Public Transport Operations - 6207 5486
- Ian McGlinn, Light Rail Operations – 6207 8000
- Geoffrey Davidson, Place Coordination and Planning and Transport Infrastructure Council - 6205 9799

### Key Stakeholder Contacts

- Glenn Stockton, Chief Executive Officer, Canberra Metro – [REDACTED]
- Lachlan Marks, Technical and Commercial Director, Canberra Metro - [REDACTED]
- Klaus Pinkas, TWU – [REDACTED]
- John Steward, AMWU – [REDACTED]
- Tilo Franz, General Manager, Operations and Maintenance Canberra Metro – [REDACTED]
- Nick Koukoulas, Chief Executive, Austroads - [REDACTED]
- Emma Woods, General Manager - Passenger and Corporate Services, Australian Rail Association - [REDACTED]
- Michelle Batsas, Executive Director, UITP - [REDACTED]
- Romilly Madew, Chief Executive, Infrastructure Australia



- Damien Hass, Public Transport Advocate - [REDACTED]

**TCCS Structure – Rebalancing Activity**

The creation of the new agency provides an opportunity to rebalance the TCCS structure in a way that will continue to achieve Government priorities and meet needs of Ministers. This change also coincides with the directorates transition from delivering to operating light rail and the arrival of new projects in the new financial year.

A executive facilitated workshop was held on 27 June 2019 to commence a consultation process and develop a paper outlining options for the structure for TCCS to further consult you, staff, unions, the Head of Service, other directorates and key stakeholders. Further discussion with you will occur as this work progresses.

**PORTFOLIO PRIORITIES**

**Letter Federal Ministers**

An introductory letter was prepared for Minister Fitzharris to Federal Deputy Prime Minister, The Hon. Michael McCormack MP and cc'd to Minister for Population, Cities and Urban Infrastructure, The Hon. Allan Tudge MP. TCCS is awaiting confirmation on whether Minister Fitzharris signed and sent this letter. You may wish to write a letter of introduction to these Ministers as well.

**Light Rail – Stage 1 – Final Completion**

On 17 April 2019 Canberra Metro achieved Services Completion under the Project Agreement and operations commenced on 18 April 2019. The Light Rail System was opened to the public on 20 April 2019, with the Light Rail Launch.

Although operations have commenced a number of items of construction work remain to be completed by Canberra Metro. [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



**Light Rail – Stage City to Woden – Current Status**



Woden Interchange

The light rail team in the Major Projects Canberra agency will retain responsibility for the Woden bus interchange and will continue to develop plans for the rejuvenation of the interchange as early works for City to Woden.

**Integrated Public Transport Network – marketing campaign**

Now that the new network is up and running a brand awareness campaign is underway, which started on 13 May 2019. The campaign has overarching messages to build on previous campaigns and alert the community to the new network and the benefits of shifting to public transport.

**Integrated Public Transport Network – Patronage for Buses and Light Rail**

On the 29 April 2019, the ACT Government launched a new integrated public transport network. The new network includes:

- 10 Rapid bus and light rail routes providing fast, frequent connections between town centres and other key destinations;
- Local bus services designed to connect suburban areas to town centres, and connect with Rapid services for longer journeys; and
- Other services, including dedicated school bus services and peak bus services.

Further information on detailed bus routes will be provided for our upcoming meeting with you.

The introduction of the new network followed extensive consultation with the community during late 2017 and mid-2018, during which Transport Canberra received more than 13,000 pieces of feedback about the changes.

Early data indicates that more Canberrans are using public transport as a result of the changes, with the number of journeys made by public transport over the first seven weeks of the new network 11% higher than during the same period in 2018. In particular, there has been very strong growth in patronage on weekends, with weekend journeys by public transport up 48% compared to the same period in 2018 (see [Appendix A](#) for further details).

Use of light rail has also been higher than anticipated, with the average weekday patronage since the initial free travel period ended close to the projected patronage for 2021 from the Stage 1 light rail business case (see [Appendix B](#) for further details). Also provided at [Appendix C](#) is the Integrated Public Transport Weekly brief, prepared as at 23 June 2019



Transport Canberra is monitoring the network closely and has made a number of minor changes to bus services to address operational issues, such as crowding and customer information on certain routes. However, there have been relatively few significant operational issues. Additionally light rail services have been supplemented to manage increased patronage by providing additional capacity during the peaks.

Weekend bus services are an area of focus, with these being delivered on a voluntary basis by drivers. A brief has been prepared that addresses options as well as current activities in place to provide more reliability to the services.

#### **Integrated Public Transport Network – School students**

A key issue raised during public consultation on the new network was changes to dedicated school bus services. While the number of dedicated school bus services included in the new network was only around 10% lower than in the previous network, many services changed and a number of schools are now served by local or Rapid buses or light rail instead of dedicated school bus services. This has been a source of ongoing concern from key stakeholders representing parents and some schools.

For this reason, Transport Canberra has focussed on addressing concerns relating to school travel as a priority during the early weeks of the new network. A number of minor changes have been made to services, including changes to the timing of services, changes to platforms used by school buses at some schools and interchanges, use of larger buses on certain trips and the addition of extra trips on light rail, dedicated school bus routes and local routes serving schools.

Since the commencement of the new network, the number of journeys made by school students has increased. Patronage on school days has been broadly level – up around 0.53% over the first seven weeks – but patronage by school students on weekends and public holidays has increased by almost 70%.

There has been a modest increase of about 7% in the proportion of students making a transfer, but as in the previous network, the vast majority of students use a single bus or light rail vehicle as part of their journey (see [Appendix A](#) for more details).

#### **Procurement of buses**

The new public transport network that commenced in April 2019 requires a fleet of 455 vehicles. 72 of these vehicles (approx. 16% of the total fleet) will be aged between 24 and 28 years old in 2019.

The ACT Government will purchase 84 modern and fuel-efficient buses to improve accessibility and passenger comfort, increase reliability and lower maintenance costs on the new public transport network. This initiative provides funding to replace 72 vehicles (71 Standard and 1 Articulated) and provisioned capital funding to purchase further 12 vehicles, (84 vehicles) with new EURO IV diesel buses to deliver the ongoing operational needs of the new integrated network and meet customer expectations.

The intended timing of bus acquisition is:



- **2019-20** 12 Buses;
- **2020-21** 24 Buses;
- **2021-22** 24 Buses;
- **2022-23** 12 Buses + 12 Buses provisioned; and
- **Total 84 Buses (including 12 provisioned).**

This initiative provides funding for replacement buses and opportunities to pursue options for lower-emission vehicles.

In addition to the above, a tender assessment is currently being undertaken for the procurement of 40 buses. This tender assessment is part of the 80 growth buses that were funded in the 2017-18 and 2018-19 budgets. These 80 buses are in addition to the 2019-20 announcement.



#### **Transport Strategy**

The consultation on the Government's draft transport strategy, Moving Canberra, closed on 31 March 2019. The consultation, which opened in mid-December, resulted in over 350 responses and generated over 1,000 ideas for Government to consider.

Close to 1,500 ideas were received through a combination of online feedback on YourSay, face-to-face workshops and extended written submissions. Ministerial correspondence received during the consultation period was also taken into consideration.

A listening report on the consultation was published on YourSay on 30 April 2019 (See [Appendix D](#)). A final consultation report, which will include a government response to the consultation, will be published later in the year.



#### **City bus Interchange**

The City Renewal Authority are currently seeking proposals to undertake a feasibility analysis of the City Bus Interchange. Tenders closed on 13 December 2018 and the project was awarded to GHD Woodhead.

The project commenced in March 2019 as the Civic Centre Transit Orientated Study (previously entitled: Civic Underground Bus Interchange Feasibility Study). The Analysis will look at the potential benefits and constraints of an underground bus interchange in the vicinity of London Circuit and Northbourne Avenue.

#### **Woden Bus Depot**



The new Woden Bus Depot project is aimed at alleviating overcrowding at the existing bus depots at Tuggeranong and Belconnen, providing capacity for future growth of the Transport Canberra bus fleet and reducing 'dead running' within the network given the central location.

To date, Transport Canberra has developed a design for the depot, demolished the existing structures and procured a design and construction contractor (Richard Crookes).

The available funding would enable the construction of a depot that includes:

- Bus Driver Administration Building;
- Fuel Farm and Bus Wash;
- On Grade Carparking for Staff; and
- Necessary Paving Works.

#### **UITP November 2019 Conference**

The November UITP conference – the theme of which is Future Transport: Planning and Integrating New, Autonomous and E-Mobility will be held in Canberra from 11-14 November 2019 hosted by the ACT.

The UITP site has all the information regarding the conference: <https://www.uitp.org/events/asia-pacific-division-meeting-conference-11-14-nov-2019-canberra>. The draft program which is publicly available is attached. Keynote speakers are yet to be finalised. It is anticipated that you would play a key role in the conference.

Registration is now open. Sponsorship is currently being sought. A ministerial brief regarding the event is being prepared, including a recommendation that you write to the Commonwealth Ministers to request their participation.

#### **Procurement of new ticketing system**

Transport Canberra currently uses the MyWay ticketing system for bus and light rail services, as well as offering paper tickets.

The MyWay ticketing system is ageing, and in need of replacement. A tender process for a new ticketing system has been progressing, with a brief recently provided to Minister Fitzharris that will be discussed with you in depth.

#### **Faster rail**

In 2017, the NSW and ACT Governments made a joint submission to the Federal Government's Faster Rail Prospectus for funding to develop a business case for the Canberra to Sydney corridor. Despite not being chosen for further development funding, both Governments continue to collaboratively explore these opportunities.



The ACT Government committed \$1 million in the 2017-18 Budget review to pursue faster rail investigations. TCCS continues to work closely with the NSW Government to explore these opportunities with initial investigations into possible improvements to the Canberra to Sydney service already underway.

In September 2018, Transport Canberra appointed Arup as its advisor to assist in undertaking these activities in consultation with other relevant ACT Government directorates and finalized a pre-feasibility report outlining the analysis and findings in December 2018.

TCCS continue to work on network integration and station location assessments with Arup, the City Renewal Authority and EPSDD. This will feed into the final SBC.

The pre-feasibility report and subsequent investigations have been used with TfNSW to further develop and assess the options within the SBC.

[REDACTED]

[REDACTED]

[REDACTED]

The Commonwealth Government has established a National Faster Rail Agency, supported by an Expert Panel, to work in close partnership with state and territory governments and private industry. It will also provide advice to the Government on future fast rail opportunities around Australia, including for high-speed rail.

Transport Canberra and TfNSW will continue to liaise with the Commonwealth through the new Faster Rail Agency as the SBC develops.

**2019-20 Budget**

**Key Items in the Budget:**

- Better buses to support the new bus network Commencing Light Rail Stage 1 operations and delivering a light rail stop at Mitchell;
- Delivering a smart technology ticketing system for Canberra's integrated public transport system;



- Delivering Stage 2 of Light Rail to Woden More active travel Infrastructure for our schools and suburbs;
- Strengthening Infrastructure planning capability Strengthening infrastructure supporting Canberra's new public transport network;
- Supporting more Canberrans to Park and Ride Supporting social inclusion through the Flexible Bus Service; and
- Active travel upgrades (BIF).

Please refer to [Appendix E](#).

#### **Capital Works projects**

Key Transport Capital Works projects are:

- New Woden Bus Depot;
- Supporting more Canberrans to Park and Ride (Well Station Park and Ride); and
- Keeping our Growing City Moving – Better Infrastructure for active travel (Belconnen active travel projects in Belconnen were retained by Minister Fitzharris and are a total of \$10.45m of the \$21.65m.

#### **Parliamentary Agreement/EC Status**

Refer to [Appendix F](#).



**PORTFOLIO FINANCIAL OVERVIEW**

Full-time equivalent and headcount by division

DIVISION	2018-2019 (as at 29/5/19)		2017-2018 (as at 30/5/18)	
	FTE	Headcount	FTE	Headcount
Chief Operating Group/Office of the Director-General	96	99	106	109
City Services	635	648	596	610
Transport Canberra	972	1138	955	1060
Finance Legal and Sustainability	35	36	32	33
Total	1738	1921	1689	1812

Full-time equivalent and headcount by gender

	2018-19 (as at 29/5/19)				2017-18 (as at 30/5/18)			
	Female	Male	Undeclared	Total	Female	Male	Undeclared	Total
FTE by gender	389	1347	2	1738	349	1340	0	1689
Headcount by gender	430	1489	2	1921	374	1438	0	1812
Percentage of workforce	22.4%	77.5%	0.4%	100%	20.7%	79.3%	0%	100%

Headcount by classification and gender

Classification group	2018-19 (as at 29/5/19)				2017-18 (as at 30/5/18)			
	Female	Male	Undeclared	Total	Female	Male	Undeclared	Total
Administrative Officers	141	74	0	215	121	69	0	190
Bus Operator	78	711	1	790	68	677	0	745
Capital Linen Service Officers	25	30	0	55	25	28	0	53
Executive Officers	8	18	0	26	7	21	0	28
General Service Officers and Equivalent	49	386	0	435	43	386	0	429
Professional Officers	4	26	0	30	4	20	0	24
Rangers	0	4	0	4	0	5	0	5
Senior Officers	104	147	1	252	85	138	0	223



Technical Officers	12	46	0	58	10	47	0	57
Trainees and Apprentices	5	15	0	20	7	13	0	20
Transport Officers	4	32	0	36	4	34	0	38
<b>TOTAL</b>	<b>430</b>	<b>1489</b>	<b>2</b>	<b>1921</b>	<b>374</b>	<b>1438</b>	<b>0</b>	<b>1812</b>

**Headcount employment category by gender**

EMPLOYMENT CATEGORY	2018-19 (as at 29/5/19)				2017-18 (as at 30/5/18)			
	Female	Male	Undeclared	Total	Female	Male	Undeclared	Total
Casual	12	51	0	63	5	34	0	39
Permanent Full-time	255	1016	1	1272	240	964	0	1204
Permanent Part-time	89	269	0	358	82	289	0	371
Temporary Full-time	56	139	1	196	43	150	0	193
Temporary Part-time	18	14	0	32	4	1	0	5
<b>TOTAL</b>	<b>430</b>	<b>1489</b>	<b>2</b>	<b>1921</b>	<b>374</b>	<b>1438</b>	<b>0</b>	<b>1812</b>

**Headcount by diversity\* group**

DIVERSITY GROUP	2018-19 (as at 29/5/19)		2017-18 (as at 30/5/18)	
	Headcount	Percentage of staff	Headcount	Percentage of staff
Aboriginal or Torres Strait Islander	51	2.7%	44	2.4%
Non-English Speaking Background	340	17.7%	306	16.9%
People with Disability	56	2.9%	53	2.9%

\* Employees who identify in more than one equity and diversity category are only counted once.

**Headcount by age group and gender (as at 29 May 2019)**

Age Group	Female	Male	Undeclared	Total
Under 25	14	48	0	62
25-34	100	204	0	304
35-44	103	338	0	431
45-54	126	426	1	553
55 and over	87	473	1	561
<b>TOTAL</b>	<b>430</b>	<b>1489</b>	<b>2</b>	<b>1921</b>



## LEGISLATIVE RESPONSIBILITIES

Transport Canberra legislative responsibilities

<b>Minister for Transport and City Services</b>
Rail Safety National Law (ACT) Act 2014
Road Transport (Public Passenger Services) Act 2001, sections 23 and 27C
Road Transport (Public Passenger Services) Regulation 2002, sections 70 (1) (a) and (b), 70AS and 70AAD (1) and (2)



## MINISTERIAL COUNCILS AND CONSULTATIVE BODIES

### Transport Infrastructure Council

In December 2013, the Council of Australian Governments (COAG) agreed to a new Council System to better enable COAG to focus on, and progress, nationally significant reforms.

The Council's national reform priorities are framed around the following key themes:

- Integrating national rail, road, aviation, port and maritime supply chains, and improving integration between land use and Infrastructure planning;
- Improving system efficiency and extracting the greatest use from existing infrastructure, while at the same time meeting community expectations of safety, security, access and reliability;
- Developing sustainable, efficient funding and delivery models;
- Improving the capacity of infrastructure and transport systems to respond to new and emerging challenges and pressures—and to lessen the need for high cost new infrastructure;
- Improving the environmental performance of infrastructure and transport systems — including mitigating adverse environmental effects, such as transport emissions;
- Continuing a focus on transport safety while maintaining awareness of technological developments (positive and disruptive) that may impact safety and security; and
- Removing barriers to innovation, and capitalising on new and emerging technologies.

The Transport and Infrastructure Council (the Council) brings together Commonwealth, State, Territory and New Zealand Ministers with responsibility for transport and infrastructure issues, as well as the Australian Local Government Association. A full list of members can be found at [https://www.transportinfrastructurecouncil.gov.au/council\\_members/](https://www.transportinfrastructurecouncil.gov.au/council_members/).

As Minister for Transport you are the official ACT member of Council. A number of issues considered by the Council fall under the Justice and Community Safety Directorate, Minister Rattenbury is also member of Council. TCCS leads the work with input from JACS. The Council meets twice a year.

The next meeting will be hosted by South Australia, held in Adelaide on 2 August 2019. You will be provided with a pre-briefing meeting and briefing package. A draft agenda has been provided at Appendix G for your reference

[REDACTED]

[REDACTED]



**ACT**  
Government

**SENSITIVE – CABINET**

**TRANSPORT CANBERRA PORTFOLIO BRIEF – JULY  
2019**

The Council is advised and assisted by the Transport and Infrastructure Senior Officials' Committee (TISOC) on all non-Infrastructure priorities. The Director-General is a member of TISOC. The next TISOC meeting will be hosted by the ACT, the date to be confirmed.

# Public Transport Network



## Quick facts – patronage in the new network

### Boardings

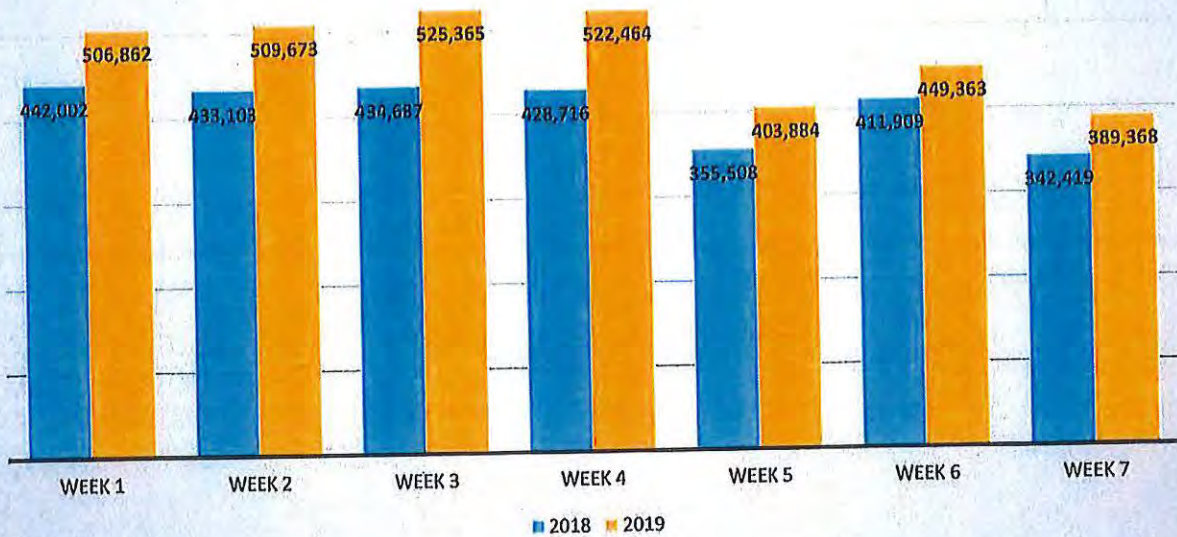
Comparison of first seven weeks of the new network (29 April to 16 June 2019) to same period in 2018 (30 April to 17 June 2018)

#### Talking point

- In the first seven weeks of the new network, boardings across the public transport network were **16% higher** than the same period in 2018.
- A boardings is every time a customer gets on a bus or light rail vehicle.

	Week 1	Week 2	Week 3	Week 4	Week 5	Week 6	Week 7	Total
2018	442,002	433,103	434,687	428,716	355,508	411,909	342,419	2,848,344
2019	506,862	509,673	525,365	522,464	403,884	449,363	389,368	3,306,979
% change	14.67%	17.68%	20.86%	21.87%	13.61%	9.09%	13.71%	16.10%

**Boardings - comparison of first seven weeks of the new network and same period in 2018, by week**





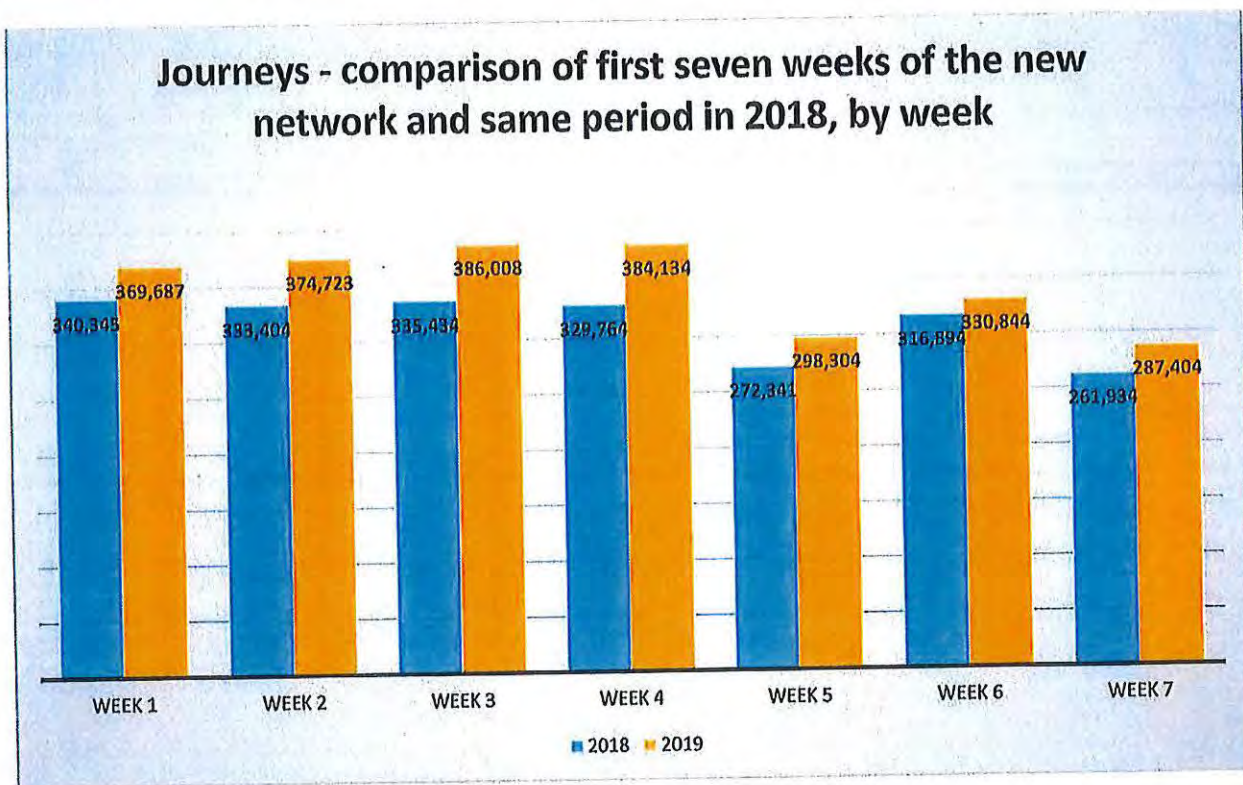
## Journeys

Comparison of first seven weeks of the new network (29 April to 16 June 2019) to same period in 2018 (30 April to 17 June 2018)

### Talking point

- In the first seven weeks of the new network, journeys across the public transport network were **11% higher** than the same period in 2018.
- A Journey is a whole trip (eg: home to work) by a customer, which may include more than one boarding.

	Week 1	Week 2	Week 3	Week 4	Week 5	Week 6	Week 7	Total
2018	340,345	333,404	335,434	329,764	272,341	316,894	261,934	2,190,116
2019	369,687	374,723	386,008	384,134	298,304	330,844	287,404	2,431,104
% change	8.62%	12.39%	15.08%	16.49%	9.53%	4.40%	9.72%	11.00%





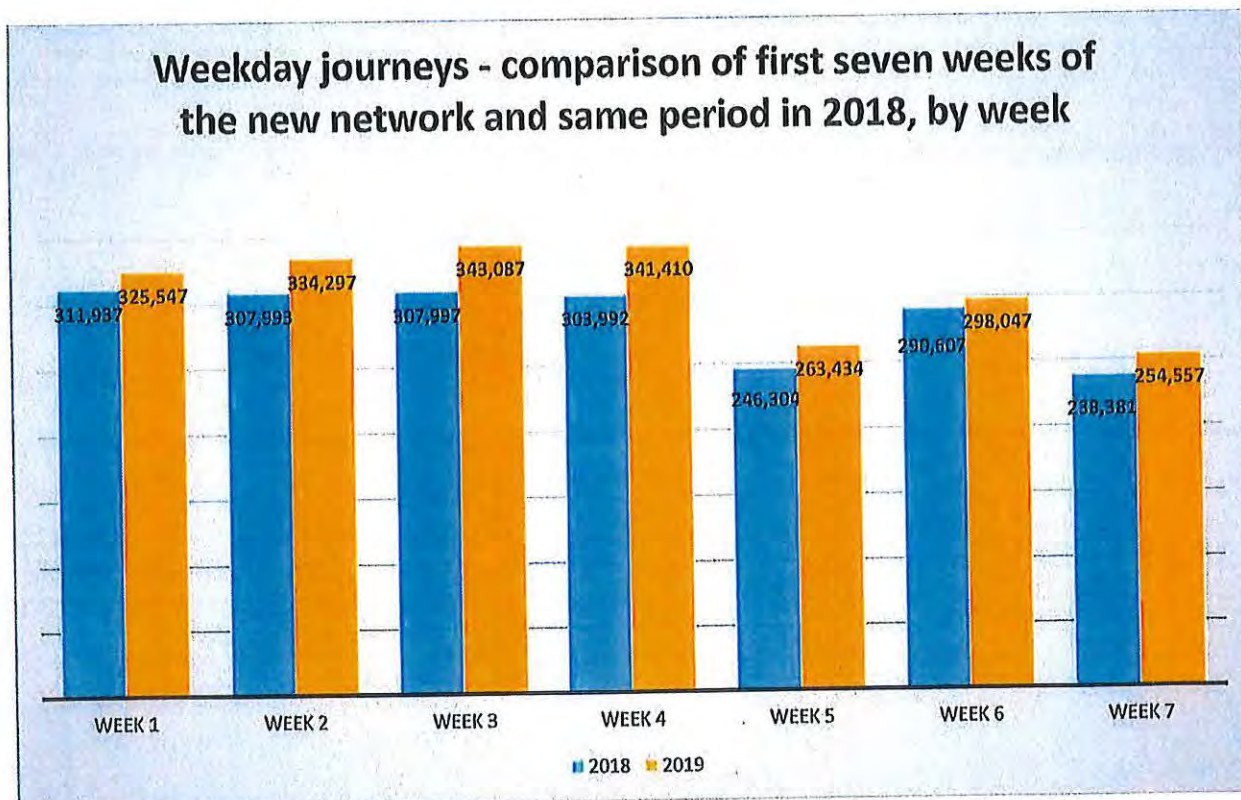
## Weekday journeys

Comparison of first seven weeks of the new network (29 April to 16 June 2019) to same period in 2018 (30 April to 17 June 2018)

### Talking point

- In the first seven weeks of the new network, Journeys on weekdays across the public transport network were **7.6% higher** than the same period in 2018.
- This means **almost 22,000 more weekday journeys** were made each week on public transport than over the same period in 2018.

	Week 1	Week 2	Week 3	Week 4	Week 5	Week 6	Week 7	Total
2018	311,937	307,993	307,997	303,992	246,304	290,607	238,381	2,007,211
2019	325,547	334,297	343,087	341,410	263,434	298,047	254,557	2,160,379
% change	4.36%	8.54%	11.39%	12.31%	6.95%	2.56%	6.79%	7.63%





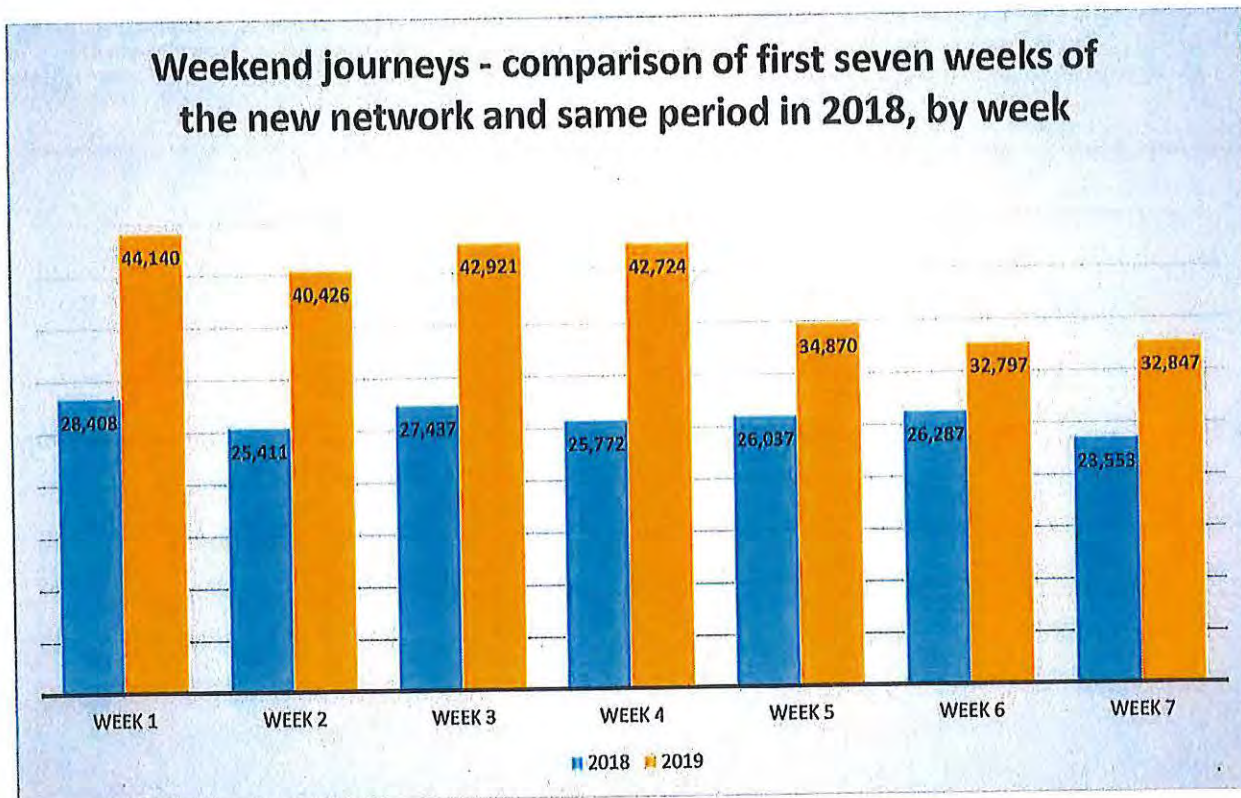
## Weekend journeys

Comparison of first seven weeks of the new network (29 April to 16 June 2019) to same period in 2018 (30 April to 17 June 2018)

### Talking point

- In the first seven weeks of the new network, journeys on weekends across the public transport network were 48% higher than the same period in 2018.
- This means more than 12,500 more journeys were made each weekend on public transport than over the same period in 2018.

	Week 1	Week 2	Week 3	Week 4	Week 5	Week 6	Week 7	Total
2018	28,408	25,411	27,437	25,772	26,037	26,287	23,553	182,905
2019	44,140	40,426	42,921	42,724	34,870	32,797	32,847	270,725
% change	55.38%	59.09%	56.43%	65.78%	33.92%	24.77%	39.46%	48.01%





## Journeys by customer type

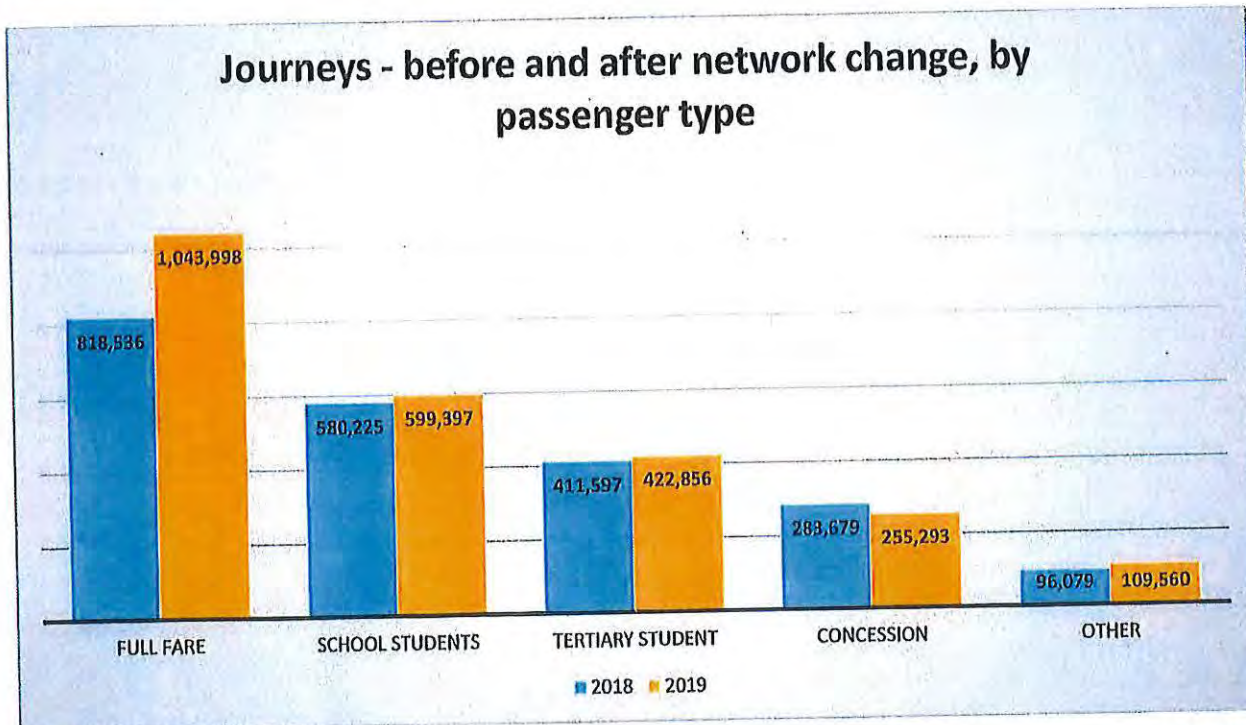
Comparison of first seven weeks of the new network (29 April to 16 June 2019) to same period in 2018 (30 April to 17 June 2018)

### Talking point

- In the first seven weeks of the new network, journeys by most different groups of customers have increased. In particular, the new network has seen very strong growth from customers paying full fare, with **27.54% more journeys by full fare customers** than during the same period in 2018.
- Based on ticketing data, concession journeys (excluding school and tertiary students) fell. However, preliminary analysis indicates that this was the result of more customers who had used a generic 'concession' paper ticket choosing to use MyWay cards instead, and being counted in other ticket categories.
- **Concession paper ticket sales over the seven week period fell by 57,402 or 57.9%** compared with 2018. This is more than twice the reduction in recorded concession journeys.

	Full fare	School students	Tertiary student	Concession	Other
2018	818,536	580,225	411,597	283,679	96,079
2019	1,043,998	599,397	422,856	255,293	109,560
% change	27.54%	3.30%	2.74%	-10.01%	14.03%

### Journeys - before and after network change, by passenger type



Page 5





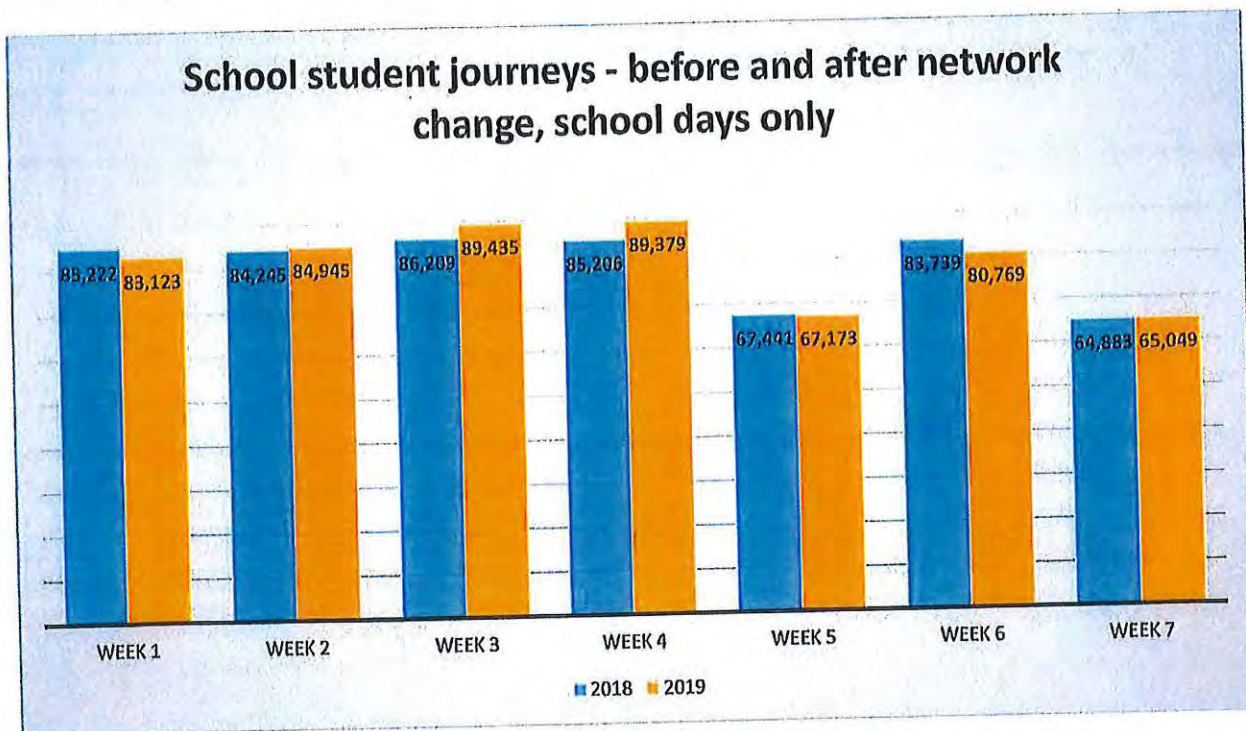
## School student journeys on school days

Comparison of first seven weeks of the new network (29 April to 16 June 2019) to same period in 2018 (30 April to 17 June 2018)

### Talking point

- In the first seven weeks of the new network, journeys by school students on school days were up **0.53%**. This means more students are using public transport on school days.
- This is not the result of students changing buses more often – it is a measure of journeys, which is a whole trip from home to school.

	Week 1	Week 2	Week 3	Week 4	Week 5	Week 6	Week 7	Total
2018	85,222	84,245	86,209	85,206	67,441	83,739	64,883	556,945
2019	83,123	84,945	89,435	89,379	67,173	80,769	65,049	559,873
% change	-2.46%	0.83%	3.74%	4.90%	-0.40%	-3.55%	0.26%	0.53%





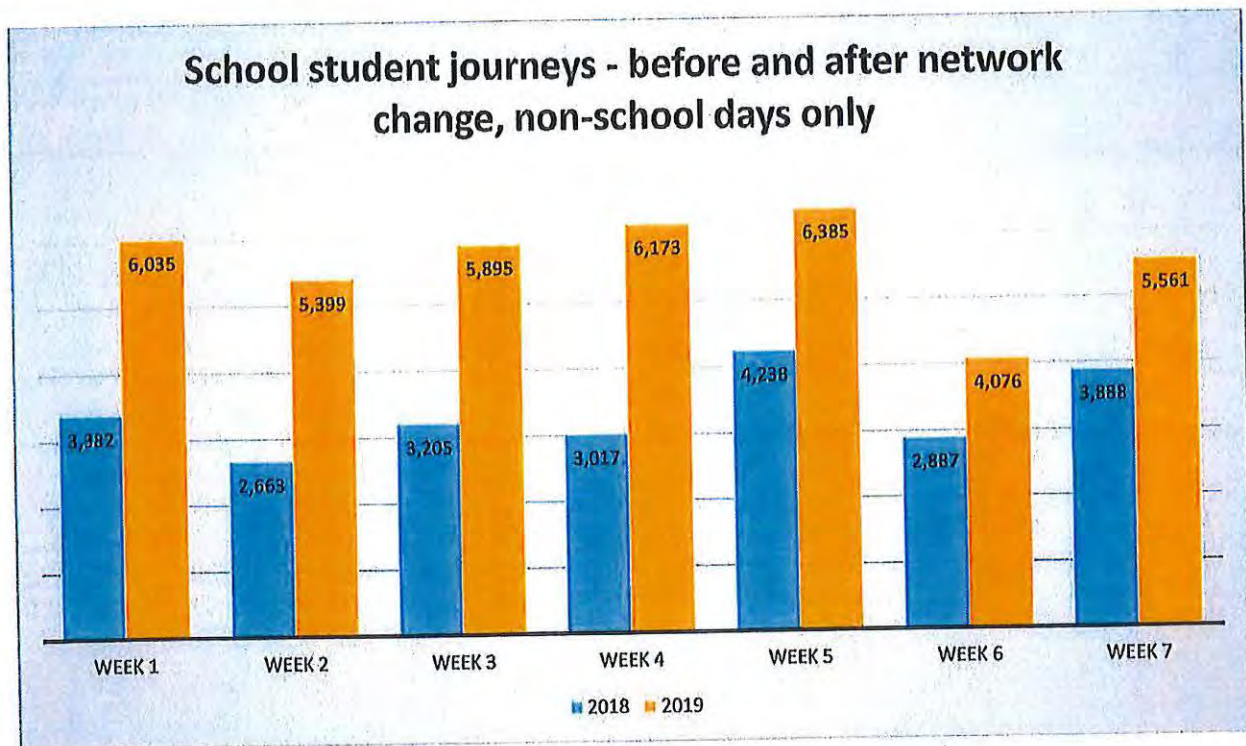
## School student journeys on non-school days

Comparison of first seven weeks of the new network (29 April to 16 June 2019) to same period in 2018 (30 April to 17 June 2018)

### Talking point

- In the first seven weeks of the new network, journeys by school students on non-school days are up **69.78%**.
- This is not the result of students changing buses more often – it is a measure of journeys, which is a whole trip from home to school.

	Week 1	Week 2	Week 3	Week 4	Week 5	Week 6	Week 7	Total
2018	3,382	2,663	3,205	3,017	4,238	2,887	3,888	23,280
2019	6,035	5,399	5,895	6,173	6,385	4,076	5,561	39,524
% change	78.44%	102.74%	83.93%	104.61%	50.66%	41.18%	43.03%	69.78%





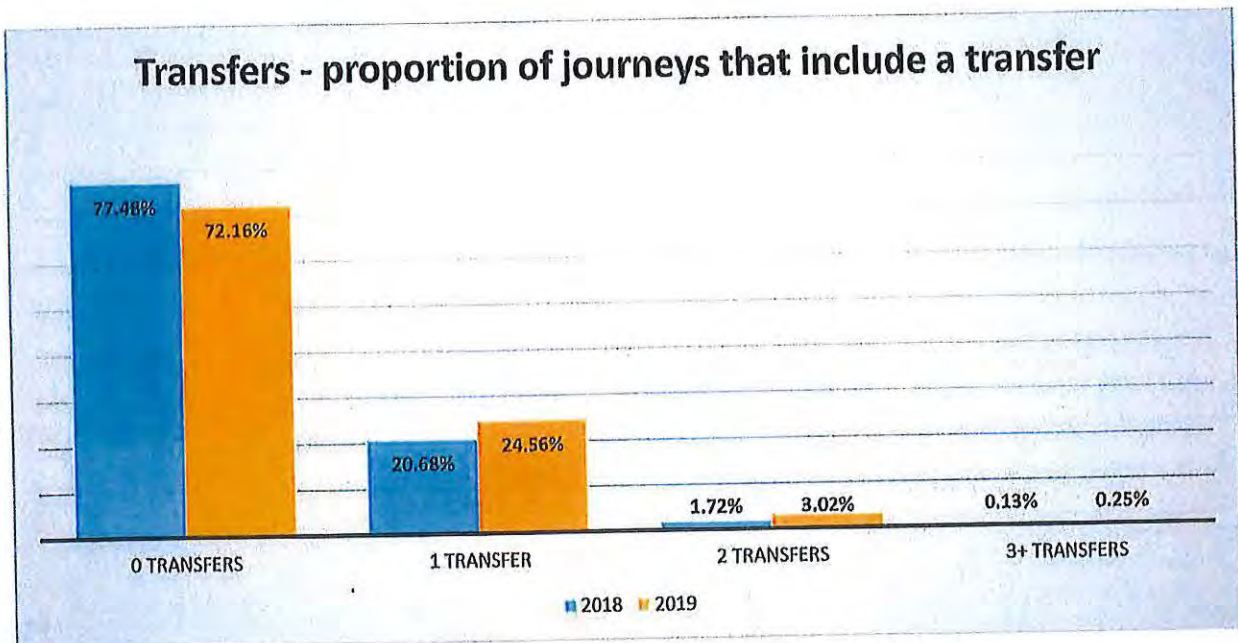
## Transfers

Comparison of first seven weeks of the new network (29 April to 16 June 2019) to same period in 2018 (30 April to 17 June 2018) using MyWay journeys only (excluding paper tickets)

### Talking point

- In the first seven weeks of the new network, **72% of all journeys made by customers using a MyWay card were on a single bus or light rail vehicle**, and almost 97% involved no more than one transfer.
- There has been little change in the proportion of customers transferring as part of their journey in the new network. During the same period in 2018, 77% of all journeys made by customers using a MyWay card were on a single bus, and about 98% involved no more than one transfer.
- This means that the proportion of journeys that include a transfer has only increased by about 5% in the new network.
- The vast majority of customers using public transport in Canberra only use one bus or light rail vehicle to make their journey, as they always have.

	0 transfers	1 transfer	2 transfers	3+ transfers	Total
2018	77.48%	20.68%	1.72%	0.13%	100%
2019	72.16%	24.56%	3.02%	0.25%	100%





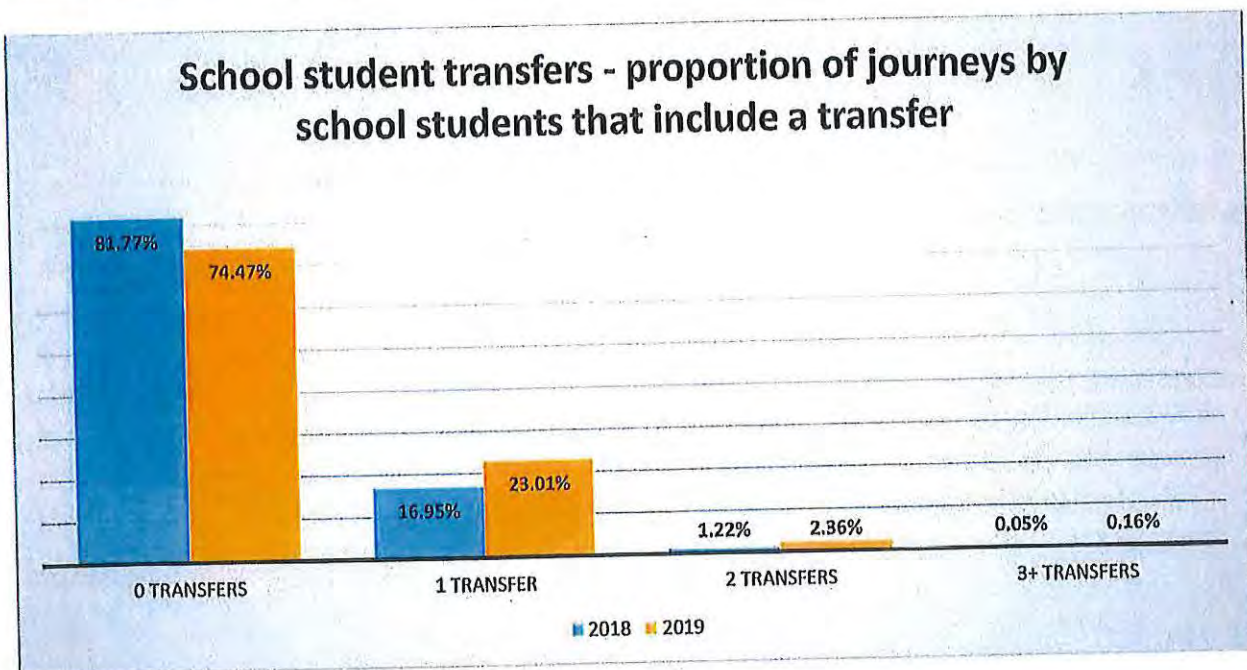
## School student transfers

Comparison of first seven weeks of the new network (29 April to 16 June 2019) to same period in 2018 (30 April to 17 June 2018) using MyWay journeys only (excluding paper tickets)

### Talking point

- In the first seven weeks of the new network, **74% of all journeys made by school students using a MyWay card were on a single bus or light rail vehicle**, and more than 97% involved no more than one transfer.
- There has been little change in the proportion of school students transferring as part of their journey in the new network. During the same period in 2018, 77% of all journeys made by school students using a MyWay card were on a single bus, and about 99% involved no more than one transfer.
- This means that **the proportion of journeys by school students that include a transfer has only increased by about 7% in the new network.**
- The vast majority of school students using public transport in Canberra only use one bus or light rail vehicle to make their journey, as they always have.

	0 transfers	1 transfer	2 transfers	3+ transfers	Total
2018	81.77%	16.95%	1.22%	0.05%	100%
2019	74.47%	23.01%	2.36%	0.16%	100%





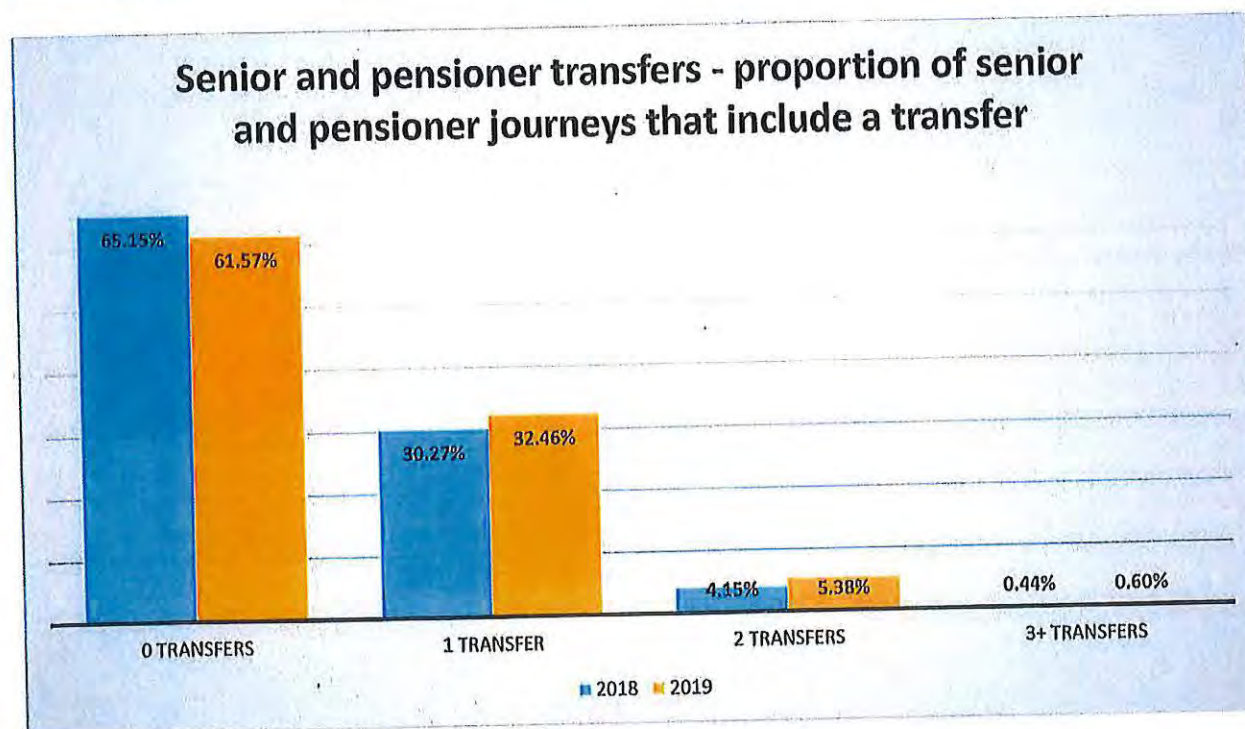
## Senior and pensioner transfers

Comparison of first seven weeks of the new network (29 April to 16 June 2019) to same period in 2018 (30 April to 17 June 2018) using MyWay journeys only (excluding paper tickets)

### Talking point

- In the first seven weeks of the new network, **62% of all journeys made by seniors and pensioners using a MyWay card were on a single bus or light rail vehicle, and 94% involved no more than one transfer.**
- There has been little change in the proportion of seniors and pensioners transferring as part of their journey in the new network. During the same period in 2018, 65% of all journeys made by seniors and pensioners using a MyWay card were on a single bus, and about 95% involved no more than one transfer.
- This means that **the proportion of journeys by seniors and pensioners that include a transfer has only increased by about 3.5% in the new network.**
- The vast majority of seniors and pensioners using public transport in Canberra only use one bus or light rail vehicle to make their journey, as they always have.

	0 transfers	1 transfer	2 transfers	3+ transfers	Total
2018	65.15%	30.27%	4.15%	0.44%	100%
2019	61.57%	32.46%	5.38%	0.60%	100%





## Mode share by boardings

Comparison of first seven weeks of the new network (29 April to 16 June 2019) to same period in 2018 (30 April to 17 June 2018)

### Talking point

- In the first seven weeks of the new network, around 80% of boardings on the network were on buses and 20% on light rail.

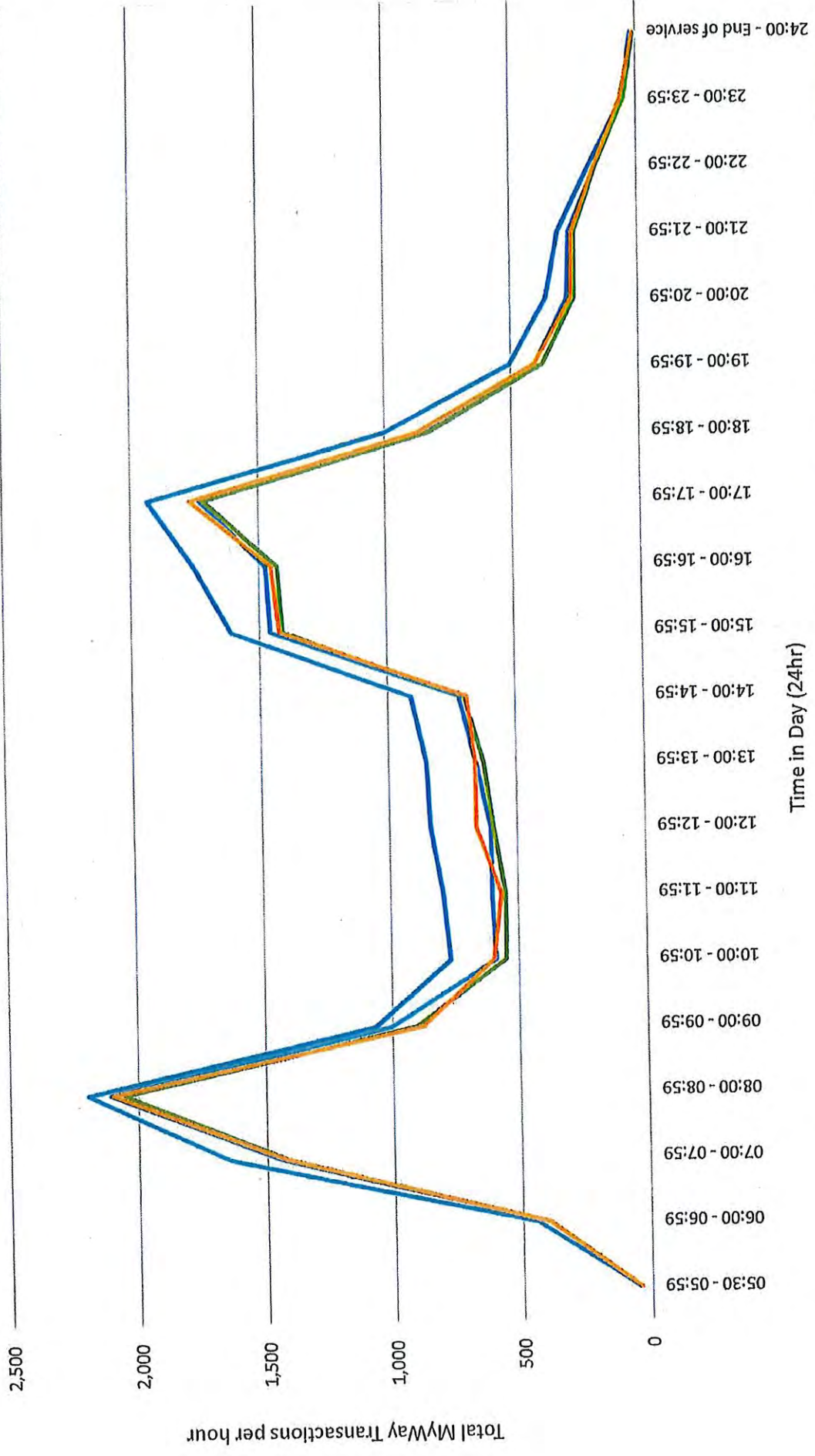
	Number of boardings from 29 April to 16 June 2019	% mode share
Bus	2,658,504	80.08%
Light rail	661,486	19.92%



- Average During Free Travel Period
- Week 5 (27/05-02/06)
- Week 6 (03/06-09/06)
- Week 7 (10/06-16/06)

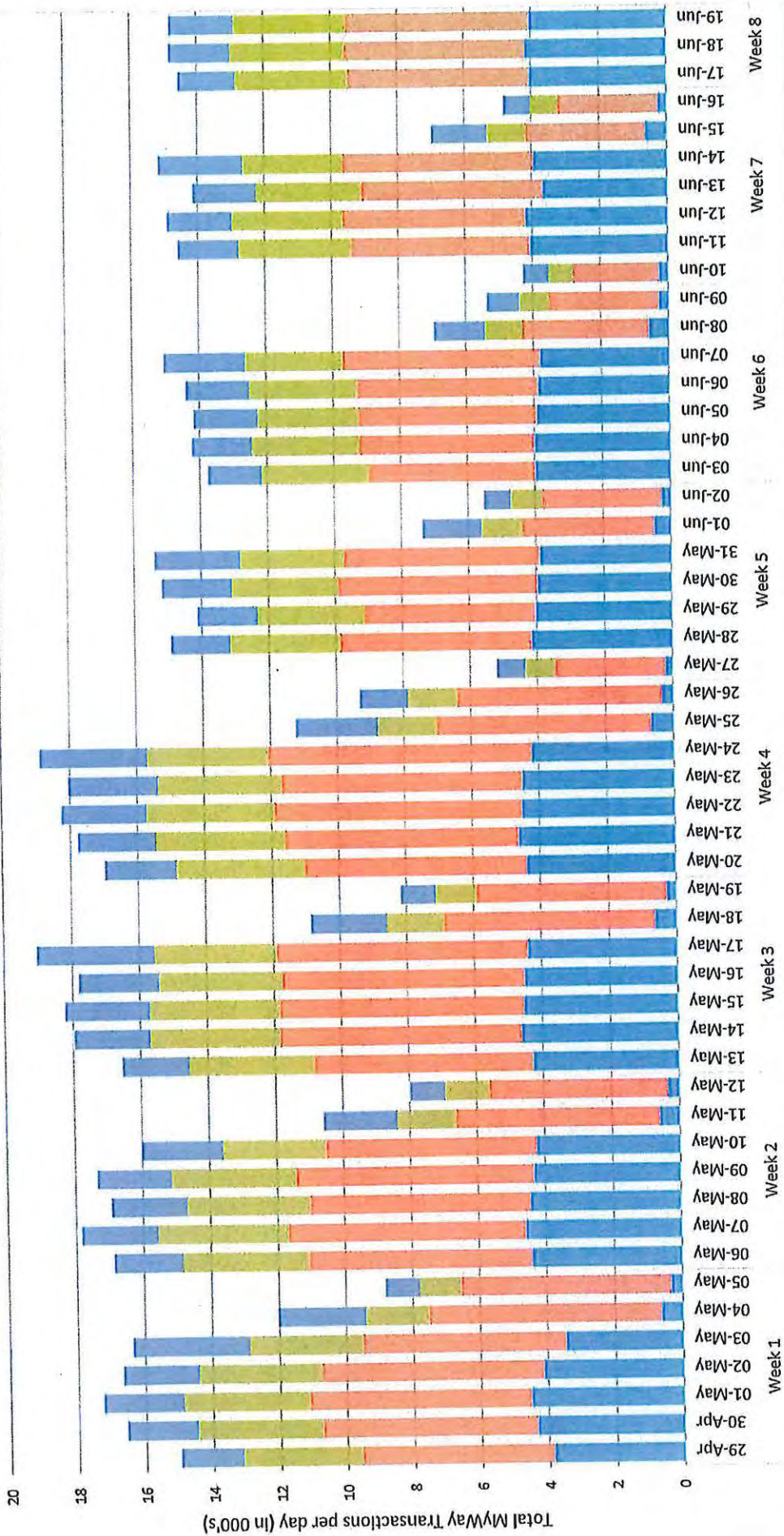
### Average Patronage per Hour (Weekdays)

(Based on MyWay Tap-on's - Doesnt include public holidays)



### Light Rail Daily Patronage Since New Network Launch (29th April) (Based on MyWay Tap-on's)

- AM Peak
- PM Peak
- Inter-Peak
- Off Peak



## During free travel month

	Mon	Tues	Wed	Thur	Fri	Sat	Sun	
<b>Week 1</b>	29-Apr	30-Apr	01-May	02-May	03-May	04-May	05-May	<b>Week 1 Total</b>
AM Peak	3,838	4,318	4,491	4,102	3,441	609	313	102,592
Inter-Peak	5,709	6,399	6,615	6,617	6,031	6,903	6,218	
PM Peak	3,557	3,724	3,760	3,670	3,407	1,866	1,252	
Off Peak	1,865	2,108	2,382	2,258	3,395	2,647	1,097	
<b>Total:</b>	<b>14,969</b>	<b>16,549</b>	<b>17,248</b>	<b>16,647</b>	<b>16,274</b>	<b>12,025</b>	<b>8,880</b>	
<b>Week 2</b>	06-May	07-May	08-May	09-May	10-May	11-May	12-May	<b>Week 2 Total</b>
AM Peak	4,409	4,586	4,445	4,316	4,214	572	314	103,548
Inter-Peak	6,644	7,080	6,562	7,087	6,274	6,038	5,280	
PM Peak	3,769	3,887	3,668	3,720	3,096	1,750	1,322	
Off Peak	2,063	2,273	2,270	2,224	2,387	2,152	1,146	
<b>Total:</b>	<b>16,885</b>	<b>17,826</b>	<b>16,945</b>	<b>17,347</b>	<b>15,971</b>	<b>10,512</b>	<b>8,062</b>	
<b>Week 3</b>	13-May	14-May	15-May	16-May	17-May	18-May	19-May	<b>Week 3 Total</b>
AM Peak	4,277	4,607	4,520	4,497	4,397	620	263	108,552
Inter-Peak	6,530	7,211	7,292	7,228	7,500	6,243	5,631	
PM Peak	3,735	3,880	3,881	3,690	3,637	1,703	1,224	
Off Peak	1,996	2,250	2,524	2,387	3,485	2,304	1,040	
<b>Total:</b>	<b>16,538</b>	<b>17,948</b>	<b>18,217</b>	<b>17,802</b>	<b>19,019</b>	<b>10,870</b>	<b>8,158</b>	
<b>Week 4</b>	20-May	21-May	22-May	23-May	24-May	25-May	26-May	<b>Week 4 Total</b>
AM Peak	4,380	4,620	4,503	4,483	4,546	804	436	110,423
Inter-Peak	6,622	6,965	7,385	7,181	7,993	6,391	6,161	
PM Peak	3,827	3,850	3,818	3,703	3,438	1,755	1,387	
Off Peak	2,151	2,331	2,546	2,666	2,828	2,276	1,377	
<b>Total:</b>	<b>16,980</b>	<b>17,766</b>	<b>18,252</b>	<b>18,033</b>	<b>18,805</b>	<b>11,226</b>	<b>9,361</b>	

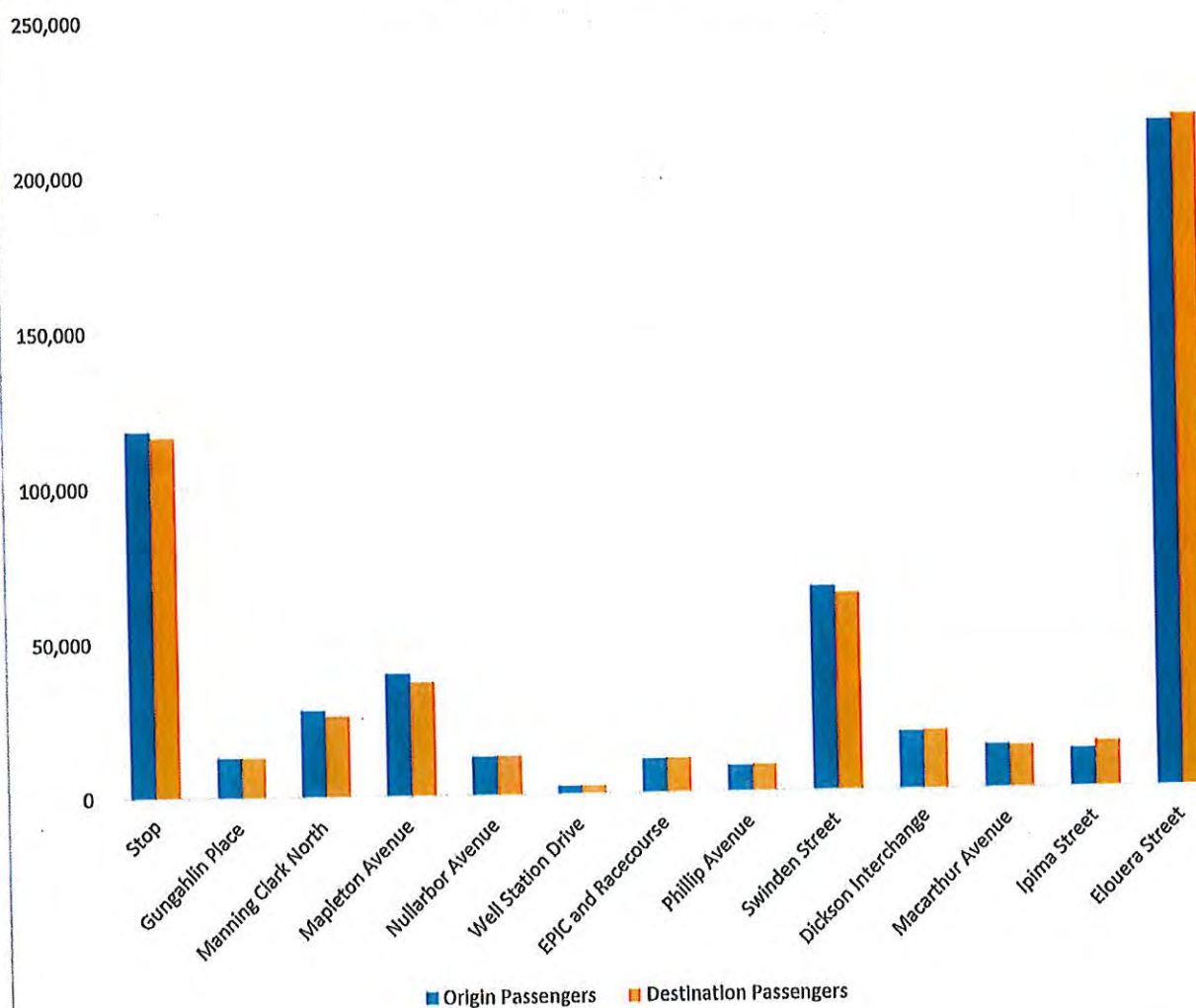
## Post free travel month

	Mon	Tues	Wed	Thur	Fri	Sat	Sun	
<b>Week 5</b>	27-May	28-May	29-May	30-May	31-May	01-Jun	02-Jun	<b>Week 5 Total</b>
AM Peak	202	4,144	4,012	3,950	4,175	580	367	77,668
Inter-Peak	3,247	5,701	5,080	5,947	5,913	3,955	3,556	
PM Peak	898	3,304	3,218	3,184	3,033	1,199	852	
Off Peak	845	1,767	1,809	2,089	2,179	1,615	847	
<b>Total:</b>	<b>5,192</b>	<b>14,916</b>	<b>14,119</b>	<b>15,170</b>	<b>15,300</b>	<b>7,349</b>	<b>5,622</b>	
<b>Week 6</b>	03-Jun	04-Jun	05-Jun	06-Jun	07-Jun	08-Jun	09-Jun	<b>Week 6 Total</b>
AM Peak	3,968	3,984	3,918	3,859	3,797	571	265	83,927
Inter-Peak	4,954	5,206	5,291	5,378	5,865	3,729	3,233	
PM Peak	3,226	3,256	3,048	3,259	2,954	1,125	901	
Off Peak	1,614	1,777	1,913	1,912	2,433	1,528	963	
<b>Total:</b>	<b>13,762</b>	<b>14,223</b>	<b>14,170</b>	<b>14,408</b>	<b>15,049</b>	<b>6,953</b>	<b>5,362</b>	
<b>Week 7</b>	10-Jun	11-Jun	12-Jun	13-Jun	14-Jun	15-Jun	16-Jun	<b>Week 7 Total</b>
AM Peak	255	4,052	4,193	3,661	3,937	613	238	74,867
Inter-Peak	2,513	5,326	5,446	5,403	5,706	3,542	2,946	
PM Peak	754	3,397	3,324	3,174	2,999	1,151	812	
Off Peak	753	1,821	1,941	1,898	2,523	1,673	816	
<b>Total:</b>	<b>4,275</b>	<b>14,596</b>	<b>14,904</b>	<b>14,136</b>	<b>15,165</b>	<b>6,979</b>	<b>4,812</b>	

### Stop Utilisation - Weekdays (29<sup>th</sup> April – 19<sup>th</sup> June)

Stop	Origin Passengers	Destination Passengers
Gungahlin Place	118,304	116,413
Manning Clark North	12,911	12,885
Mapleton Avenue	27,781	26,001
Nullarbor Avenue	39,494	36,730
Well Station Drive	12,445	12,552
EPIC and Racecourse	2,498	2,502
Phillip Avenue	10,966	10,970
Swinden Street	8,216	8,474
Dickson Interchange	65,803	63,554
Macarthur Avenue	18,499	18,896
Ipsma Street	14,047	13,704
Elouera Street	12,368	14,547
Allinga Street	214,529	216,432
<b>Total:</b>	<b>557,861</b>	<b>553,660</b>

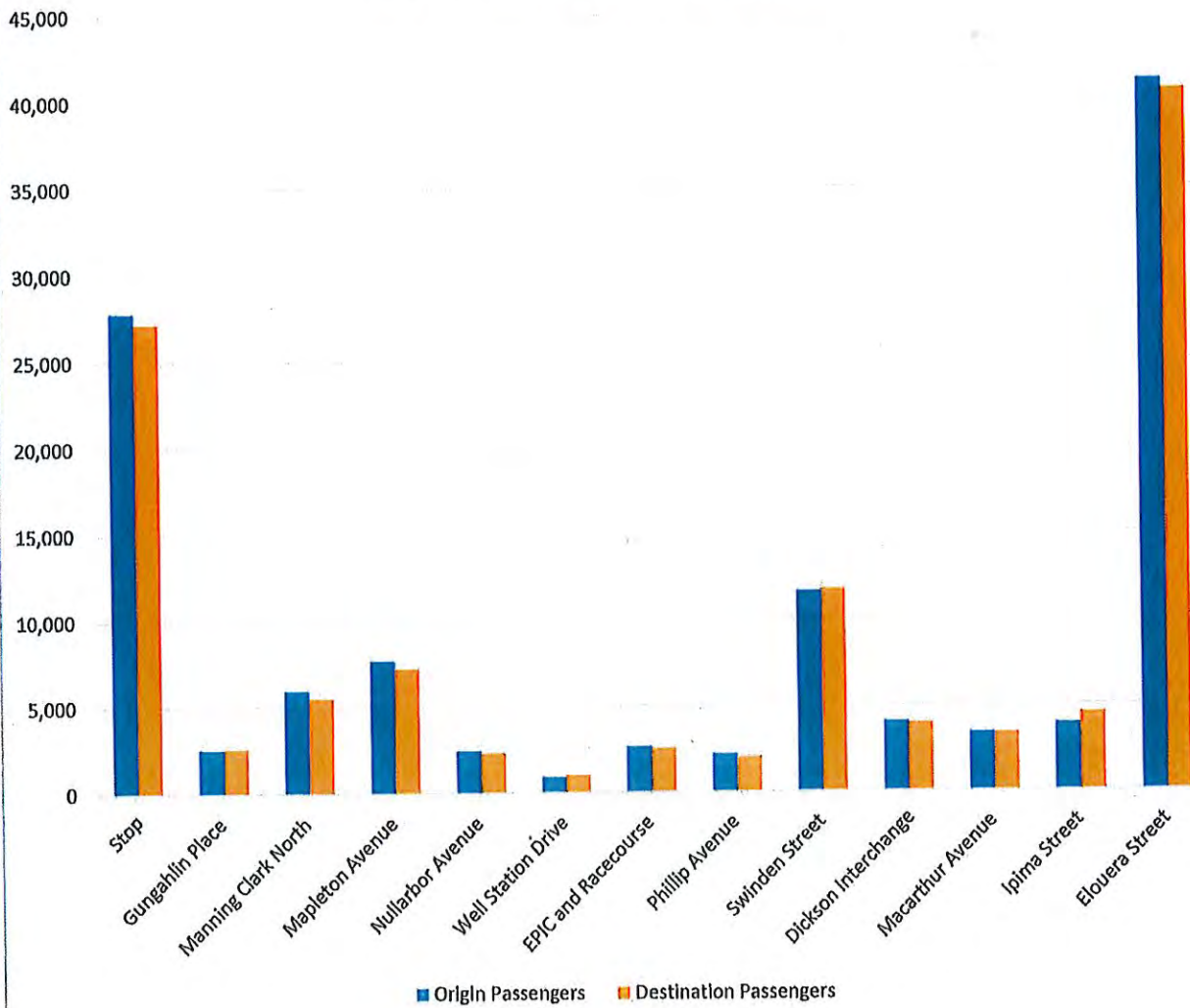
### Stop Utilisation - Weekdays



**Stop Utilisation – Weekends**  
(29<sup>th</sup> April – 19<sup>th</sup> June)

Stop	Origin Passengers	Destination Passengers
Gungahlin Place	27,835	27,193
Manning Clark North	2,530	2,597
Mapleton Avenue	5,967	5,523
Nullarbor Avenue	7,692	7,220
Well Station Drive	2,450	2,314
EPIC and Racecourse	901	1,025
Phillip Avenue	2,644	2,537
Swinden Street	2,190	2,038
Dickson Interchange	11,653	11,735
Macarthur Avenue	4,049	3,967
Ipima Street	3,374	3,338
Elouera Street	3,909	4,513
Alinga Street	41,176	40,616
<b>Total:</b>	<b>116,370</b>	<b>114,616</b>

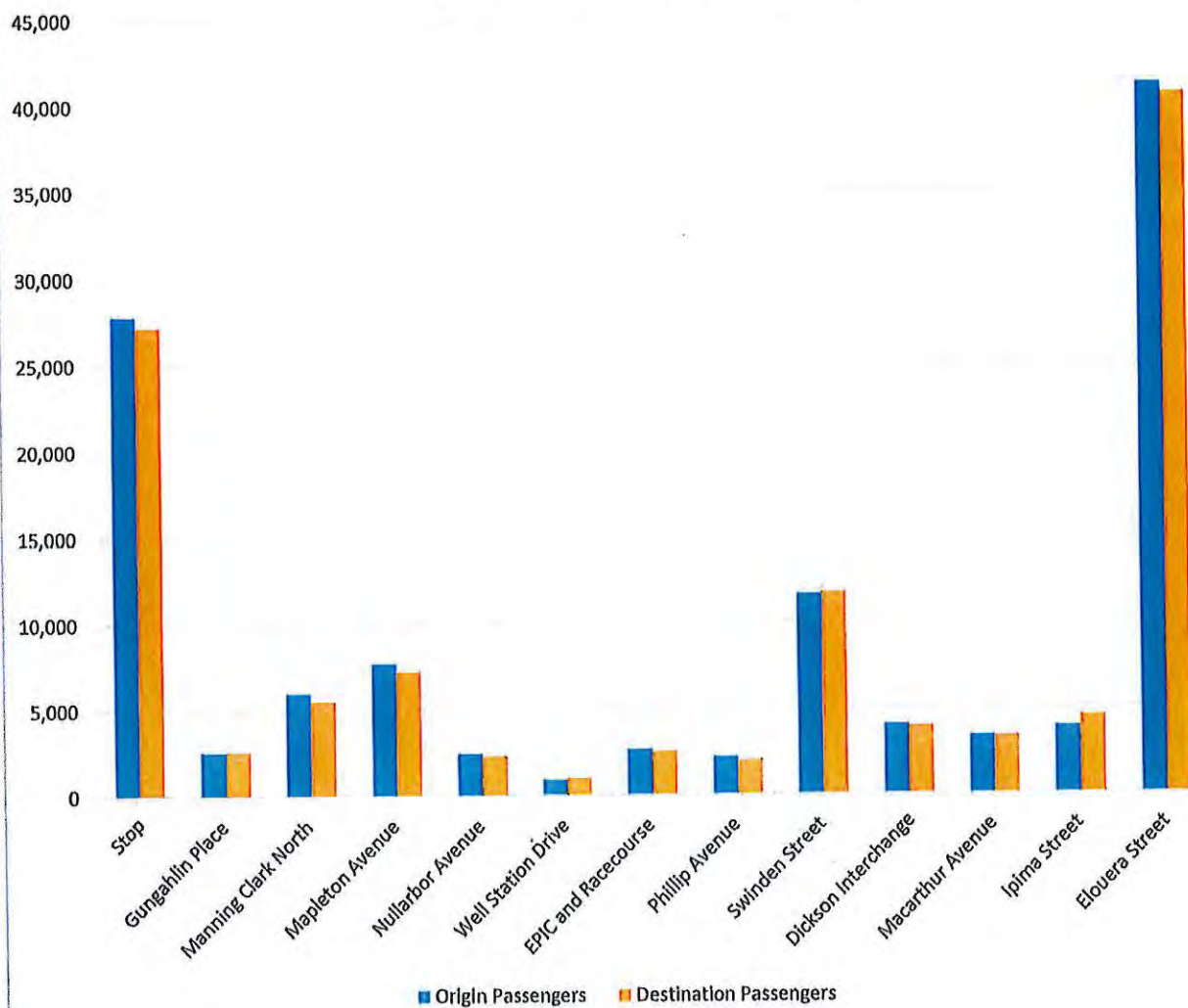
**Stop Utilisation - Weekends**



**Stop Utilisation – Weekends**  
(29<sup>th</sup> April – 19<sup>th</sup> June)

Stop	Origin Passengers	Destination Passengers
Gungahlin Place	27,835	27,193
Manning Clark North	2,530	2,597
Mapleton Avenue	5,967	5,523
Nullarbor Avenue	7,692	7,220
Well Station Drive	2,450	2,314
EPIC and Racecourse	901	1,025
Phillip Avenue	2,644	2,537
Swinden Street	2,190	2,038
Dickson Interchange	11,653	11,735
Macarthur Avenue	4,049	3,967
Ipima Street	3,374	3,338
Elouera Street	3,909	4,513
Alinga Street	41,176	40,616
<b>Total:</b>	<b>116,370</b>	<b>114,616</b>

**Stop Utilisation - Weekends**



### Patronage Notes

#### Light Rail Patronage (based on MyWay 'tap-on' transactions only)

- Highest number of passengers (weekday) – 19,019 on Friday 17th May
- Highest number of passengers (weekend) – 12,026 on Saturday 4th May

#### During Free Travel Period (29<sup>th</sup> April to 26<sup>th</sup> May):

- Average weekday patronage = 17,309
- Average weekend patronage = 9,864
- The average weekday patronage exceeded the 2021 Business Case Projection of 15,119

#### After Free Travel Period (27<sup>th</sup> May to 19<sup>th</sup> June):

- Average weekday patronage (excluding public holidays) = 14,616
- Average weekend patronage = 6,165

### Other Notes

#### Revenue protection

Date Range: 08-05-19 through to 18-06-19

- 93,477 tickets inspected;
- 5,699 tickets considered invalid, this includes passengers:
  - Does not hold a ticket, or holding an invalid ticket (inc. expired cards)
  - Did not 'tap on'
  - Not holding a valid concession entitlement
- Average of 6.1% invalid percentage;
- 369 Authorised Person Shifts (8.25hrs/shift - 3,044.25hrs in total). Averaging:
  - 30 tickets checked per hour
  - 250 tickets checked per shift

The level of fare evasion has reduced since:

- The free travel period ended; and
- Revenue protection activities commenced.

Evidence of this is 5300 seniors' card have been produced and provided to shopfronts, libraries and COTA, since Light Rail Operations commenced. This is significantly more than the average of 600 seniors' cards per month.

#### Additional services

Additional services have been provided on a temporary basis to include:

- 1 X additional service in the morning peak that runs from the LR Depot commencing at the Nullabor Stop (if operationally possible) and proceeding south to Alinga St.
- 2 X additional services introduced between 15:00 and 16:00 to pick up students going Northbound. This means there are 8 services instead of 6 between 15:00 and 16:00 before the afternoon peak begins at 16:00.
- 1 X additional service between 18:00 and 18:30. Frequency increased from 15mins to 10mins, on average, during this time.

#### Safety Incidents – Service Disruptions (of note)

- 28 May 2019 - An LRV failed at Swinden Stop in the evening effecting services from 20:42pm to 21:50pm.
- 30 May 2019 - An LRV failed coming out of the light rail depot at the Wye Junction during AM peak services resulting in Canberra Metro only supplying 4 LRVs, instead of 10, during the beginning of the AM peak. The disruption of services was from 6:55am until all services on time at 8:06am.

#### Incident Notification Process:

- Canberra Metro Operations (CMO) on call manager notifies TCCS on-call contact.
- CMO notifies the TCCS Communications Centre (COMCEN) to be on alert (if the disruption is expected to last for longer than 45min).
- TCCS will determine the appropriate level of light rail replacement bus services to supply, if required.

**Mitchell Stop - Costs**

- Budget has been allocated, but the cost for construction cannot be made public until the procurement process is completed.

**Route 18 to Mitchell**

- From the 6th July, Route 18 will be extended to Randwick Road. This will provide a connection from the Epic & Racecourse Light Rail Stop to the Mitchell business precinct, in addition to the existing connection at Well Station Drive Light Rail Stop.
- This extension to the Epic & Racecourse Light Rail Stop will elevate the need for pedestrians to walk along Flemington road.

# Public Transport Network

## Weekly Report (17-23 June 2019)



Transport Canberra Integrated transport network performance overview.

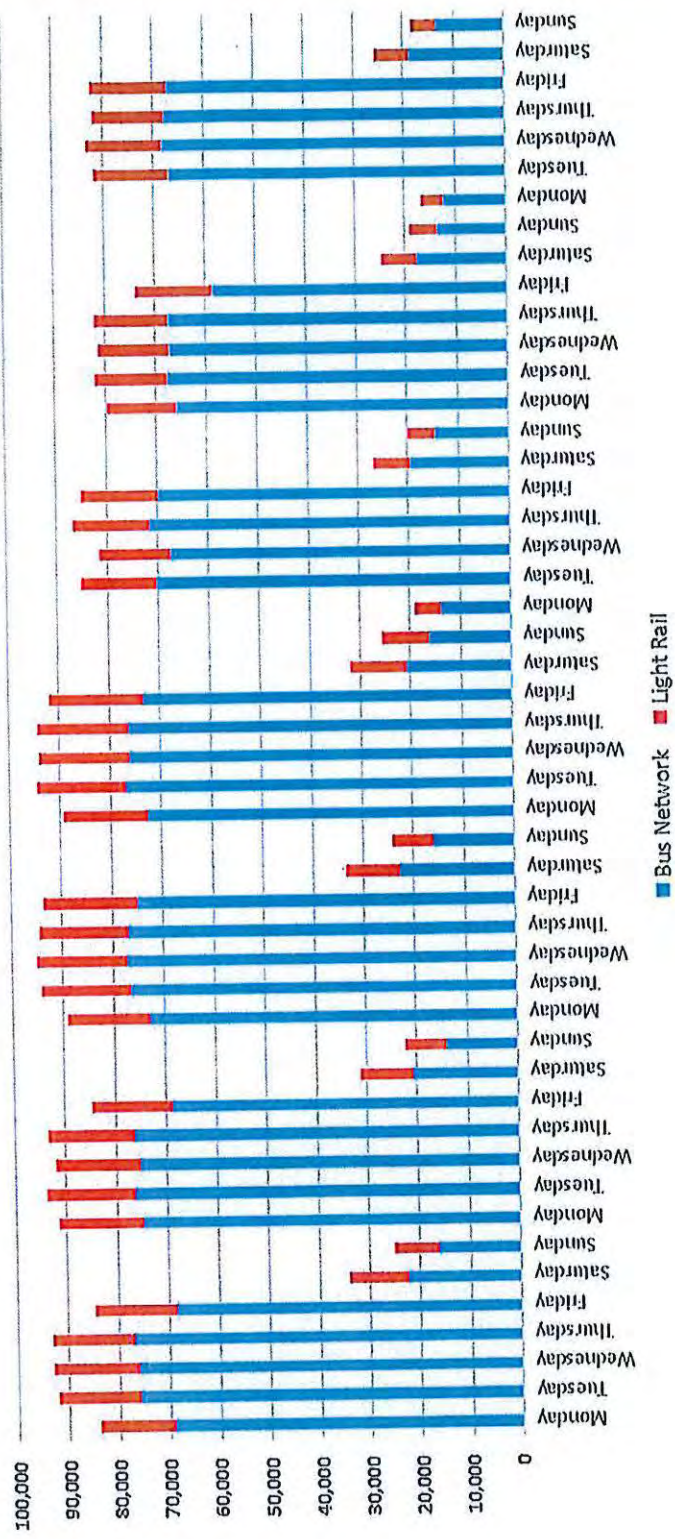
### Network Patronage

#### 1) Passenger boardings by mode type\* Network YTD – 3,298,703

	Mon	Tues	Wed	Thur	Fri	Sat	Sun	
<b>Boardings</b>	<b>29 Apr</b>	<b>30 Apr</b>	<b>01 May</b>	<b>02 May</b>	<b>03 May</b>	<b>04 May</b>	<b>05 May</b>	<b>Week 1</b>
Bus network	69,104	75,741	75,934	76,788	68,385	22,180	16,138	404,270
Light Rail	14,969	16,549	17,248	16,647	16,274	12,025	8,880	102,592
Public transport network	84,073	92,290	93,182	93,435	84,659	34,205	25,018	506,862
	<b>06 May</b>	<b>07 May</b>	<b>08 May</b>	<b>09 May</b>	<b>10 May</b>	<b>11 May</b>	<b>12 May</b>	<b>Week 2</b>
Bus network	74,662	76,203	75,141	76,231	68,681	20,833	14,129	405,880
Light Rail	16,885	17,826	16,945	17,347	15,971	10,512	8,062	103,548
Public transport network	91,547	94,029	92,086	93,578	84,652	31,345	22,191	509,428
	<b>13 May</b>	<b>14 May</b>	<b>15 May</b>	<b>16 May</b>	<b>17 May</b>	<b>18 May</b>	<b>19 May</b>	<b>Week 3</b>
Bus network	72,716	76,532	77,087	76,678	72,242	22,597	15,827	413,679
Light Rail	16,538	17,948	18,217	17,802	18,936	10,870	8,241	108,552
Public transport network	89,254	94,480	95,304	94,480	91,178	33,467	24,068	522,231
	<b>20 May</b>	<b>21 May</b>	<b>22 May</b>	<b>23 May</b>	<b>24 May</b>	<b>25 May</b>	<b>26 May</b>	<b>Week 4</b>
Bus network	72,425	76,823	76,050	76,296	71,068	20,663	16,131	409,456
Light Rail	16,980	17,766	18,252	18,033	18,778	11,226	9,361	110,396
Public transport network	89,405	94,589	94,302	94,329	89,846	31,889	25,492	519,852
	<b>27 May</b>	<b>28 May</b>	<b>29 May</b>	<b>30 May</b>	<b>31 May</b>	<b>01 Jun</b>	<b>02 Jun</b>	<b>Week 5</b>
Bus network	13,868	70,137	67,382	71,417	69,696	19,362	14,354	326,216
Light Rail	5,192	14,916	14,119	15,170	15,300	7,349	5,622	77,668
Public transport network	19,060	85,053	81,501	86,587	84,996	26,711	19,976	403,884
	<b>03 Jun</b>	<b>04 Jun</b>	<b>05 Jun</b>	<b>06 Jun</b>	<b>07 Jun</b>	<b>08 Jun</b>	<b>09 Jun</b>	<b>Week 6</b>
Bus network	65,799	67,646	67,136	67,360	58,529	17,643	13,390	357,503
Light Rail	13,762	14,223	14,168	14,410	14,990	6,943	5,366	83,862
Public transport network	79,561	81,869	81,304	81,770	73,519	24,586	18,756	441,365
	<b>10 Jun</b>	<b>11 Jun</b>	<b>12 Jun</b>	<b>13 Jun</b>	<b>14 Jun</b>	<b>15 Jun</b>	<b>16 Jun</b>	<b>Week 7</b>
Bus network	12,357	66,949	68,206	67,711	67,163	18,716	13,398	314,500
Light Rail	4,276	14,596	14,904	14,135	15,108	6,958	4,891	74,868
Public transport network	16,633	81,545	83,110	81,846	82,271	25,674	18,289	389,368

\*Boardings are a record of all MyWay tap ons, Ticket Sales and Transfers.





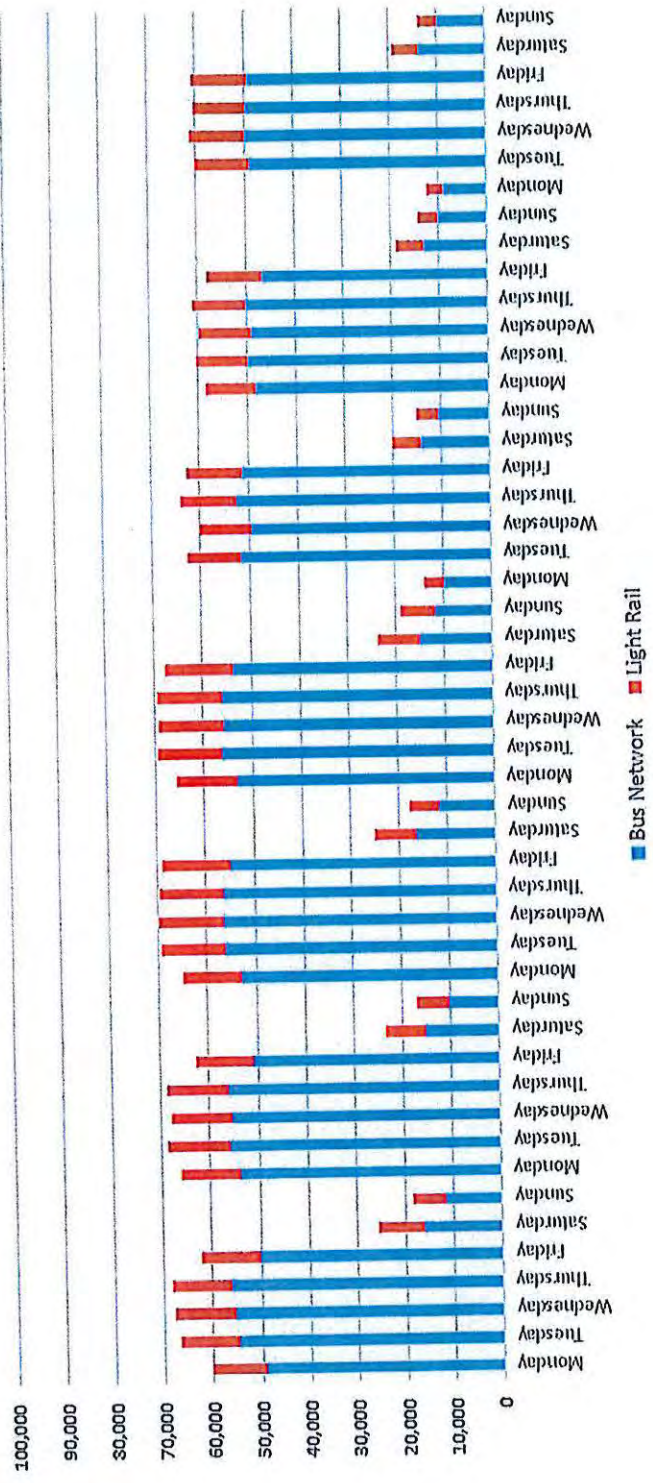


Passenger Journeys by mode type # Network YTD – 2,429,860

	Mon	Tues	Wed	Thur	Fri	Sat	Sun	
Journeys	29 Apr	30 Apr	01 May	02 May	03 May	04 May	05 May	Week 1
Bus network	49,180	54,659	55,326	55,898	50,018	16,045	11,481	292,607
Light Rail	11,040	12,113	12,617	12,430	12,266	9,602	7,012	77,080
Public transport network	60,220	66,772	67,943	68,328	62,284	25,647	18,493	369,687
	06 May	07 May	08 May	09 May	10 May	11 May	12 May	Week 2
Bus network	53,717	55,794	55,326	55,869	50,693	15,205	10,345	296,949
Light Rail	12,396	13,040	12,566	12,788	11,957	8,332	6,544	77,623
Public transport network	66,113	68,834	67,892	68,657	62,650	23,537	16,889	374,572
	13 May	14 May	15 May	16 May	17 May	18 May	19 May	Week 3
Bus network	52,975	56,152	56,394	56,282	53,040	16,463	11,382	302,688
Light Rail	12,151	13,227	13,524	13,231	14,095	8,531	6,435	81,194
Public transport network	65,126	69,379	69,918	69,513	67,135	24,994	17,817	383,882
	20 May	21 May	22 May	23 May	24 May	25 May	26 May	Week 4
Bus network	53,119	56,162	55,709	55,976	52,146	14,948	11,713	299,773
Light Rail	12,556	13,117	13,525	13,446	13,976	8,744	7,209	82,573
Public transport network	65,675	69,279	69,234	69,422	66,122	23,692	18,922	382,346
	27 May	28 May	29 May	30 May	31 May	01 Jun	02 Jun	Week 5
Bus network	9,907	51,534	49,507	52,490	51,144	14,035	10,504	239,121
Light Rail	4,097	11,153	10,632	11,433	11,537	5,867	4,464	59,183
Public transport network	14,004	62,687	60,139	63,923	62,681	19,902	14,968	298,304
	03 Jun	04 Jun	05 Jun	06 Jun	07 Jun	08 Jun	09 Jun	Week 6
Bus network	48,121	49,727	49,017	50,206	46,641	13,049	9,930	266,691
Light Rail	10,165	10,587	10,575	10,804	11,336	5,542	4,276	63,285
Public transport network	58,286	60,314	59,592	61,010	57,977	18,591	14,206	329,976
	10 Jun	11 Jun	12 Jun	13 Jun	14 Jun	15 Jun	16 Jun	Week 7
Bus network	8,869	49,060	50,006	49,633	49,359	13,676	9,760	230,363
Light Rail	3,399	10,978	11,138	10,730	11,385	5,547	3,864	57,041
Public transport network	12,268	60,038	61,144	60,363	60,744	19,223	13,624	287,404

#A Journey may include 1 or more boardings and is a count of the complete journeys made on the network. It does not count transfers for MyWay or paper ticket passengers.







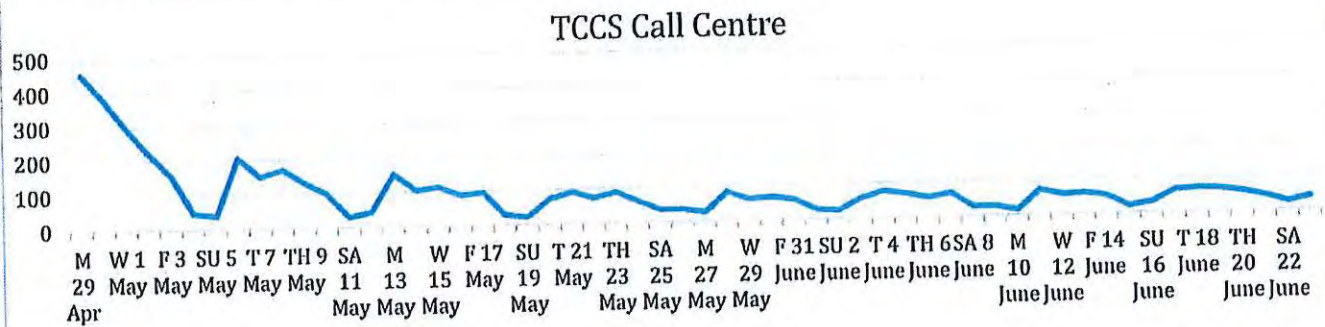
## Customer feedback

TCCS Call Centre*	Area			Themes				
361 - Mon 17/6 to Sun 23/6	333	Bus network		Complaints 277 Themes: <ul style="list-style-type: none"> <li>• Service delivery x 42 [early &amp; late running]</li> <li>• Failed to operate x 32</li> <li>• Connections x 5</li> <li>• Back to old network x 12</li> <li>• Change x 4</li> <li>• Overcrowding x 6</li> <li>• Driver behaviour x 47 [driving, customer service]</li> </ul> Compliment x 5 – Driver/TO's x 3 Network x 1 CSA's x 1 Suggestions x 16 Infrastructure x 3 Journey Planner/Website x 3 Request for information x 35 MyWay x 15, Service Delivery x 4				
	33	Light rail		Infrastructure x 4, Doors x 4 General Complaint x 25 [announcements, service delay/boarding]				
<b>Running total</b>	<b>M 29 April</b>	<b>T 30 April</b>	<b>W 1 May</b>	<b>T 2 May</b>	<b>F 3 May</b>	<b>S 4 May</b>	<b>S 5 May</b>	<b>Total Week 1</b>
Received = 4,927	455	384	300	225	159	48	40	1,611
	<b>M 6 May</b>	<b>T 7 May</b>	<b>W 8 May</b>	<b>T 9 May</b>	<b>F 10 May</b>	<b>S 11 May</b>	<b>S 12 May</b>	<b>Total Week 2</b>
	207	152	171	131	98	30	45	834
	<b>M 13 May</b>	<b>T 14 May</b>	<b>W 15 May</b>	<b>T 16 May</b>	<b>F 17 May</b>	<b>S 18 May</b>	<b>S 19 May</b>	<b>Total Week 3</b>
	153	105	113	88	95	29	22	605
	<b>M 20 May</b>	<b>T 21 May</b>	<b>W 22 May</b>	<b>T 23 May</b>	<b>F 24 May</b>	<b>S 25 May</b>	<b>S 26 May</b>	<b>Total Week 4</b>
	74	91	74	89	61	35	35	459
	<b>M 27 May</b>	<b>T 28 May</b>	<b>W 29 May</b>	<b>T 30 May</b>	<b>F 31 May</b>	<b>S 1 Jun</b>	<b>S 2 Jun</b>	<b>Total Week 5</b>
	27	84	61	66	58	28	23	347
	<b>M 3 Jun</b>	<b>T 4 Jun</b>	<b>W 5 Jun</b>	<b>T 6 Jun</b>	<b>F 7 Jun</b>	<b>S 8 Jun</b>	<b>S 9 Jun</b>	<b>Total Week 6</b>
	57	77	69	66	68	28	28	393
	<b>M 10 Jun</b>	<b>T 11 Jun</b>	<b>W 12 Jun</b>	<b>T 13 Jun</b>	<b>F 14 Jun</b>	<b>S 15 Jun</b>	<b>S 16 Jun</b>	<b>Total Week 7</b>



	15	72	58	60	52	21	31	309
	M 17 Jun	T 18 Jun	W 19 Jun	T 20 Jun	F 21 Jun	S 22 Jun	S 23 Jun	Total Week 8
	65	69	67	58	45	25	40	369

\* Calls/enquiries generated from TC website or escalated from Access Canberra

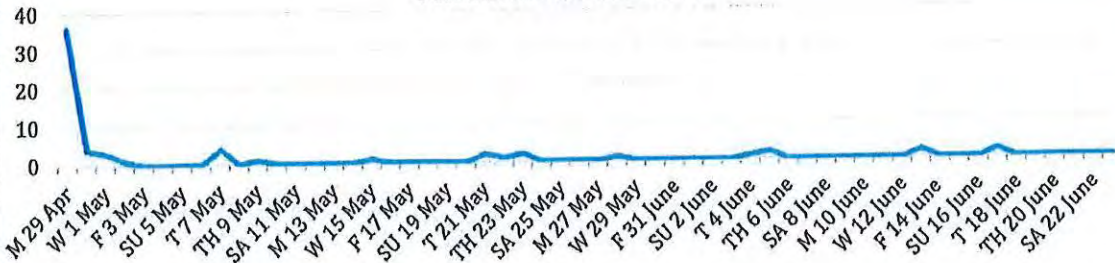




Ministerials received	No.	Area		Themes				
	2	Bus network		Weekend bus not turning up Mitchell bus service – missed stop				
		Light rail						
Running total	M 29 April	T 30 April	W 01 May	T 02 May	F 03 May	S 04 May	S 05 May	Total Week 1
Received = 63	36	4	3	1	0	0	0	44
	M 06 May	T 07 May	W 08 May	T 09 May	F 10 May	S 11 May	S 12 May	Total Week 2
	0	4	0	1	0	0	0	5
	M 13 May	T 14 May	W 15 May	T 16 May	F 17 May	S 18 May	S 19 May	Total Week 3
	0	0	1	0	0	0	0	1
	M 20 May	T 21 May	W 22 May	T 23 May	F 24 May	S 25 May	S 26 May	Total Week 4
	0	2	1	2	0	0	0	5
	M 27 May	T 28 May	W 29 May	T 30 May	F 31 May	S 1 Jun	S 2 Jun	Total Week 5
	0	1	0	0	0	0	0	1
	M 3 Jun	T 4 Jun	W 5 Jun	T 6 Jun	F 7 Jun	S 8 Jun	S 9 Jun	Total Week 6
	0	1	2	0	0	0	0	3
	M 10 Jun	T 11 Jun	W 12 Jun	T 13 Jun	F 14 Jun	S 15 Jun	S 16 Jun	Total Week 7
	0	0	0	2	0	0	0	2
	M 17 Jun	T 18 Jun	W 19 Jun	T 20 Jun	F 21 Jun	S 22 Jun	S 23 Jun	Total Week 8
	2	0	0	0	0	0	0	2



Ministerials received



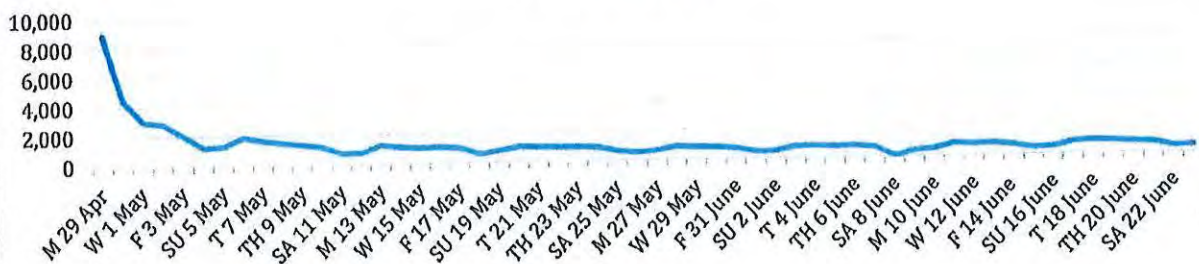
Social Media	M	T	W	T	F	S	S	Total Week 1
TC Website hits	M 29 April	T 30 April	W 1 May	T 2 May	F 3 May	S 4 May	S 5 May	
	9,005	4,533	3,044	2,852	2,043	1,222	1,308	24,007
	M 6 May	T 7 May	W 8 May	T 9 May	F 10 May	S 11 May	S 12 May	Total Week 2
	1,914	1,637	1,491	1,390	1,197	747	765	9,141
	M 13 May	T 14 May	W 15 May	T 16 May	F 17 May	S 18 May	S 19 May	Total Week 3
	1,281	1,125	1,052	1,114	1,014	614	816	7,016
	M 20 May	T 21 May	W 22 May	T 23 May	F 24 May	S 25 May	S 26 May	Total Week 4
	1064	1015	972	975	934	645	552	6,157
	M 27 May	T 28 May	W 29 May	T 30 May	F 31 May	S 1 Jun	S 2 Jun	Total Week 5
	663	913	826	822	713	465	490	4,892
	M 3 Jun	T 4 Jun	W 5 Jun	T 6 Jun	F 7 Jun	S 8 Jun	S 9 Jun	Total Week 6
	800	810	760	794	654	424	388	4,630
	M 10 Jun	T 11 Jun	W 12 Jun	T 13 Jun	F 14 Jun	S 15 Jun	S 16 Jun	Total Week 7
	488	831	752	820	656	423	483	4,453





	M 17 Jun	T 18 Jun	W 19 Jun	T 20 Jun	F 21 Jun	S 22 Jun	S 23 Jun	Total Week 8
	823	889	829	781	720	439	466	4,947

### TC Website hits

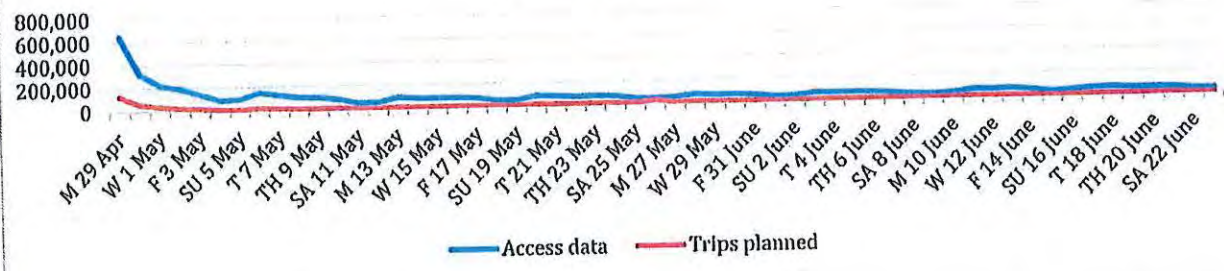


Journey Planner	M 29 April	T 30 April	W 1 May	T 2 May	F 3 May	S 4 May	S 5 May	Total Week 1
Access data	650,531	324,836	223,691	194,186	142,062	88,153	97,036	1,720,495
Trips planned	127,399	57,396	35,031	22,434	17,394	9,079	6,760	275,493
Journey Planner	M 6 May	T 7 May	W 8 May	T 9 May	F 10 May	S 11 May	S 12 May	Total Week 2
Access data	153,241	129,866	107,831	105,785	85,830	54,582	57,626	694,761
Trips planned	18,851	12,379	10,686	9,662	8,821	5,210	3,568	69,177
Journey Planner	M 13 May	T 14 May	W 15 May	T 16 May	F 17 May	S 18 May	S 19 May	Total Week 3
Access data	94,224	82,236	81,882	82,367	73,885	50,088	51,350	516,032
Trips planned	9,965	7,649	7,973	7,462	7,315	4,992	3,046	48,402
Journey Planner	M 20 May	T 21 May	W 22 May	T 23 May	F 24 May	S 25 May	S 26 May	Total Week 4
Access data	83,339	79,309	68,768	74,910	69,480	46,009	42,429	464,244
Trips planned	8,405	6,967	6,237	6,524	6,841	4,075	3,115	42,164



	M 27 May	T 28 May	W 29 May	T 30 May	F 31 May	S 1 Jun	S 2 Jun	Total Week 5
Access data	50,930	71,097	63,726	65,655	57,882	40,338	43,624	393,252
Trips planned	3,658	6,961	5,854	6,142	5,742	3,393	2,422	34,172
	M 3 Jun	T 4 Jun	W 5 Jun	T 6 Jun	F 7 Jun	S 8 Jun	S 9 Jun	Total Week 6
Access data	65,534	63,509	64,327	61,648	51,402	37,612	33,356	377,388
Trips planned	6,584	5,567	6,340	4,432	4,486	2,708	2,102	32,219
	M 10 Jun	T 11 Jun	W 12 Jun	T 13 Jun	F 14 Jun	S 15 Jun	S 16 Jun	Total Week 7
Access data	44,206	67,739	63,639	68,009	54,245	36,709	45,087	379,634
Trips planned	2,575	5,173	4,918	4,934	4,138	2,434	2,062	26,234
	M 17 Jun	T 18 Jun	W 19 Jun	T 20 Jun	F 21 Jun	S 22 Jun	S 23 Jun	Total Week 8
Access data	61,451	66,355	56,622	56,046	53,385	37,117	39,042	370,018
Trips planned	5,118	4,726	4,172	3,920	7,079	2,606	1,892	29,513

### Journey Planner



# Moving Canberra: Integrated Transport Strategy

## REPORT ON WHAT WE HEARD



### MOVING CANBERRA: INTEGRATED TRANSPORT STRATEGY

The ACT Government is developing a new transport strategy to build on the work of *Transport for Canberra*. The strategy is being developed to support the ACT Government's vision of an integrated transport network that provides a range of options for moving people around our growing city.

The draft strategy, *Moving Canberra*, sets a direction that supports Canberra's strategic ambitions of economic growth, diversification and competitiveness, net zero emissions by 2045, urban renewable, increased vibrancy and liveability, a smart and connected digital city, and social inclusion.



*Moving Canberra* proposes to take the ambition of *Transport for Canberra* further by suggesting a long-term vision for a smart, customer-focused, sustainable and integrated transport network. The draft strategy utilises a Movement and Place framework and provides strategic directions, possible actions, infrastructure, programs and services needed to meet our customer's needs and expectations.

*Moving Canberra* is supported by global research into transport trends and impacts, 2016 Census data and the 2017 Household Travel Survey which provides a strong evidence base and insights into the multi-modal, multi-purpose nature of people's travel choices.

### THE CONVERSATION

From 18 December 2018 to 31 March 2019 we asked the ACT community to comment on the draft *Moving Canberra* strategy.

Over 14 weeks, we engaged with the community through a variety of formats including an online YourSay Quick Poll and survey, formal submissions, community engagement workshops, a youth workshop, Community Council presentations and social media.

Significant elements of the draft strategy have already undergone community consultation via the planning and climate change strategies, the new bus network consultation, and the light rail consultation. Therefore, this engagement focused on areas that had not yet been discussed in detail with the community, including:

- active travel
- future transport
- safety
- accessibility

# Moving Canberra: Integrated Transport Strategy

## REPORT ON WHAT WE HEARD



### WHAT'S NEXT?

The ACT Government will now consider the outcomes from the engagement in finalising the *Moving Canberra* strategy. A full community engagement report will be released in the coming months.

To find out more about *Moving Canberra* and other initiatives, policies and projects in Canberra visit [www.yoursay.act.gov.au](http://www.yoursay.act.gov.au) or follow us on Facebook or Twitter.

### WHO ENGAGED

Community Councils across Canberra, peak bodies and organisations and members of the general public engaged with the draft *Moving Canberra* strategy.

#### Engagement Calendar

18 December 2018	Community consultation opened, including YourSay quick poll and survey
6 February 2019	Community engagement workshop 1
13 February 2019	Community engagement workshop 2
6 March 2019	Youth Workshop
31 March 2019	Community consultation closed, including YourSay quick poll and survey

We were invited to present on the draft strategy at:

12 February 2019	Inner South Community Council
19 February 2019	Belconnen Community Council
26 February 2019	Public Transport Association of Canberra
27 February 2019	Weston Creek Community Council
28 February 2019	Climate Change Council
28 February 2019	Environment and Planning Forum
28 February 2019	ACT Young Planners, Planners in the Pub
5 March 2019	Tuggeranong Community Council
13 March 2019	Gungahlin Community Council
14 March 2019	ACT Council of Social Service (ACTCOSS)
2 April 2019	Engineers Australia
15 April 2019	Chartered Institute of Logistics and Transport

# Moving Canberra: Integrated Transport Strategy

## REPORT ON WHAT WE HEARD



### Key insights from the community

#### Active travel

1. There is strong support for promoting the uptake of active travel.
2. Improving and maintaining the ACT active travel network, including footpaths, is important.
3. Suggestions were made on ways to increase safety for people walking and cycling, such as segregated facilities for pedestrians and cyclists, dedicated off-road bike facilities and prioritising pedestrians and cyclists at intersections.

#### Future transport

4. Feedback was broad and covered areas such as electric vehicles, autonomous vehicles and car share.
5. There was some support for emerging technologies such as e-scooters and Mobility-as-a-Service.

#### Safety

6. We received feedback on personal safety as well as road safety, such as safety at bus interchanges, improved safety around schools and speed limits.
7. We heard that there is support for reducing speed limits in situations that would protect pedestrians and cyclists, for example around schools and town centres and some support for residential areas. However, we noted a preference for retaining current speed limits on roads that are predominately for movement.

#### Inclusion and accessibility

8. There is support for more community transport options that are easy to access, as well as on-demand transport options.
9. We heard that comfort and safety across the network, including a greater focus on access to stops and at interchanges, is important to the community.
10. Respondents said they want more accessible information and better communication of timetables and information on the public transport network.
11. We heard that the strategy needs to cater for people of all ages and abilities.

#### Transport network

12. There is support for the expansion of Park and Ride, more dedicated bus lanes and rapid transit routes.
13. We heard that making the public transport network feel safer is important, including better lighting at bus stops.
14. A seamless ticketing system that works across the border is important to the community, as is affordable travel.

#### Fyshwick rail freight

15. Concerns were raised about previous proposals for rail freight in Fishwick. The exact feasible location for a rail freight terminal still needs firming up subject to land custodianship consideration and relevant legislation and government policies, and planning processes.

#### Other topics

16. Other topics raised include cross border transport, parking, integrated planning, data, and monitoring and evaluation.
17. Some people consider public transport and active travel are not viable for their personal situation (e.g. shift work) and noted it is important that the strategy acknowledge and account for unavoidable private vehicle trips.
18. Concerns were raised about transport affordability, particularly the cost of motor vehicle registration and pay parking.

# Moving Canberra: Integrated Transport Strategy

## REPORT ON WHAT WE HEARD



### Response to the YourSay quick poll

19.68% of respondents indicated that they would be willing to drive slower in areas of high pedestrian and cyclist activity to make roads safer for more vulnerable users, such as children, people with disabilities and older members of the community.

### THANK YOU FOR YOUR FEEDBACK

**3,000**

We reached over 3,000 people via YourSay

**12**

We delivered 12 presentations to community councils and local organisations

**3**

We delivered 3 workshops on the draft strategy

**47,000**

We reached a social media audience of over 47,000

**199**

We received 199 responses to the YourSay quick poll

**338**

We received 338 responses to the YourSay survey

**76**

We received 76 items of written feedback

**Transport Canberra and City Services Directorate**

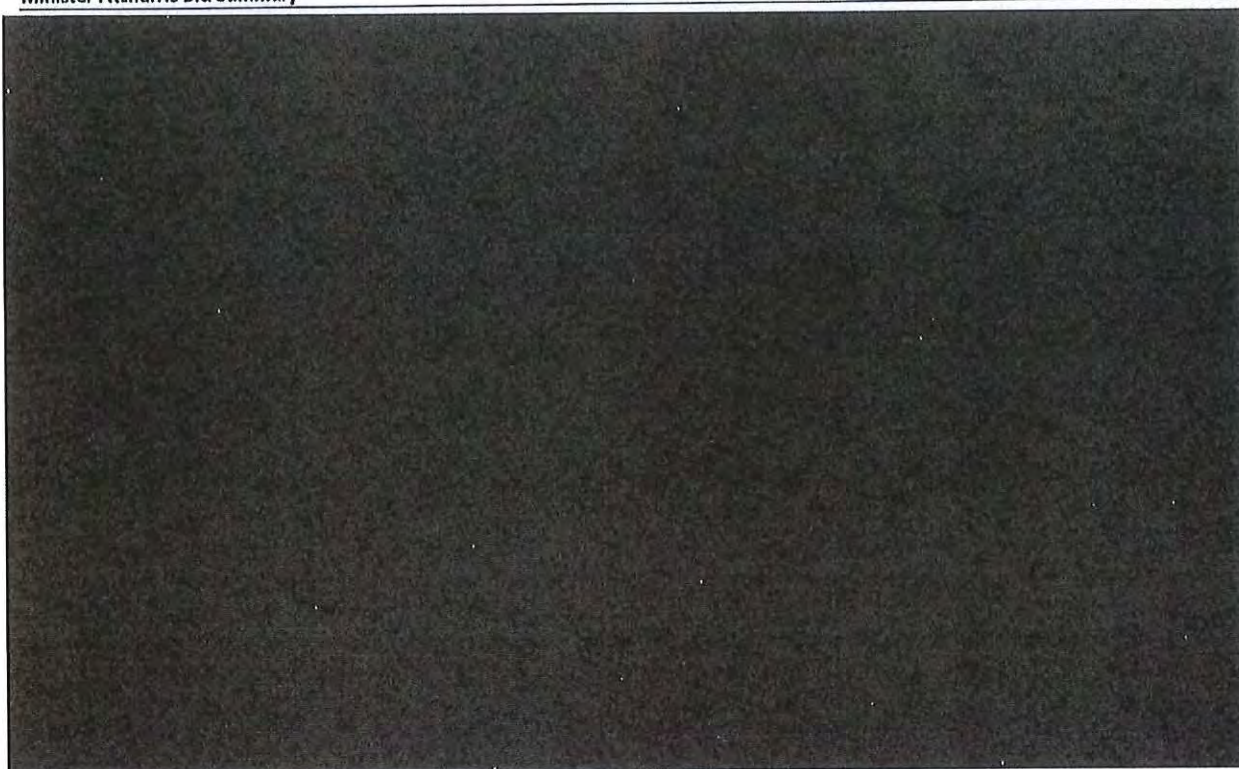
**Budget Day Briefing Pack**

**Minister Fitzharris**

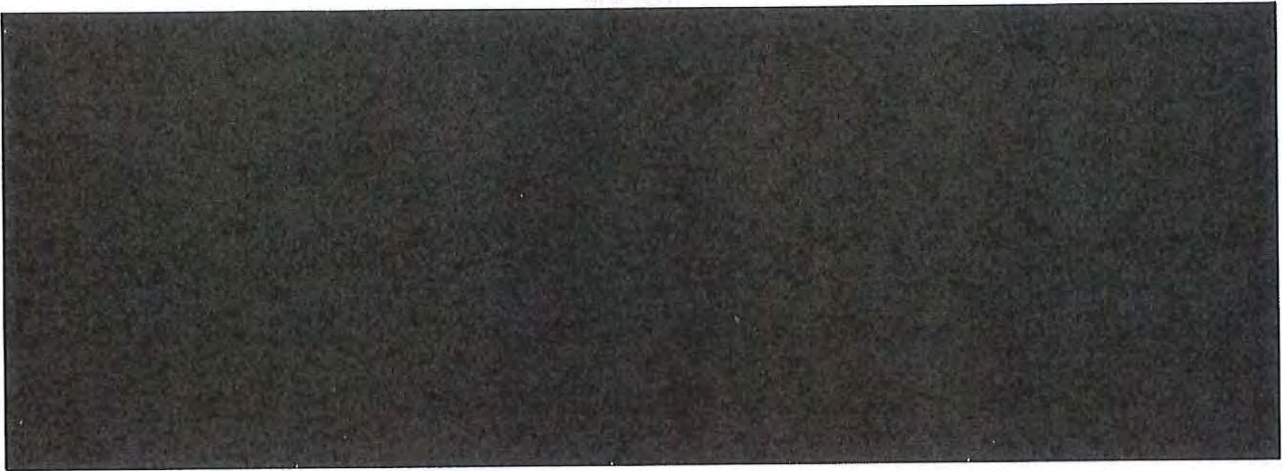
**Sensitive: Cabinet**



**Minister Fitzharris Bid Summary**



Sensitive: Cabinet



Sensitive: Cabinet

## Better buses to support the new bus network

### Budget Paper 3 Description

	2019-20	2020-21	2021-22	2022-23	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Capital	6,394	12,403	12,713	6,000	37,510
Capital – Provision	0	0	0	7,000	7,000
<b>Total Capital</b>	<b>6,394</b>	<b>12,403</b>	<b>12,713</b>	<b>13,000</b>	<b>44,510</b>
Depreciation	0	320	940	1,576	2,836

The Government will purchase 84 modern and fuel-efficient buses to improve accessibility and passenger comfort, increase reliability and lower maintenance costs on the new public transport network. The new buses will be added to the fleet on a rolling basis so that the ACT retains the flexibility to transition to emerging types of low-emissions vehicles if these become viable in the near future.

### Key Points

- The new public transport network that commenced in April 2019 requires a fleet of 455 vehicles. 72 of these vehicles (approx. 16% of the total fleet) will be aged between 24 and 28 years old in 2019.
- This initiative provides funding to replace 72 vehicles (71 Standard and 1 Articulated) and provisioned capital funding to purchase further 12 vehicles, (84 vehicles) with new EURO IV diesel buses to deliver the ongoing operational needs of the new integrated network and meet customer expectations.
- The intended timing of bus acquisition is:
  - **2019-20** 12 Buses
  - **2020-21** 24 Buses
  - **2021-22** 24 Buses
  - **2022-23** 12 Buses + 12 Buses provisioned
  - **Total** 84 Buses (including 12 provisioned)
- 80 growth buses were funded in the 2016 pre election budget update. 40 per year in 2017-18 and 2018-19. Two (2) buses were purchased in 2017-18 with the remainder of the first 40 placed in service in 2018-19. The remaining 40 have been reprofiled to 2019-20.

Sensitive: Cabinet

## Commencing Light Rail Stage 1 operations and delivering a light rail stop at Mitchell

### Budget Paper 3 Description

	2019-20 \$'000	2020-21 \$'000	2021-22 \$'000	2022-23 \$'000	Total \$'000
Capital	4,847	NFP	0	0	NFP
Offset – Capital Provision	-3,500	0	0	0	NFP
<b>Net Capital</b>	<b>1,347</b>	<b>NFP</b>	<b>0</b>	<b>0</b>	<b>NFP</b>
Depreciation	0	0	NFP	NFP	NFP
Associated Expenses	NFP	NFP	NFP	NFP	NFP
<b>Total Expenses</b>	<b>NFP</b>	<b>NFP</b>	<b>NFP</b>	<b>NFP</b>	<b>NFP</b>

The Government will provide ongoing support for services and contract management for Stage 1 of light rail from Gungahlin to the city, and will also construct an additional light rail stop on Flemington Road in Mitchell. The cost of the initiative will be partially offset by a provision that was established in the 2018-19 Budget.

The cost of this initiative has been withheld in order to secure value for money when the Government approaches the market.



### Key Points

#### Mitchell Light Rail Stop

- The Minister for Transport, in June 2018, committed to provide an additional stop in Mitchell in the short-term. This budget initiative enables TCCS to meet this commitment for construction to commence in 2019-20.
- The stop will support local businesses and residents of Gungahlin and North Canberra, providing improved public transport in Mitchell. The increase in the number of stops along the alignment will accordingly increase the journey time between Gungahlin and City.

Sensitive: Cabinet



#### Light Rail Stage 1 Completion

- This initiative provides additional funding to:
  - facilitate light rail specific communications and engagement relating to the City to Gungahlin light rail network.
  - facilitate Independent asset surveys and inspections, and
  - procure/provide specialist and technical support for light rail operations, including but not limited to, signalling, legal, rail systems and rolling stock support.

Sensitive: Cabinet

## Delivering a smart technology ticketing system for Canberra's integrated public transport system

---

### Budget Paper 3 Description

	2019-20	2020-21	2021-22	2022-23	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Expenses	450	0	0	0	450

The Government will continue planning for a new contemporary ticketing system for use on bus and light rail to replace the MyWay system when this technology reaches the end of its functional life.

### Key Points

- 
-

Sensitive: Cabinet

## Delivering Stage 2 of Light Rail to Woden

### Budget Paper 3 Description

	2019-20	2020-21	2021-22	2022-23	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Capital	18,408	1,750	0	0	20,158
Offset – Capital Provision	-16,658	0	0	0	-16,658
Provision – Capital	0	29,896	13,500	0	43,396
<b>Net Capital</b>	<b>1,750</b>	<b>31,646</b>	<b>13,500</b>	<b>0</b>	<b>46,896</b>
Associated Expenses	2,342	0	0	0	2,342
Offset – Expense Provision	-2,342	0	0	0	-2,342
Provision – Expense	0	2,401	0	0	2,401
<b>Net Expenses</b>	<b>0</b>	<b>2,401</b>	<b>0</b>	<b>0</b>	<b>2,401</b>

The Government will progress detailed design, planning and enabling works for Stage 2 of light rail from the City to Woden. This will include starting work on a new Woden Bus Interchange to integrate with light rail, to ensure the project keeps moving ahead while we continue to engage with the Commonwealth Government on the route alignment and approvals process.

### Key Points

- The City to Woden Light Rail project entails:
  - The design and construction of light rail between the City and Woden as the preferred next stage of the city-shaping light rail network with associated stops, track, structures, depot, road, signalling, preparatory and other works; and
  - The ongoing operation and maintenance of that light rail system.
- Funding as part of this initiative are for the continued design of the project, progression of planning approvals, procurement costs and community engagement activities.
- The Light Rail Stage 2's business case is still to be approved by Cabinet. That is expected to occur this year. When the business case is approved it will be appropriate at that point to consider provisioning for the project, both timing and quantum.
 

With timing guidance provided by the Chief Minister recently, construction may in part fall outside the forward estimates period
- Woden bus Interchange funding will be used to commence the initial design activities related to this project.

Sensitive: Cabinet

## More active travel infrastructure for our schools and suburbs

### Budget Paper 3 Description

	2019-20 \$'000	2020-21 \$'000	2021-22 \$'000	2022-23 \$'000	Total \$'000
Capital	1,750	1,694	0	0	3,444
Depreciation	0	0	22	22	44
Associated Expenses	125	128	152	176	581
<b>Total Expenses</b>	<b>125</b>	<b>128</b>	<b>174</b>	<b>198</b>	<b>625</b>

The Government will continue to deliver the school crossing supervisors program supporting 25 schools, construct a cycling and walking path on the eastern side of Flemington Road, and deliver a range of safety measures at schools across the Territory to improve road safety and encourage walking and cycling to school.

### Component Breakdown

Financial Impacts Summary	2019-20 \$'000	2020-21 \$'000	2021-22 \$'000	2022-23 \$'000	Totals \$'000
<b>Capital Impacts</b>					
Flemington Road <i>Shared Path Stage 1 (CW23)</i>	500	1,694	0	0	2,194
Active Travel Improvements (BIF)	1,250	0	0	0	1,250
<b>Expense Impacts<sup>(a)</sup></b>					
Expenses – Flemington Road	0	0	22	44	66
Expenses – Depreciation – Flemington Road	0	0	22	22	44
Expenses – School Crossing Supervisors	125	128	130	132	515

### Talking Points

- With revised funding profile, construction start likely to be first quarter 2020-21 and finish last quarter 2020-21.
- Schools receiving crossing supervisors are selected on criteria that focus on safety, crossing usage, encouraging participation in active travel and participation in other ACT Government programs.
- The Government will provide a range of safety measures at schools across the Territory to improve road safety and encourage walking and cycling to school. This includes physical improvements to school and road crossings, improved footpaths and better access to pick-up and set down points close to schools, to ease pressure on school car parks. Improvement priorities will be identified through road safety assessments and direct consultation with schools and the community. A list of priority improvements will be developed following consultation.

**Sensitive: Cabinet**

### **Possible Media Response**

- Pedestrians and cyclists will find it easier to access the Mitchell business precinct and the suburbs's future light rail stop with gaps in the Flemington Road path network to be fixed [REDACTED]
- [REDACTED]

Sensitive: Cabinet

## **Strengthening infrastructure planning capability**

---

### **Budget Paper 3 Description**

	2019-20	2020-21	2021-22	2022-23	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Expenses	1,210	1,210	1,210	1,210	<b>4,840</b>

The Government will strengthen the planning capability within the Transport Canberra and City Services directorate to support the effective development of transport and city infrastructure as the city grows.

### **Key Points**

- This initiative funds 6 FTE in corporate focused areas of the Directorate.

Sensitive: Cabinet

## Strengthening infrastructure supporting Canberra's new public transport network

### Budget Paper 3 Description

	2019-20 \$'000	2020-21 \$'000	2021-22 \$'000	2022-23 \$'000	Total \$'000
Capital	0	2,000	3,100	0	5,100
Depreciation	0	0	0	68	68

The Government will design and construct a new bus layover and driver facility in Turner to support the effective delivery of Canberra's new public transport network.

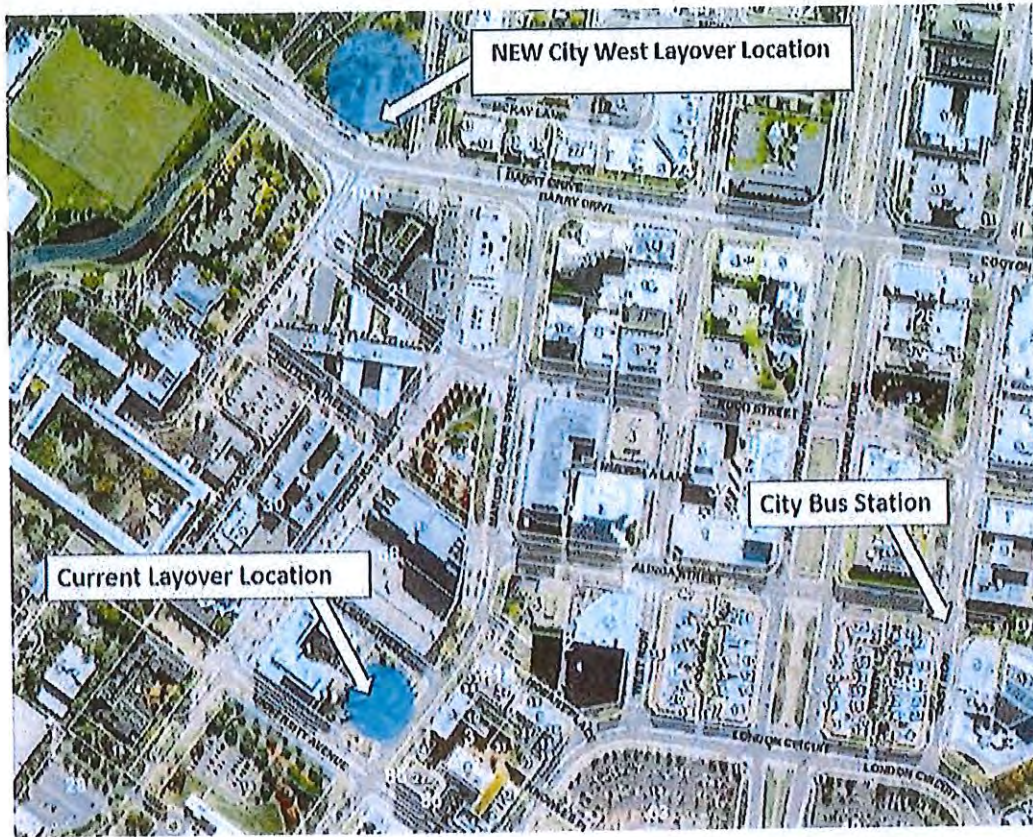
### Component Breakdown

	2019-20 \$'000	2020-21 \$'000	2021-22 \$'000	2022-23 \$'000	Total \$'000
Bus Layover - Turner	0	2,000	3,100	0	5,100
Depreciation	0	0	0	68	68

### Key Points

- This project seeks funding to commence the detailed design and construction of a new bus layover in Turner known as the New City West Layover. This layover has been part of Transport Canberra operations forward planning since 2013, where a layover strategy for the City was outlined in a study by SMEC and a variation to the Territory Plan for the location (Part Block 8, Section 25 Turner) was completed in 2015.
- Strategically placed layover facilities support an improved urban outcome for the City centre, wherein vehicles will no longer be required to park, wait and idle within the City Bus Station precinct. This is especially important to support the Government strategy of renewal of the Sydney and Melbourne building area.
- The New City West Layover will complement the reconfiguration of the City Bus Station to support the Rapid Bus Network
- The map below illustrates the proposed location of the new layover.

Sensitive: Cabinet



Sensitive: Cabinet

## Supporting more Canberrans to Park and Ride

### Budget Paper 3 Description

	2019-20 \$'000	2020-21 \$'000	2021-22 \$'000	2022-23 \$'000	Total \$'000
Capital	625	1,875	0	0	2,500
Depreciation	0	0	167	167	334
Associated Expenses	0	0	0	25	25
<b>Total Expenses</b>	<b>0</b>	<b>0</b>	<b>167</b>	<b>192</b>	<b>359</b>

The Government will design and construct a new park and ride facility on Well Station Drive in Gungahlin to support more Canberrans using the new public transport network.

### Component Breakdown

Financial Impacts Summary	2019-20 \$'000	2020-21 \$'000	2021-22 \$'000	2022-23 \$'000	Totals \$'000
<b>Capital Impacts</b>					
Wells Station Drive / Kenny Park and Ride	625	1,875	0	0	2,500
<b>Expense Impacts<sup>(a)</sup></b>					
Expenses – Park and Ride	0	0	0	25	25
Expenses – Depreciation	0	0	167	167	334

### Key Points

- Indicative construction would be looked at as Nov 19 (25%), Jan 20 (50%), Mar 20 (75%) April/May (100%) – again this will be somewhat dictated by tender responses and programs.
- Current design provides for 197 car spaces. This will need to be looked at in more detail in light of the co-alignment with parking for the potential adjacent school.
- Current design does not provide for bike facilities. This potential will need to be looked at in more detail in light of the co-alignment with parking for the potential adjacent school.

Sensitive: Cabinet

## Supporting social inclusion through the Flexible Bus Service

### Budget Paper 3 Description

	2019-20	2020-21	2021-22	2022-23	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Expenses	866	0	0	0	866
Offset – Expenses – Provision	-866	0	0	0	-866
<b>Net Expenses</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

The Government will continue the Flexible Bus Service which supports Canberrans who have difficulty using regular public transport services. This initiative is offset by previously provisioned funding.

### Key Points

- This initiative will maintain existing demand responsive services provided through the Flexible Transport Office.
- Feedback from community consultation undertaken in 2018 identified that the new route arrangements commencing 2019 are not suited to elderly people, who rely on public transport to avoid social isolation and reduces access for users that are mobility impaired. Reoccurring concerns raised by elderly respondents focussed around the need to walk further to access public transport, difficulty in accessing medical facilities and hospitals and the potential loss of independence that may be experienced should flexible bus services not be expanded to fill the gap created by the redesign of the network (Phase 2 Community Consultation Feedback, 2018).
- Providing appropriate services to meet the needs of these passengers supports a range of policy and operational objectives, including reducing the overall cost of the public transport network, mitigating transport disadvantage for vulnerable members of the community and reducing cost of living pressures for those who do not (or cannot) drive or use fixed-route public transport services.

Sensitive: Cabinet

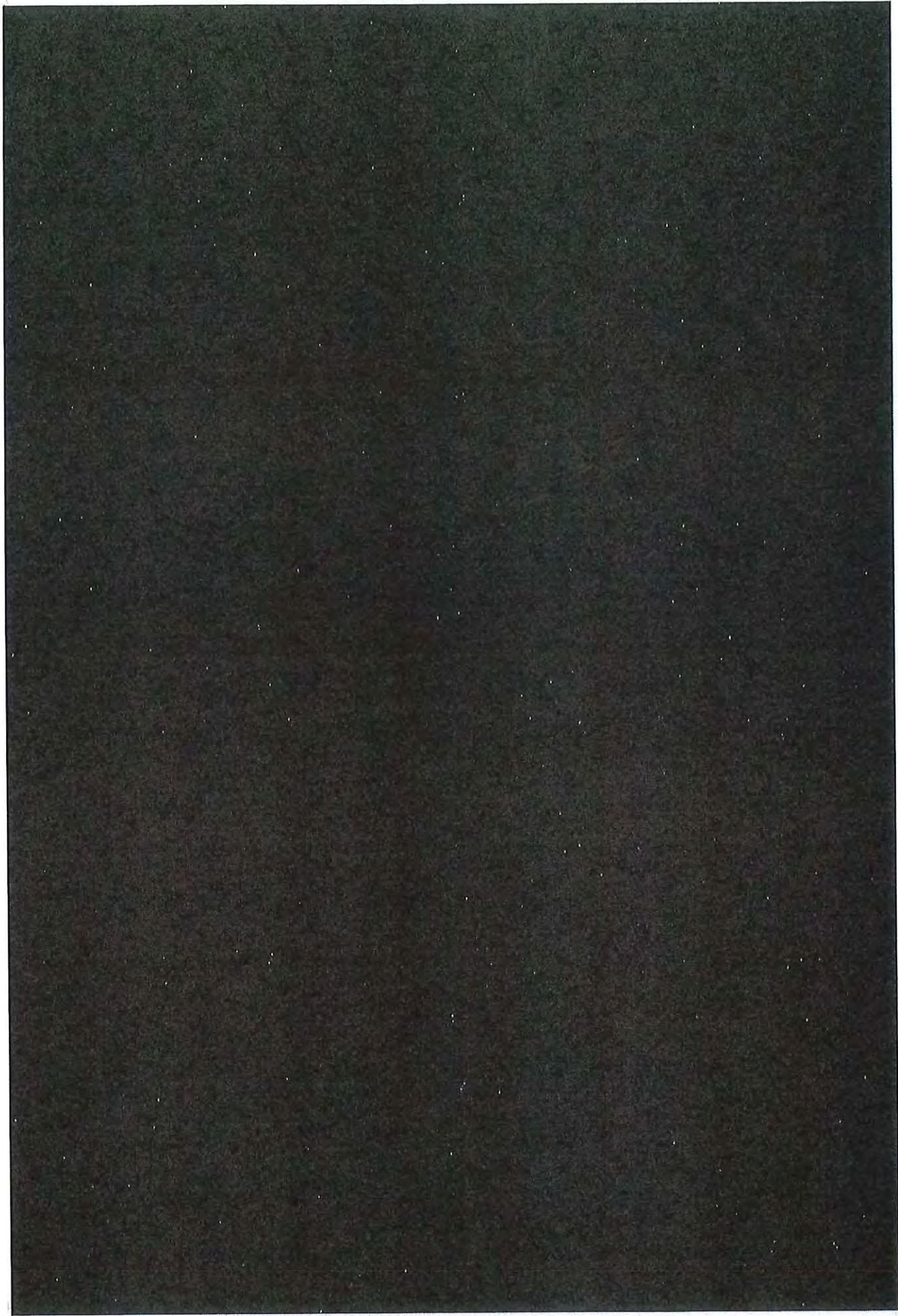
## Active travel upgrades (BIF)

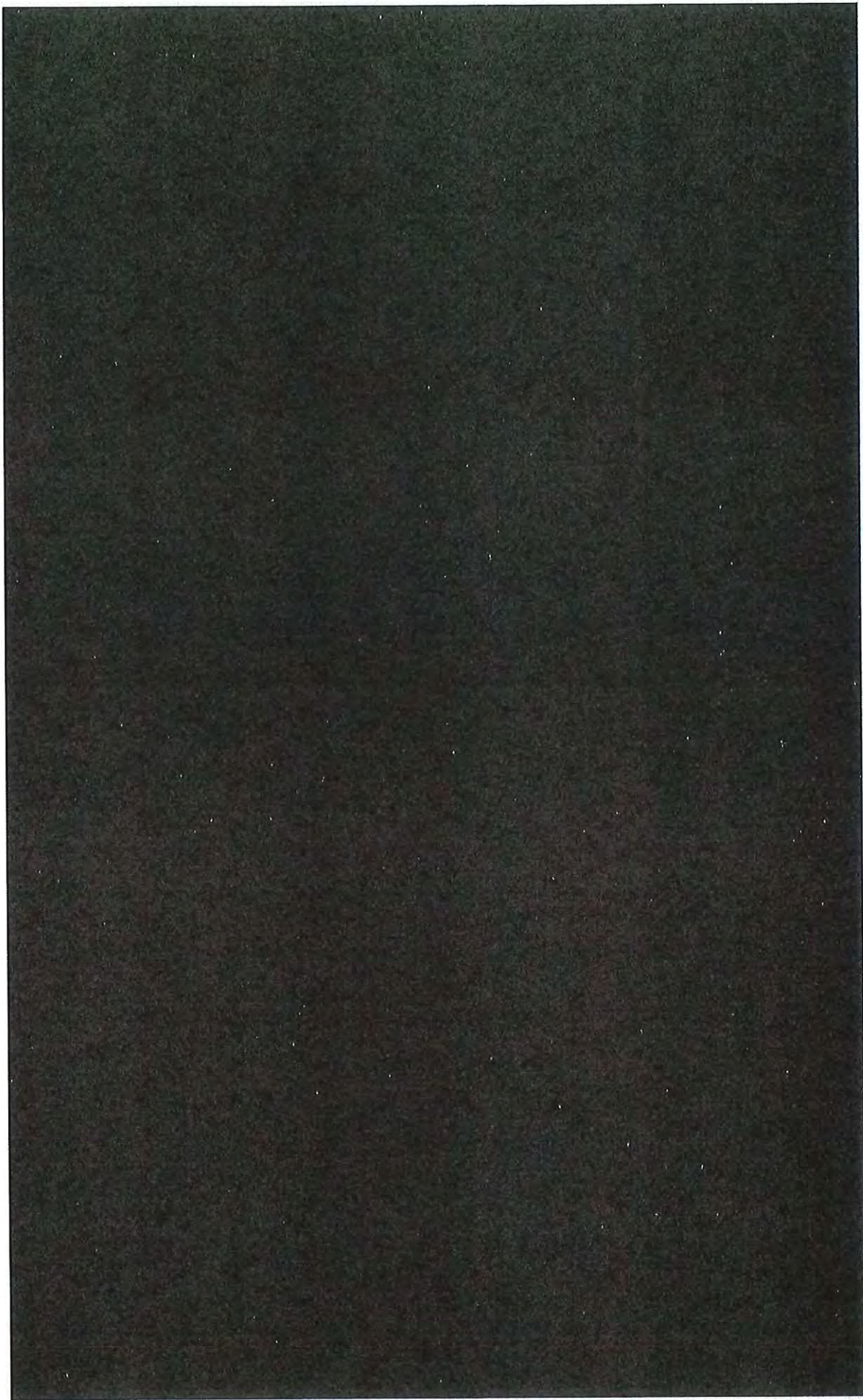
---

### Budget Paper 3 Description

	2019-20	2020-21	2021-22	2022-23	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Capital	2,250	0	0	0	2,250

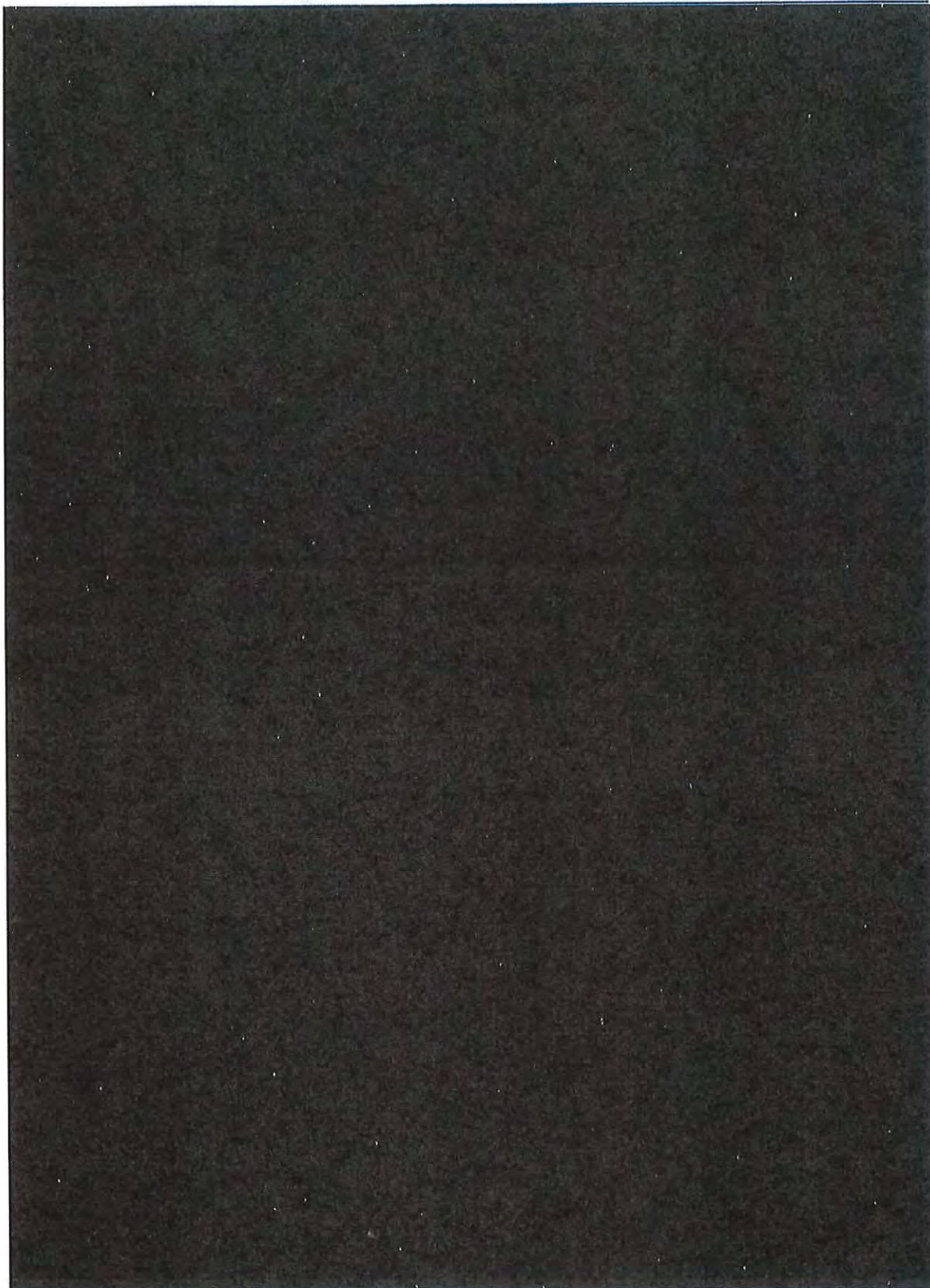
Through the *Better Infrastructure Fund*, the Government delivers footpath and cycleway upgrades to help make suburbs more age-friendly and promote active travel. In 2019-20 these works will be delivered in Aranda, Campbell, Holt, Isabella Plains, Narrabundah and Stirling. We will also upgrade bus stop infrastructure across the ACT to improve accessibility and encourage more Canberrans to combine active travel with public transport.







# AGENDA





**ITEMS FOR ENDORSEMENT**

