



## FREEDOM OF INFORMATION COVERSHEET

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

FOI reference: 25-075

Information to be published	Status
1. Access application	Published
2. Decision notice	Published
3. Schedule	Published
4. Documents	Published
5. Additional information identified	Not Applicable
6. Fees	Not Applicable
7. Processing time (in working days)	45 Days
8. Decision made by Ombudsman	Not applicable
9. Additional information identified by Ombudsman	Not Applicable
10. Decision made by ACAT	Not applicable

11. Additional information identified by ACAT	Not applicable
---	----------------

**From:** [REDACTED]  
**To:** [TCCS\\_FreedomOfInformation](#)  
**Subject:** Re: FOI 25-075| ACKNOWLEDGEMENT OF ACCESS APPLICATION  
**Date:** Wednesday, 7 May 2025 3:43:01 PM

---

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

To,

Toma Ahmed  
Administrative Service Officer  
Information Access | Procurement, Legal and Information Access  
Transport Canberra and City Services Directorate  
ACT Government

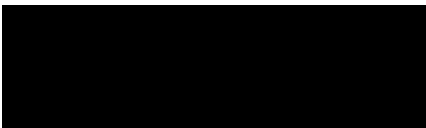
**Subject:** FOI Request – Public Transport Planning, Efficiency Reports, and Safety Records (Jan–Mar 2024) Narrow Scope

Dear Toma Ahmed,

Under the **Freedom of Information Act 2016 (ACT)**, I request access to the following documents held by the Transport Canberra and City Services Directorate:

1. **Documents created between 1 January 2024 and 31 March 2024** relating to the planning and development of public transport services in Canberra, specifically:
  - Expansion or modification of bus routes.
  - Implementation or review of rapid transit systems, including light rail developments or extensions.
2. **A report or summary analysis** evaluating the **efficiency and environmental impact** of Canberra's public transport system, including:
  - Ridership statistics.
  - Fuel consumption data.
  - Assessments of the system's role in reducing carbon emissions.Please limit this to reports generated or finalized between 1 January 2024 and 31 March 2024.
3. **Records of maintenance and safety inspections** conducted on the Canberra light rail system and public bus fleet between 1 January 2024 and 31 March 2024, including:
  - Findings of the inspections.
  - Recommendations or corrective actions taken (if any).
4. Documents related to **public consultation processes on cycling infrastructure and pedestrian-friendly planning** in the ACT, including:
  - Stakeholder or community feedback.
  - Meeting summaries, surveys, or emails summarizing responses.
  - Actions taken or proposed based on feedback.Please provide documents created or received during the period 1 January 2024 to 31 March 2024.

Please provide the requisite information.



On Wed, May 7, 2025, 9:00 AM TCCS\_FreedomOfInformation <[TCCS.FOI@act.gov.au](mailto:TCCS.FOI@act.gov.au)> wrote:

OFFICIAL

Dear 

FREEDOM OF INFORMATION (FOI) REQUEST – 25-075.

I refer to your application received by Transport Canberra and City Services (TCCS) on 22 April 2025 in which you sought access to information under the *Freedom of Information Act 2016* (the FOI Act).

In your application you have requested information relating to the following documents which may be in possession of the Transport Canberra and City Services directorate:

1. “Documents related to the **planning and development of public transport services** in Canberra, particularly the expansion of bus routes and the implementation of rapid transit systems between 2022 and 2024.
2. A report on the **efficiency and environmental impact** of Canberra's **public transport system**, including ridership statistics, fuel consumption data, and any evaluations of the system's contribution to reducing carbon emissions.
3. Information on the **maintenance and safety inspections** conducted on Canberra's **light rail system** and **bus fleet** from 2022 to 2024, including any findings or recommendations for improvements.
4. Documents outlining **public consultation** processes regarding **cycling infrastructure** improvements and the development of pedestrian-friendly spaces in the ACT, including feedback from community stakeholders and actions taken based on that feedback”.

TCCS is now processing your request and in accordance with section 40 of the FOI Act, we are required to provide you with a decision on access to records within the terms of the request within 30 working days of receipt, being 4 June 2025.

### **Third Party Consultation**

In processing your application, consultation with relevant third parties may be required. If this is the case, you will be notified to this effect and advised of a revised decision due date in respect of your application. In line with the Act, if third party consultation is required, the due date may be extended by 15 working days.

### **Charges**

Please be aware that processing charges may be payable in relation to your request. Should you be liable to pay a processing charge, you will be notified in writing of the preliminary assessment and given an opportunity to make an application that the charge should be remitted in whole or in part. This may affect the time within which your application is processed.

### **TCCS Disclosure Log**

The FOI Act requires that details regarding your request such as your application, decision notices, and information released to you, must be recorded in the agency disclosure log and be made publicly available three working days after a decision on access has been given to you. Please be aware that while no personal information will be included in the published information all other information will be published on [https://www.cityservices.act.gov.au/about-us/freedom\\_of\\_information](https://www.cityservices.act.gov.au/about-us/freedom_of_information).

TCCS is not required to publish applications on its disclosure log where it relates to a request to access personal information.

Should you have any queries about the processing of your access application, please contact the Information Access team at [tccs.foi@act.gov.au](mailto:tccs.foi@act.gov.au) or by telephone on 6207 2987.

Yours sincerely,

**Toma Ahmed | Administrative Service Officer**

Phone: 02 6207 9953 | Email: [TCCS.FOI@act.gov.au](mailto:TCCS.FOI@act.gov.au)

**Information Access | Procurement, Legal and Information Access | Transport Canberra and City Services Directorate | ACT Government**

[480 Northbourne Avenue](#), Dickson 2602 | GPO Box 158 Canberra ACT 2601 | [www.act.gov.au](http://www.act.gov.au)

---

**From:** [REDACTED]  
**Sent:** Friday, 18 April 2025 2:05 AM  
**To:** TCCS\_FreedomOfInformation <[TCCS.FOI@act.gov.au](mailto:TCCS.FOI@act.gov.au)>  
**Subject:** Freedom of Information Request

You don't often get email from [REDACTED]. [Learn why this is important](#)

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

**Date:** 17 April 2025

**To:**  
FOI Team  
Transport Canberra and City Services  
GPO Box 158  
Canberra City, ACT 2601

**Subject: Request for Information under the Freedom of Information Act 2016 (ACT)**

**Dear Sir/Madam,**

Under the Freedom of Information Act 2016 (ACT), I respectfully request access to the following information held by Transport Canberra and City Services:

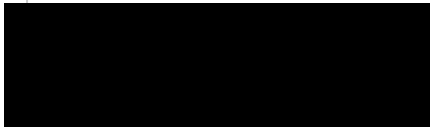
1. Documents related to the **planning and development of public transport services** in Canberra, particularly the expansion of bus routes and the implementation of rapid transit systems between 2022 and 2024.
2. A report on the **efficiency and environmental impact** of Canberra's **public transport system**, including ridership statistics, fuel consumption data, and any evaluations of the system's contribution to reducing carbon emissions.
3. Information on the **maintenance and safety inspections** conducted on

Canberra's **light rail system** and **bus fleet** from 2022 to 2024, including any findings or recommendations for improvements.

4. Documents outlining **public consultation** processes regarding **cycling infrastructure** improvements and the development of pedestrian-friendly spaces in the ACT, including feedback from community stakeholders and actions taken based on that feedback.

This request is made in the public interest to promote transparency regarding **transport services, environmental sustainability, and urban mobility** in the ACT.

Please provide the requisite information.



-----  
This email, and any attachments, may be confidential and also privileged. If you are not the intended recipient, please notify the sender and delete all copies of this transmission along with any attachments immediately. You should not copy or use it for any purpose, nor disclose its contents to any other person.  
-----



Dear [REDACTED]

**Freedom of Information Request - Reference 25-075**

I refer to your application under section 30 of the *Freedom of Information Act 2016* (the FOI Act) received by Transport Canberra and City Services (TCCS) on 22 April 2025.

You initially sought to access the following government information:

1. *Documents related to the planning and development of public transport services in Canberra, particularly the expansion of bus routes and the implementation of rapid transit systems between 2022 and 2024.*
2. *A report on the efficiency and environmental impact of Canberra's public transport system, including ridership statistics, fuel consumption data, and any evaluations of the system's contribution to reducing carbon emissions.*
3. *Information on the maintenance and safety inspections conducted on Canberra's light rail system and bus fleet from 2022 to 2024, including any findings or recommendations for improvements.*
4. *Documents outlining public consultation processes regarding cycling infrastructure improvements and the development of pedestrian-friendly spaces in the ACT, including feedback from community stakeholders and actions taken based on that feedback*

I thank you for engaging with our office and agreeing to refine the scope of your application on 7 May 2025 to access to the following government information:

1. *Documents created between 1 January 2024 and 31 March 2024 relating to the planning and development of public transport services in Canberra, specifically:*
  - a. *Expansion or modification of bus routes.*
  - b. *Implementation or review of rapid transit systems, including light rail developments or extensions.*
2. *A report or summary analysis evaluating the efficiency and environmental impact of Canberra's public transport system, including:*
  - a. *Ridership statistics*
  - b. *Fuel consumption data.*
  - c. *Assessments of the system's role in reducing carbon emissions.*
  - d. *Please limit this to reports generated or finalized between 1 January 2024 and 31 March 2024.*
3. *Records of maintenance and safety inspections conducted on the Canberra light rail system and public bus fleet between 1 January 2024 and 31 March 2024, including:*
  - a. *Findings of the inspections.*
  - b. *Recommendations or corrective actions taken (if any).*

4. *Documents related to public consultation processes on cycling infrastructure and pedestrian-friendly planning in the ACT, including:*
  - a. *Stakeholder or community feedback.*
  - b. *Meeting summaries, surveys, or emails summarizing responses.*
  - c. *Actions taken or proposed based on feedback.*

*Please provide documents created or received during the period 1 January 2024 to 31 March 2024.*

### **Timeframes**

In accordance with section 40 of the FOI Act, a decision on your application was initially due by 4 June 2025. This due date was extended under section 40 of the FOI Act until 26 June 2025 to allow for third party consultation to be completed under section 38 of the FOI Act. I confirm that this process is complete, and consultation responses have been considered in reaching my decision on access.

### **Authority**

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

### **Decision on access**

In accordance with the FOI Act, a search of TCCS records has been completed.

This search did not identify any relevant information relating to part 1 of your application. I am satisfied that the searches conducted were exhaustive of reasonable steps and the information is not held by TCCS. However, it was identified that some government information may be held in another ACT Government Directorate being Infrastructure Canberra (iCBR). In accordance with the FOI Act, a partial transfer of your application was accepted by iCBR, who will provide you with a separate notice of decision.

The searches conducted by TCCS did identify information relevant to parts 2, 3 and 4 of your access application.

In relation to part 2, the following publicly available information was identified as within scope of your access application:

- [Zero-Emission Transition Plan for Transport Canberra 2024 Refresh](#)
- Transport Data (including ridership statistics) through the ACT Government [Open Data Portal](#).

In accordance with section 43(1)(d) of the FOI Act, I am refusing to deal with your application where it applies to the above records, as the information is already available publicly.

Upon reviewing the information within the remaining 12 relevant records and applying the public interest test under section 17 of the FOI Act, I have decided to provide you with partial access.

The reasons for my decision are provided below under the heading 'statement of reasons'.

A schedule of relevant records is enclosed at [Attachment A](#). A copy of relevant records released to you with full or partial access is enclosed at [Attachment B](#), with deletions applied to information that I have found contrary to the public interest to disclose.

## Statement of Reasons

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

- the FOI Act;
- the content of the documents that fall within the scope of your request;
- submissions made by relevant third parties; and
- the *Human Rights Act 2004*.

The FOI Act has a presumption in favour of disclosure. This means that information should be disclosed unless doing so would be contrary to the public interest. As an Information Officer, I must decide where, on balance, public interest lies in the disclosure of government information. Section 17(1) of the Act sets out the steps for completing the public interest test. As part of this process, I must identify all relevant factors in schedule 1 of the FOI Act. If schedule 1 applies to some or all of the information, release of this information is deemed contrary to the public interest. If no factor in schedule 1 is found relevant, I must then consider the factors listed in schedule 2 of the FOI Act.

### Schedule 1

- Schedule 1.6 – Cabinet information

In reviewing the information within scope of your application, I have identified information in records 3, 4 and 8 that would reveal a deliberation of Cabinet. As the information is deliberative, not purely factual, I find that schedule 1.6 of the FOI Act applies and the disclosure of this information is deemed to be contrary to the public interest.

### Schedule 2

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

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

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

- Schedule 2.2(a)(ii) - prejudice the protection of an individual's right to privacy or any other right under the *Human Rights Act 2004*
- Section 2.2(a)(xi) - prejudice trade secrets, business affairs or research of an agency or person
- Section 2.2(a)(xii) - prejudice an agency's ability to obtain confidential information
- Section 2.2(a)(xiii) - prejudice the competitive commercial activities of an agency
- Schedule 2.2(a)(xvi) - prejudice a deliberative process of government

I have found that factors listed in schedule 1 of the FOI Act do not apply to most of the information falling in scope of your application. As such, I have further considered the public interest test under section 17 of the FOI Act to determine where, on balance, the public interest lies in the disclosure of the remaining information.

Firstly, I have identified that the information subject to your application is likely to contribute to positive and informed debate on important issues or matters of public interest. In forming this view, I have considered that information in question relates to several transport related services provided by the Transport Canberra and City Services Directorate and is likely to contribute to an effective oversight of expenditure of public funds. I also considered that this information is likely to promote open discussion of public affairs and enhance government's accountability to commitments referred to in the relevant records. I have placed moderate weight on these factors.

In reviewing the relevant records, I have identified personal information of third parties, such as names and methods of contact. I have considered that the information relating to third parties has been provided to TCCS with the expectation that the information is handled in accordance with [published privacy statements and policies](#). I consider that this information is not readily available to the public and has not otherwise been disclosed by TCCS. I further consider that this information has come to be held by TCCS with the expectation that it is handled in accordance with the *Information Privacy Act 2014*. I also find that disclosure of this information is likely to prejudice the protection of an individual's right to privacy under the *Human Rights Act 2004*. In this instance, I have attributed significant weight to an individual's right to privacy and I find the disclosure of personal information to be, on balance, contrary to the public interest.

In relation to record 12, 23 records relevant to parts 3 and 4 of your application were identified. These records relate to light rail, and are specified under schedule 13 of contract [920/80154106](#) to be commercially sensitive information. While the expectations for the non-disclosure of commercially sensitive information to third parties is explicitly stated within the agreement, TCCS has consulted with Canberra Metro Pty Ltd to verify the sensitivity of information within these specific documents, and that they remain commercially sensitive. Informed by this process, I am confident that this information is commercially sensitive and would prejudice the business affairs of CMET if disclosed. I have also considered that disclosure of information would impede the flow of information between government and the contractor as they are likely to be more reluctant to provide confidential information on a voluntary basis. The voluntary exchange of confidential information is crucial to an efficient service and contract management activities. In consideration of the likelihood of harm resulting from disclosure, I have placed significant weight on factors 2.2(a)(xii), 2.2(a)(xiii) and 2.2(a)(xi). I have extended this consideration to the document titles themselves, which are descriptive and contain information which is commercially sensitive. In this instance, I find the disclosure of the 23 records, referred to as "Folio – Commercially sensitive information", to be on balance contrary to the public interest.

I have found that the factors favouring disclosure can, excluding record 12, be satisfied by the deletion of information which is contrary to the public interest. A copy of the relevant records with deletions are enclosed at [Attachment A](#).

### **Charges**

In accordance with the *Freedom of Information (Fees) Determination 2018* a fee may apply to applications where the total number of pages disclosed exceed 50 pages. I have not applied a fee to your application, as the total of number of pages disclosed marginally exceeds the fee-free threshold.

**Disclosure log**

Under section 28 of the Act, TCCS maintains an online record of access applications called a [disclosure log](#). Your access application and this notice of decision will be published on the disclosure log within 3 – 10 business days. Your personal information will be removed from these documents prior to publication.

**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 on the 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  
Via email: [www.acat.act.gov.au](http://www.acat.act.gov.au)

If you have any queries concerning the directorate's processing of your request, or would like further information, please contact the TCCS FOI team on (02) 6207 2987 or email [tccs.foi@act.gov.au](mailto:tccs.foi@act.gov.au).

Yours sincerely



Alison Kemp  
Information Officer\*  
26 June 2025

\* Information officer in the role of A/g Executive Branch Manager, Procurement, Legal and Information Access appointed under the *Freedom of Information (Transport Canberra and City Services Directorate Information Officers) Appointment 2019 (No 1)*

## ATTACHMENT A - ACCESS APPLICATION SCHEDULE, FREEDOM OF INFORMATION

Reference Number: 25-075

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

Personal information or business affairs information will not be made available under this policy. If you think the content of your request would contain such information, please inform the contact officer immediately.

Information about what is published on open access is available online at: [https://www.cityservices.act.gov.au/about-us/freedom\\_of\\_information/disclosure-log](https://www.cityservices.act.gov.au/about-us/freedom_of_information/disclosure-log)

### Factors favouring non-disclosure:

- Schedule 2.2(a)(ii) - prejudice the protection of an individual's right to privacy or any other right under the *Human Rights Act 2004*;
- Section 2.2(a)(xi) - prejudice trade secrets, business affairs or research of an agency or person.
- Section 2.2(a)(xii) - prejudice an agency's ability to obtain confidential information.
- Section 2.2(a)(xiii) - prejudice the competitive commercial activities of an agency.
- Schedule 2.2(a)(xvi) - prejudice a deliberative process of government

Reference number	Page number	Description	Date	Status	Reason for non-release or deferral	Open Access release status
1	1 - 4	01. 20240101 - 20240331 - Defects Report Summary	1 January – 31 March 2024	Full access	Not applicable	Decision to be published on the <a href="#">TCCS Disclosure Log</a> .
2	5 - 8	02. 20240101 - 20240331 - Service History by Type and Service	1 January – 31 March 2024	Full access	Not applicable	

3	9 - 31	03. 20240122 - Meeting Brief - MIN C2024_00076	22 January 2024	Partial access	Schedule 1.6 Schedule 2.2(a)(ii)
4	32 – 48	04. 20240131 - Meeting Brief - MIN C2024_00087	31 January 2024	Partial access	Schedule 1.6 Schedule 2.2(a)(ii)
5	49	05. 20240202 - RE Active Travel Plan feedback	2 February 2024	Partial access	Schedule 2.2(a)(ii)
6	50	06. 20240202 - RE YourSay query - Draft Active Travel Plan	2 February 2024	Partial access	Schedule 2.2(a)(ii)
7	51 – 52	07. 20240228 - FW Inner North Play Space consultation	28 February 2024	Partial access	Schedule 2.2(a)(ii)
8	53 – 66	08. 20240320 - 00. Meeting Brief - MIN C2024_00172	20 March 2024	Partial access	Schedule 1.6 Schedule 2.2(a)(ii)
9	67 – 68	09. 20240402 - Dot Point Request	2 April 2024	Full access	Not applicable
10	69	10. Letter - Age Friendly Suburbs commencement - Site T...	January 2024	Full access	Not applicable
11	70 - 71	11. 0324 Hardwick Crescent start of construction LETTER	March 2024	Full access	Not applicable
12	-	12. Folio – Commercially sensitive information	Multiple	Refused	Schedule 2.2(a)(xi) Schedule 2.2(a)(xiii) Schedule 2.2(a)(xii)

Total number of record - 12

# Defects Reported Summary

For the period 01/01/2024 to 31/03/2024

		BELCONNEN	MUO	TUGGERANONG	Total
	No Fault Sub Type Entered	1	0	0	1
	<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
Accident Damage	Front	4	0	4	8
	N/Side	7	0	3	10
	O/Side	4	0	3	7
	Rear	3	0	5	8
	No Fault Sub Type Entered	1	1	1	3
	<b>Total</b>	<b>19</b>	<b>1</b>	<b>16</b>	<b>36</b>
Air Systems	Leaking/High Air Pressure	40	0	41	81
	Not Building Pressure	1	0	10	11
	No Fault Sub Type Entered	9	0	4	13
	<b>Total</b>	<b>50</b>	<b>0</b>	<b>55</b>	<b>105</b>
Body/Seats/Windows	Bike Rack	31	0	22	53
	Bus Requires Clean and	54	0	3	57
	Drivers Cabin Area	126	0	66	192
	Drivers Seat	48	0	32	80
	Ext Body-Wheel	37	0	45	82
	Glass Other Than	24	0	7	31
	Int Body-Hand Rails/Floors	64	0	48	112
	Mirrors	77	0	101	178
	Passenger Seat Refurb	1	0	5	6
	Roof Leaks	2	1	10	13
	Saloon Seats	31	1	26	58
	Windscreen	16	0	10	26
	Wipers/Washers	37	0	49	86
	No Fault Sub Type Entered	64	0	28	92
	<b>Total</b>	<b>612</b>	<b>2</b>	<b>452</b>	<b>1066</b>
Brakes	Foot Brake	21	0	25	46
	Park Brake	5	1	6	12
	Short Stop	16	0	15	31
	Worn/Reline	45	0	72	117
	No Fault Sub Type Entered	22	2	9	33
	<b>Total</b>	<b>109</b>	<b>3</b>	<b>127</b>	<b>239</b>
Breakdown	Brakes	3	0	1	4
	Cooling	2	0	5	7
	Diff/Driveline	1	0	0	1
	Doors	1	0	3	4
	Drive Belts	1	0	1	2
	Electrical System	2	0	5	7
	Engine	2	0	11	13
	Fuel System	1	0	1	2
	Gas/Ignition	0	0	1	1
	Steering/Suspension	1	0	1	2
	Transmission	1	0	1	2
	Tyres	0	0	1	1
	No Fault Sub Type Entered	0	0	2	2
	<b>Total</b>	<b>15</b>	<b>0</b>	<b>33</b>	<b>48</b>
Chassis	Autolube	1	0	0	1
	Frame	3	0	2	5
	Mystery bus	1	0	7	8
	Turn Table	1	0	3	4
	<b>Total</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>18</b>
Diff/Driveline	Noise Or Vibration	4	0	8	12
	Reduction Hub	0	1	0	1
	Retarder Operation	0	0	1	1

# Defects Reported Summary

For the period 01/01/2024 to 31/03/2024

		BELCONNEN	MUO	TUGGERANONG	Total
Diff/Driveline	Tail Shaft	0	0	1	1
	No Fault Sub Type Entered	8	3	16	27
	<b>Total</b>	<b>12</b>	<b>4</b>	<b>26</b>	<b>42</b>
Doors	Controls/Safety Systems	23	2	20	45
	Front	91	0	73	164
	Rear	32	0	34	66
	No Fault Sub Type Entered	2	0	7	9
	<b>Total</b>	<b>148</b>	<b>2</b>	<b>134</b>	<b>284</b>
Electrical	ABS Warnings/Codes On	5	0	14	19
	AM/FM Radio	16	0	32	48
	APS Codes On Dash	1	0	1	2
	Charging System	18	0	10	28
	Destination Board	6	0	10	16
	Dvr	31	0	50	81
	EBS Codes On Dash	31	0	5	36
	EDC Codes on Dash	49	0	23	72
	Flat Batteries	8	0	23	31
	Information Screen	4	0	3	7
	Lights	364	1	264	629
	Passenger Stop Bell	81	0	72	153
	Turn Table	1	0	0	1
	ZBR Codes On Dash	2	0	5	7
	No Fault Sub Type Entered	59	2	34	95
	<b>Total</b>	<b>676</b>	<b>3</b>	<b>546</b>	<b>1225</b>
Engine	Ad-Blue fault	15	0	6	21
	CNG TANK INSPECTION	0	0	53	53
	Cooling	61	0	105	166
	Drive Belts	67	1	34	102
	Fuel System	39	1	13	53
	Oil & Lubrication	107	1	71	179
	Performance	37	0	63	100
	Regenerate Particulate	11	1	22	34
	Smoke	7	1	9	17
	No Fault Sub Type Entered	157	2	200	359
	<b>Total</b>	<b>501</b>	<b>7</b>	<b>576</b>	<b>1084</b>
Fire Supression	Firestorm Fault	0	0	1	1
	Perform Annual Service	31	1	14	46
	Scania Fire Alarm On Dash	1	0	1	2
	No Fault Sub Type Entered	0	17	0	17
	<b>Total</b>	<b>32</b>	<b>18</b>	<b>16</b>	<b>66</b>
Heating, Ventilation & A/C	Air Conditioning	160	0	138	298
	Heaters/Demisters	5	0	10	15
	No Fault Sub Type Entered	8	0	13	21
	<b>Total</b>	<b>173</b>	<b>0</b>	<b>161</b>	<b>334</b>
Modifications	No Fault Sub Type Entered	0	3	0	3
	<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>
MyWay System	Axio Front	102	0	133	235
	Axio Rear	17	0	27	44
	BDC	58	0	155	213
	BDC GPS	13	0	12	25
	BDC Printer	8	0	28	36
	Fitment	0	0	2	2
	No Fault Sub Type Entered	4	0	10	14
	<b>Total</b>	<b>202</b>	<b>0</b>	<b>367</b>	<b>569</b>
NXTBUS	Driver display operation	25	0	38	63
	GPS operation	12	0	7	19

## Defects Reported Summary

For the period 01/01/2024 to 31/03/2024

		BELCONNEN	MUO	TUGGERANONG	Total
NXTBUS	Passenger announcements	2	0	2	4
	Passenger display	5	0	8	13
	No Fault Sub Type Entered	17	0	20	37
	<b>Total</b>	<b>61</b>	<b>0</b>	<b>75</b>	<b>136</b>
Recover & Tow Bus to Workshop	No Fault Sub Type Entered	0	2	11	13
	<b>Total</b>	<b>0</b>	<b>2</b>	<b>11</b>	<b>13</b>
Security Cameras	Camera Operation	62	0	99	161
	MDR Operation	20	0	9	29
	WLAN Operation	3	0	1	4
	No Fault Sub Type Entered	1	0	2	3
	<b>Total</b>	<b>86</b>	<b>0</b>	<b>111</b>	<b>197</b>
Steering	Ball Joint/Wheel Bearings	11	0	8	19
	Heavy/Pulling Left Or Right	8	0	23	31
	Noise	6	0	2	8
	Steering Wheel/Column	18	0	18	36
	No Fault Sub Type Entered	25	1	13	39
	<b>Total</b>	<b>68</b>	<b>1</b>	<b>64</b>	<b>133</b>
Suspension	Air Bag	12	0	13	25
	Height	19	0	12	31
	Noise	24	0	10	34
	Ride Quality	9	1	48	58
	No Fault Sub Type Entered	26	1	10	37
	<b>Total</b>	<b>90</b>	<b>2</b>	<b>93</b>	<b>185</b>
Transmission/Driveline	High Temperature	1	0	0	1
	Noise	1	1	2	4
	Not Selecting Gears	5	4	5	14
	Retarder Operation	3	1	5	9
	Rough Change	6	0	1	7
	No Fault Sub Type Entered	14	10	20	44
	<b>Total</b>	<b>30</b>	<b>16</b>	<b>33</b>	<b>79</b>
Two Way	Controls/Hardware	1	0	3	4
	Duress	6	0	19	25
	Transmitting/Receiving	3	0	2	5
	No Fault Sub Type Entered	1	0	1	2
	<b>Total</b>	<b>11</b>	<b>0</b>	<b>25</b>	<b>36</b>
Vandalism	Drivers Cabin Area	0	0	1	1
	Graffiti	96	0	23	119
	Malicious Damage	6	0	13	19
	Projectile Damage	2	0	0	2
	No Fault Sub Type Entered	4	0	1	5
	<b>Total</b>	<b>108</b>	<b>0</b>	<b>38</b>	<b>146</b>
Wheel DD425,SC600,R500,MAN575	Flat	13	0	9	22
	Loose Nuts	0	0	3	3
	Vibration	0	0	3	3
	Worn	239	0	234	473
	No Fault Sub Type Entered	14	0	8	22
	<b>Total</b>	<b>266</b>	<b>0</b>	<b>257</b>	<b>523</b>
	No Fault Sub Type Entered	1	0	0	1
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	
<b>Total</b>		<b>3277</b>	<b>64</b>	<b>3228</b>	<b>6569</b>

---

## Defects Reported Summary

For the period 01/01/2024 to 31/03/2024

---

### Defect Status

	<b>BELCONNEN</b>	<b>MUO</b>	<b>TUGGERAN</b>	<b>Total</b>
<b>Complete</b>	3277	64	3228	<b>6569</b>
<b>Total</b>	<b>3277</b>	<b>64</b>	<b>3228</b>	<b>6569</b>

## Service History by Type and Service

For the period 01/01/2024 to 31/03/2024

### BELCONNEN

		2024/01	2024/02	2024/03	2024/04	2024/05	2024/08
(None)	Recover & Tow Bus to	0	2	3	0	0	0
	Training and Assist	0	3	1	0	0	0

Faults/Defects	Accident Repair	4	11	15	1	0	0
	Air Conditioning Repairs	59	62	40	0	1	0
	Air System Repairs	12	20	22	0	0	0
	Body Repairs	175	190	167	2	2	1
	Brake Repairs	28	42	34	0	0	0
	Breakdown Repairs	34	43	39	0	0	0
	Chassis	1	3	2	0	0	0
	Diff/Driveline	4	5	3	0	0	0
	Electrical Repairs	174	201	188	5	0	0
	Engine Repairs	123	140	144	5	0	0
	Fire Suppression	21	1	6	0	0	0
	MyWay System	61	57	66	0	0	0
	NXTBUS	20	23	11	0	0	0
	SECURITY CAMERA CHECK	22	26	34	1	0	0
	Steering Repairs	21	20	19	2	0	0
	Suspension Repairs	18	28	34	1	0	1
	Transmission/Driveine	11	7	18	0	0	0
Two Way	3	6	2	0	0	0	
Vandalism	26	43	28	0	0	0	
Washers & Wipers	14	12	8	0	0	0	
Wheels & Tyres	86	86	76	0	0	0	

Routine Services	A Service	54	76	72	0	1	0
	Add To Lube For A Services	51	73	71	0	0	0
	Add To Lube For B Services	13	42	47	0	1	0
	Add To Lube For C Services	2	8	9	0	0	0
	Add To Lube For D	1	3	5	0	1	0
	Annual Air Conditioning	2	12	6	0	0	0
	B Service	14	45	45	0	0	0
	C Service	2	8	9	0	0	0
	D Service	1	3	4	0	0	0
	Drivers Seat/Replace	5	4	3	0	0	0
	Pre Del Service Scania 12.5	0	1	0	0	0	0
	Service Of Recovery A/C	0	0	7	0	0	0

### MUO

		2024/01	2024/02	2024/03	2024/04	2024/05	2024/07	2024/09
Faults/Defects	Air Conditioning Repairs	1	1	1	0	0	0	0
	Air System Repairs	0	1	0	0	0	0	0
	Body Repairs	1	0	2	0	0	0	0
	Brake Repairs	1	2	4	1	0	0	1
	Chassis	1	1	0	0	0	0	0
	Diff/Driveline	1	0	0	0	0	0	0
	Electrical Repairs	2	0	3	2	1	0	0
	Engine Repairs	1	2	2	0	0	0	0
	Fire Suppression	19	1	2	0	0	0	0
	SECURITY CAMERA CHECK	0	2	1	0	0	0	0
	Steering Repairs	1	0	0	0	0	0	0
	Suspension Repairs	1	1	0	0	1	0	0
	Transmission/Driveine	1	0	0	0	0	1	0
	Wheels & Tyres	0	1	1	0	0	0	0

## Service History by Type and Service

For the period 01/01/2024 to 31/03/2024

### MUO

		2024/01	2024/02	2024/03	2024/04	2024/05	2024/07	2024/09
Routine Services	Drivers Seat/Replace	0	2	2	0	0	0	0
	Safety Check	15	3	0	0	0	0	0
	Scheduled logbook service	2	1	0	0	0	0	0

		2026/03
Faults/Defects	Air Conditioning Repairs	0
	Air System Repairs	0
	Body Repairs	0
	Brake Repairs	0
	Chassis	0
	Diff/Driveline	0
	Electrical Repairs	0
	Engine Repairs	0
	Fire Suppression	0
	SECURITY CAMERA CHECK	0
	Steering Repairs	0
	Suspension Repairs	0
	Transmission/Driveine	0
Wheels & Tyres	0	

Routine Services	Drivers Seat/Replace	0
	Safety Check	1
	Scheduled logbook service	1

### TUGGERANONG

		2024/01	2024/02	2024/03	2024/04	2024/05
(None)	Recover & Tow Bus to	1	2	5	0	0
	Training and Assist	0	2	1	0	0

Faults/Defects	Accident Repair	5	12	13	0	0
	Air Conditioning Repairs	64	45	51	0	0
	Air System Repairs	18	29	21	0	0
	Body Repairs	142	147	147	4	1
	Brake Repairs	23	50	41	1	0
	Breakdown Repairs	30	43	43	0	1
	Chassis	3	4	6	0	0
	Diff/Driveline	4	16	5	1	0
	Electrical Repairs	155	166	157	2	0
	Engine Repairs	89	133	129	5	0
	Fire Suppression	21	12	16	0	0
	Hubs	1	0	0	0	0
	Lighting	4	3	5	0	0
	MyWay System	103	99	113	1	0
	NXTBUS	18	20	30	0	0
	O/H Differential	1	0	0	0	0
	Pick Up & Delivery	0	1	3	0	0
	SECURITY CAMERA CHECK	31	46	24	0	0
	Steering Repairs	22	23	16	0	0
	Suspension Repairs	22	24	41	1	0
	Transmission/Driveine	7	22	17	0	0
	Two Way	8	10	6	0	0
	Vandalism	13	13	14	1	0
WARRANTY REPAIRS	0	1	0	0	0	
Washers & Wipers	10	19	8	0	0	

## Service History by Type and Service

For the period 01/01/2024 to 31/03/2024

### TUGGERANONG

		2024/01	2024/02	2024/03	2024/04	2024/05
Faults/Defects	Wheels & Tyres	52	89	73	3	0

Routine Services	A Service	42	66	62	1	0
	Add To Lube For A Services	40	59	59	0	0
	Add To Lube For B Services	24	31	35	2	0
	Add To Lube For C Services	7	7	11	0	0
	Add To Lube For D	3	1	4	0	0
	Annual Air Conditioning	19	12	6	0	1
	B Service	24	31	36	1	0
	C Service	7	6	10	0	0
	D Service	3	1	4	0	0
	Drivers Seat/Replace	3	5	3	0	0
	High Voltage Insulation	0	0	6	0	0
	Service Of Recovery A/C	0	9	0	0	0
	Steam Clean Before Serv	12	22	0	0	0

### WODEN

		2024/01	2024/02	2024/03	2024/04
(None)	Training and Assist	0	0	1	0

Faults/Defects	Accident Repair	0	2	2	0
	Air Conditioning Repairs	8	10	6	0
	Air System Repairs	2	4	1	0
	Body Repairs	29	41	33	0
	Brake Repairs	5	8	3	0
	Breakdown Repairs	4	3	9	0
	Chassis	1	0	0	0
	Diff/Driveline	0	1	1	0
	Electrical Repairs	18	18	26	1
	Engine Repairs	17	31	18	0
	Fire Suppression	1	3	10	0
	Lighting	0	0	1	0
	MyWay System	24	22	15	0
	NXTBUS	5	3	3	0
	Pick Up & Delivery	0	0	1	0
	SECURITY CAMERA CHECK	8	3	0	0
	Steering Repairs	4	2	3	0
	Suspension Repairs	1	11	3	0
	Transmission/Driveine	0	0	2	0
	Two Way	0	0	1	0
Vandalism	4	3	4	0	
Washers & Wipers	4	12	2	0	
Wheels & Tyres	17	19	16	0	

Routine Services	A Service	11	14	11	1
	Add To Lube For A Services	10	14	11	0
	Add To Lube For B Services	3	9	7	0
	Add To Lube For C Services	1	4	4	0
	Add To Lube For D	1	4	4	0
	Annual Air Conditioning	0	0	1	0
	B Service	4	9	7	0
	C Service	1	4	4	0
	D Service	1	4	4	0
	Drivers Seat/Replace	3	4	2	0
	Steam Clean Before Serv	1	1	0	0

---

## Service History by Type and Service

For the period 01/01/2024 to 31/03/2024

---

**WODEN**

	2024/01	2024/02	2024/03	2024/04
--	---------	---------	---------	---------

**Transport Canberra and City Services**

**To:** Minister for City Services

Tracking No.: C2024/00076

**Date received  
in MO:** 22/01/2024

**From:** A/g Executive Branch Manager, Infrastructure Delivery

**Through:** A/g Director-General  
A/g Deputy Director-General, City Services

**Date of Meeting:** Tuesday, 23 January 2024

**Time of Meeting:** 1:45pm to 2:15pm

**Location of  
Meeting:** Legislative Assembly

**Subject:** Meeting with Simon Copland, Executive Director – Pedal Power

**Purpose of the meeting**

The Executive Director of Pedal Power requested a meeting with you to discuss Active Travel in the ACT.

Minister's Feedback

<b>Purpose of the meeting:</b>	To meet with Simon Copland, Executive Director of Pedal Power to discuss Active Travel in the ACT.
<b>Attendees:</b>	Simon Copland, Executive Director – Pedal Power TBA, Volunteer Advocates – Pedal Power
<b>Directorate representative required:</b>	Sophie Clement, Executive Branch Manager, Infrastructure Delivery Tim Rampton, Executive Branch Manager, Roads ACT
<b>Day / date:</b>	Tuesday, 23 January 2024
<b>Time:</b>	1:45pm to 2:15pm
<b>Venue:</b>	Minister’s Office
<b>Background:</b>	<p>Previously, Minister Steel received correspondence from Mr Copland informing of a campaign launch for a Petition to build and maintain Canberra's cycle network in June 2023 (<a href="#">Attachment A</a>).</p> <p>The correspondence outlines a call to action for the ACT Government over the next five years (<a href="#">Attachment A</a>).</p> <p>Minister Steel subsequently met with Mr Copland in July 2023 to seek acceleration for the implementation of the draft Active Travel Plan. The meeting brief can be found at <a href="#">Attachment B</a>.</p> <p>Minister Steel has previously met with Pedal Power on a Quarterly basis throughout 2021 and 2022.</p>
<b>Discussion:</b>	Following the release of the petition, Pedal Power has sustained its campaigning, with a particular focus on the finalisation of the Active Travel Plan and Design Guide, timeliness of delivery of cycling network projects, maintenance, and a specific call for separated facilities on Northbourne Avenue.

## Items to be discussed

### 1.1 Topic – The draft Active Travel Plan

- Pedal Power will be interested in when the final Active Travel Plan 2024-2034 (the Plan) and the related Design Guide: Best practices for urban intersections and other active travel infrastructure in the ACT (the Design Guide) will be finalised and how the issues raised in their July 2023 petition are being addressed.
- Pedal Power is supportive of the Plan but has called for detail on implementation.
- The Plan and Design Guide fall within the portfolio responsibilities of the Minister for Transport.

### 1.2 Policy position

- The Plan articulates the ACT Government’s vision to enable more people to access the benefits of active travel, consistent with the Government’s goals for Canberra to be a more liveable and sustainable city, consistent with the Transport Strategy 2020. The Plan coordinates action that contributes to the priorities of the ACT Planning Strategy, ACT Climate Change Strategy, ACT Preventive Health Strategy and the draft Road Safety Action Plan 2024-25. Key actions will be delivered against five key priority areas:
  - Priority 1: Safe infrastructure for walking and cycling.
  - Priority 2: A better connected and maintained path network.
  - Priority 3: Supporting new and emerging types of active travel.
  - Priority 4: Making active travel and bicycle parking easy.
  - Priority 5: Supporting behaviour change and partnering with the community.
- The draft Active Travel Plan was released for public consultation in mid-2022 and approved by Cabinet late last year and is due to be released, with the Design guide imminently.
- Minister Steel indicated a preference not to include an implementation plan as part of the Plan. Investment priorities are indicated in final budget allocations each year.

### 1.3 Suggested talking points

- You may wish to acknowledge the priorities outlined in the petition and TCCS’ responses ([Attachment B](#)).
- The ACT Government has continued to deliver active travel projects consistent with the Transport Strategy 2020 concurrently with the Plan being finalised.
- The recent 2023-24 ACT Budget saw an investment of more than \$26 million over four years on the ACT’s extensive walking and cycling network. This brings the investment in active travel infrastructure over the next four years to more than \$86 million across the capital investment program ([Attachment C](#)).

- Encourage Pedal Power to make a community submission to the 2024-25 ACT Budget, usually invited in February.

### **2.1 Topic – Increasing efficiency and strategic approaches to delivery of active travel infrastructure projects**

- Pedal Power is supportive of the Government’s policy statements on Active Travel but has expressed concern, as part of its current campaign, about the timeliness and strategic approaches to delivery.
- In particular they regularly cite the examples of Northbourne Avenue (protected bicycle lanes are proposed in the City and Gateway Plan (2016), and the Bowen Drive pop-up bicycle lane (in planning since 2021).

### **2.2 Policy position:**

- The draft Plan identified significant priorities in the shared path network for completion over the next 10 years, in the Cycle Network Map (Attachment D – not for public release).
- TCCS is strengthening its strategic approach to ensure a continuous stream of investments.
- TCCS is exploring opportunities to deliver path networks quicker and to make quieter streets safer for walking and cycling.

### **2.3 Suggested talking points**

#### **Network planning**

- The Cycle Network Map in the Plan was developed, initially with support from Pedal Power members reviewing the existing network and seeking community input in the Active Travel Plan consultation, combined with the Government’s recent investment commitments. It identifies:
  - Current works – those already in the feasibility, design or construction phases
  - Potential future priorities – those that will join the pipeline subject to budget priorities.
  - Future network – identified network beyond 10 years.
- The Map will be updated regularly through master planning processes (recent ones include Molonglo and the Watson-Gungahlin interface).
- The New Planning System also provides better ways to deliver additional network, as part of land releases and developer works.
- The Map will be used to update the publicly facing Active Travel Infrastructure Practitioners Tool.
- Cycle network alignments also take advantage of opportunities in transport corridors, seeking efficiencies in delivery with other transport projects for example Light Rail Stage 2 (C8 - City Loop and C4 City to Tuggeranong principal cycle routes).

#### **Investment decisions and delivery**

- The Plan outlines criteria for Government investment in the network (increased usage, connectivity, safety, accessibility, asset renewal) that must be balanced against other spending priorities.

- The Government's strategic approach will ensure a continuous pipeline of investment in the path network through the required stages of development in order of priority:
  1. Maintenance and renewal (noting that some parts of the network are now identified as requiring upgrades as well).
  2. Continuous investments in construction of already commenced projects.
  3. Design (preliminary and final) of projects that have already had a Feasibility undertaken.
  4. Feasibility studies for future sites considering the multi criteria ranking to ensure a pipeline of projects for the next 10-15 years.
- Budget funding generally matches these stages, but TCCS will seek funding to ensure that projects can progress more seamlessly at each stage.
- The Plan includes a key action: *'Progressively converting on-road cycle lanes on priority routes to safe separated facilities including both permanent infrastructure and use of 'quick build' infrastructure.'*
- As part of the 2023-24 ACT Budget, the ACT Government allocated \$1 million for key studies and preliminary design, and feasibility and design projects which will include design for quick-build projects. A tender will be released shortly.
- The project will seek recommendations for locations, treatments and approaches to implementation of quick-build separated cycling facilities and other treatments such as Active Travel Streets. The preliminary observation is that the complexities and sensitivities of Northbourne Avenue mean that it is not the ideal location to lead a trial.
- The experience of other jurisdictions is that most quick-build projects require a similar level of planning to permanent builds and a high level of community engagement to ensure that they are well understood to facilitate uptake and acceptance.
- Quick-build projects are intended to provide the same safety outcomes of traditional infrastructure delivery, the main difference being that they are constructed with more temporary materials.
- This enables faster project delivery and for the Government to review and adapt the operation of quick-build prototypes before formalising them with more permanent infrastructure.
- The Bowen Drive trial of a separated bicycle lane has demonstrated the challenges outlined above. Seed funding was provided as a strategic Road Safety Fund grant, however, complexities in project approvals and cost increases arising from the COVID 19 pandemic have led to delays in the project delivery. TCCS released a tender for construction in December 2023, with construction anticipated by April 2024.

#### **Annual review of non-urgent Fix My Street requests**

- Fix My Street is a crucial portal for the community to raise issues in the network. These are triaged with the most urgent safety issues receiving rapid response. Regrettably, the allocation of matter numbers may give the impression that all FMS requests will be addressed in turn. Not all non-urgent requests, such as path requests or bike parking can be met.

- TCCS is establishing processes to review non-urgent requests on an annual basis as part of its annual business case assessing these requests together and allocating resources more equitably and efficiently across the network.

### **3.1 Topic – Current active travel infrastructure delivery projects**

- Pedal Power will be interested in the status of projects currently in delivery (see below).

### **3.2 Policy position**

- At any one time, TCCS undertakes a large volume of active travel projects. These include infill of missing links, new paths, priority crossings, shared streets and quick build bike lanes.

### **3.3 Suggested talking points**

- The ACT Government is building the walking and cycling infrastructure our growing city needs by making it safer, accessible and more convenient.
- In addition, all projects with an intersection component will be designed with consideration to the Design Guide.

#### *Program update – key Active Travel Infrastructure projects:*

#### **Footpath maintenance and Civic pavers (Funding \$3.980m)**

- Total Capital funding allocated to the Path Maintenance project is \$3.980m. This will boost additional maintenance in Canberra's 3,190 kilometres strong path and cycle network. This is an increase in path maintenance funding, in addition to our existing path network repairs.
- This program will fix safety hotspots identified by the community and our city services teams that have recently undertaken a comprehensive path audit inspection. Additionally, Remediation works of pavers in Civic will be delivered by Roads ACT.
- A rolling program of design tender will see two design packages procured. The first package will be released in February 2024 and expected to be awarded April 2024. The second Design package is expected to be released in March and awarded in May.
- Construction packages will be tendered in June 2024 and construction is expected to be completed in June 2025.

#### **Lake Ginninderra path upgrades (funding of \$3m)**

- The ACT Government is upgrading paths around Lake Ginninderra with \$3 million invested to fund Stage 1 of works improve connections to the many playgrounds, picnic areas and parks located around the lake edge.
- This project will deliver path upgrades in John Knight Memorial Park and will seek to address the issue with unsafe pavers along Emu Bank outside the commercial precinct.

## OFFICIAL

- A tender for construction of the John Knight Memorial Park path works has been released and a feasibility study is underway to permanently address the unsafe pavers at Emu Bank.

### **Telopea Park (funding of \$0.494m)**

- The ACT Government is upgrading Telopea Park, the first stage of these works will focus on new lighting and landscaping works associated with a new asphalt path that formalises the desire line from Darling Street in Barton to Goose Street in Kingston.
- A Design package was put to tender in November 2023 and is expected to be awarded by February 2024. Design will be finalised through to July 2024 with construction tender and subsequent works to follow.

### **Wentworth Avenue, Canberra Avenue and Bowen Park to Kingston Foreshore (Funding \$2.6m)**

- This project will upgrade the shared path between Bowen Park and Cunningham Street.
- This will improve safety for walkers and cyclists between the City and Queanbeyan including along Eastlake Parade and at the intersections with Printers Way and Cunningham Street.
- A design tender is currently out to market to progress detailed design with construction tendering to follow in the second half of this year.

### **Road safety grant – Bowen Drive pop up cycleway**

- Currently a construction package for a “pop-up” cycle lane is out to tender. This pop-up lane will be constructed on the northern side of Bowen Drive. It commences at the King’s Avenue bridge overpass and finishes by Bowen Park. The construction package is expected to commence February 2024 and be completed by April of 2024 (weather permitting).

### **Key Studies and Preliminary Design & Feasibility and Design Hall and Civic (\$0.8m)**

- This Project will deliver identified critical active travel studies including feasibility and preliminary designs at selected priority missing links sites. As well as investigating possible Pop-up cycleways. It will also ensure that a continued pipeline of strategic network improvements can be undertaken through regular budget processes over the coming years.
- The project will deliver two separate feasibility and design packages:
  - Feasibility and preliminary designs of:
    - selected priority missing crossing sites such as: - Street priority crossing, Lake Burley Griffin principal route priority crossings, Civic/ City Crossings, Commonwealth Park Crossings (Parks); and
    - Offroad/ separated bike paths designs of: C8 missing link City Loop, Drive main route, Upgrade of C5 (principle) from Cotter Road to Mulley Street, Extension of the C7 Main Community Route (MCR) to Hall & Gold Creek Extension.

- A feasibility study that explores potential locations for Pop-up cycleways and pedestrian friendly environments in and around Canberra and make recommendations on these. The feasibility study is to explore approaches to typologies that could be applied in different situations and provide recommendations as to their viability. Typologies could include temporary shared streets, low cost/ temporary road dividers or semi-fixed materials.

#### **Infill lighting and missing community path links**

- In the 2023/24 budget more than \$1 million has been provided to fix missing links and gaps in the community path network where there is a need identified by the community. This includes investments in additional street lighting to promote safe and walkable neighbourhoods during all hours of the day.

#### **Active Streets and School Safety**

- This project continues the program of investments in infrastructure improvements to the path network to encourage walking and cycling. The 'Active Streets for Schools' program from 2018-2022 provided support to selected schools on a case-by-case basis to increase active travel participation by providing safer and easier access to and from schools.
- This project will deliver initiatives identified through the previous iteration of Active Streets project utilising existing detailed designs and tender document:
  - Melrose High School (children's crossing)
  - Yarralumla Primary School (children's crossing)
  - Melba Copland College (refuge island, traffic calming and line marking improvements)
  - Gordon Primary School (traffic calming treatments)
  - Canberra Grammar School (traffic calming treatments)
  - Canberra Girls Grammar School (children's crossing and footpath connections)
  - Macgregor Primary School (children's crossing and traffic calming treatments)
- The School Safety Program works with schools and ACT Government stakeholders to finalise a list of improvements that will require investigation, detailed designs, construction and superintendence through the project. These improvements will include a combination of:
  - Upgraded and new footpaths
  - Improved crossing facilities
  - Traffic calming devices (speed humps, refuge islands and line marking)
  - Additional bike storage facilities
  - Educational resources
  - Wayfinding stencils along popular footpaths leading to schools.

**Garden City Cycle Route – Stage 1 construction (\$10.4m over two years)**

- In the 2023-24 ACT Budget, the ACT Government matched the \$5 million committed by the Australian Government for detailed design and construction of the first stage of the route.
- This includes segments 1 to 4 being the connections between the City and Braddon from Cooyong Street, along Torrens and Ijong streets and along Angas Street to Majura Avenue.
- A Construction Tender was released in December 2023 and award is expected in March 2024.
- Detailed design of the other segments is progressing concurrently.

**Gungahlin Town Centre – Active Travel Final Sketch Plan (\$0.915m total)**

- Deliver detailed design of high priority links from the Feasibility Study completed in 2022.
- A tender for a design consultant was released in December 2023. Engagement of a consultant and commencement of design is expected in February 2024.
- Targeted and internal consultation is expected to commence in March 2024 with Final Sketch Plan and Tender documentation for some components finalised in February 2025.

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

- The Aged Friendly suburbs program to be delivered over four years will improve the footpath network and urban open space to make the suburbs of Reid, Chifley, Scullin, and O'Connor more age friendly.
- Construction commenced on package 1 (Scullin, Chifley and Scullin) in December 2023 and is expected to be completed in early February 2024. Package 2 (Reid) is expected to start and be completed in March 2024.

**From:** [STEEL](#)  
**To:** [TCCS Ministerial](#); [TCCS DLO](#)  
**Subject:** MIN RESPONSE: Letter to Minister Steel about Cycling Infrastructure Campaign  
**Date:** Wednesday, 7 June 2023 11:35:07 AM  
**Attachments:** [image001.png](#)  
[Pedal Power Letter to Minister Chris Steel - June 2023.pdf](#)

---

Hi team,  
Could we please get a min response?  
Thanks,

---

**From:** Simon Copland <executivedirector@pedalpower.org.au>  
**Sent:** Wednesday, 7 June 2023 11:08 AM  
**To:** STEEL <STEEL@act.gov.au>  
**Cc:** Littlejohn, Tahni <Tahni.Littlejohn@act.gov.au>  
**Subject:** Letter to Minister Steel about Cycling Infrastructure Campaign

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

[Learn why this is important](#)

Dear Minister Steel,  
Please see attached a letter from Pedal Power about our cycling infrastructure campaign, launched today.  
Kind regards,

**Simon Copland** | **Executive Director**

**Pedal Power ACT**

Ph: 02 6248 7995

Level 2 Griffin Centre, 20 Genge Street, Canberra City ACT, 2600

[www.pedalpower.org.au](http://www.pedalpower.org.au)



*Pedal Power is a not-for-profit association which advances the health and wellbeing of our community through the promotion of the safe and convenient use of bicycles and other pedal powered vehicles.*

*I acknowledge that I live and work on the land of the Ngunnawal people. This land has never been ceded and I pay respect to elders past and present.*

7 June 2023

Minister Chris Steel  
Minister for Transport, Roads and Active Travel

Dear Minister Steel,

I write to you to inform you of a campaign launched today by Pedal Power ACT, in conjunction with the Conservation Council ACT Region, ACTCOSS, Greater Canberra, Public Transport Canberra (PTCBR), Fyshwick Business Association, We Ride Australia, SEE Change, Canberra by Bike, The Braddon Collective, The Village of Hall and District Progress Association, and Living Streets Canberra.

We welcome the Government's active commitment to active travel, alongside the goals outlined in the draft active travel plan. However, we remained concerned that the finalised plan still has not been released, and that there remains no implementation plan, nor budget or timelines associated with achieving these goals.

With these concerns in mind, we twelve community organisations are calling on the ACT Government to release the finalised plan and commit serious money behind its implementation. As a top priority, we call on **the ACT Government over the next five years to:**

1. Build a connected, safe, and convenient cycle and active travel network, as proposed as priority two of the [ACT Government's \(draft\) Active Travel Plan](#).
2. Immediately improve, in consultation with Pedal Power and other cycling/pedestrian organisations, the proposed active travel network as part of the final draft of the Active Travel Plan **and** commit to conducting an annual review of the active travel network to add additional links to be constructed within a nominated time. Improvements should prioritise:
  - a. The identification and construction of missing links, such as Lonsdale and Mort Street in Braddon, the [Victoria Street path in Hall](#), and large missing sections in Weston Creek and Tuggeranong.
  - b. The construction of safe and convenient cycling and active travel routes to and from all Canberra schools, health facilities, town centres, and major public transport stops.
  - c. The conversion of on-road cycle lanes to be replaced by adequately protected, separated cycle lanes or cycle-only paths.
3. Commit to setting a target that at least 90 per cent of cycle lanes, shared paths, and footpaths be maintained in good condition, are compliant with anti-discrimination law and invest appropriate amounts of money to achieve this target.
4. Install raised pedestrian crossings at all road crossings (not protected by traffic lights) on

principal cycle and active travel routes, and a firm commitment to retrofit busy town-centre intersections in accordance with the recently published [draft design guide](#).

5. Invest to build a series of bike cages or other secure, covered bike and travel device parking facilities and other end-of-trip facilities in each of Canberra's town and groups centres.

We have launched this campaign today with a petition in the lead up to the ACT budget, which has already received over 250 signatures:

[https://docs.google.com/forms/d/e/1FAIpQLScbHqMv3CNrI4JSJ7UOOp-4qkHZNd9B1nO\\_Djoc2xGhEI90w/viewform](https://docs.google.com/forms/d/e/1FAIpQLScbHqMv3CNrI4JSJ7UOOp-4qkHZNd9B1nO_Djoc2xGhEI90w/viewform)

We look forward to hearing a response to our specific demands and to the opportunity to discuss these issues at our next meeting, scheduled for the 5<sup>th</sup> of July, 2023.

Kind regards,

Simon Copland  
Pedal Power Executive Director.

**Transport Canberra and City Services**

<b>To:</b>	Minister for Transport and City Services	<b>Tracking No.:</b> 2023/01623
<b>Date received in MO:</b>	24/07/2023	
<b>From:</b>	Executive Branch Manager, Strategic Policy and Programs	
<b>Through:</b>	Director General Deputy Director General, Transport Canberra and Business Services	
<b>Date of Meeting:</b>	Thursday, 27 July 2023	
<b>Time of Meeting:</b>	1:30 – 2:00pm	
<b>Location of Meeting:</b>	Minister's Office	
<b>Subject:</b>	Meeting with Pedal Power	

**Purpose of the meeting**

You are meeting with the Chief Executive Officer of Pedal Power, Simon Copland to discuss their campaign seeking the acceleration of the implementation of the draft Active Travel Plan and accelerated additional investments in active travel infrastructure.

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

<b>Purpose of the meeting:</b>	An agenda and background information on each discussion item is provided below.
<b>Attendees:</b>	Simon Copland, CEO Pedal Power
<b>Directorate representative required:</b>	Sophie Clement, Executive Branch Manager, Infrastructure Delivery Anne Napier, A/g Director, Road Safety and Active Travel
<b>Day / date:</b>	Thursday 27 July 2023
<b>Time:</b>	1:30 – 2:00pm
<b>Venue:</b>	Minister’s Office
<b>Background:</b>	<p>You last met with Simon Copland in February 2023 after he commenced his role as CEO in late 2022. Mr Copland and Pedal Power are members of the TCCS Bicycle Advisory Group.</p> <p>This year, Pedal Power has sustained a public campaign for improved cycling infrastructure on issues such as lowering the default speed limit, highlighting specific issues in the active travel network and calling for increasing the proportion of government funding devoted to active travel.</p> <p>On 7 June, Pedal Power, wrote to you informing you of their new campaign and petition calling for accelerated implementation of the Active Travel Plan (the Plan) over the next 5 years (<u>Attachment A</u>). The campaign is being run in collaboration with other advocacy groups.</p> <p>These campaigns have increased correspondence from the community, requiring the attention of the team responsible for finalising the Plan and draft Design Guide for Urban Intersections (the Guide).</p>
<b>Discussion:</b>	<p>This meeting has been requested to discuss the Government’s response to the recent campaign and petition which calls for specific project budget commitments and detailed implementation timing to deliver on the intent of the Plan.</p> <p>You requested a briefing addressing each of the items in the petition separately which has resulted in some overlap. An additional discussion item at 1.1 – 1.3 is provided which takes a more holistic view of the network envisaged by the Plan than the focus of the petition, which focuses on a network of fully separated paths.</p>
<b>Consultation internal:</b>	Strategic Policy and Programs; Infrastructure Planning; Infrastructure Delivery; Roads ACT
<b>Cross directorate:</b>	N/A
<b>External:</b>	N/A
<b>Media implications:</b>	N/A
<b>Speech:</b>	N/A

## Items to be discussed.

### 1.1 Holistic active travel strategic policy and implementation approach

- Pedal Power and other advocacy groups claim that the Government’s approach for improving active travel is insufficient for a transformative increase in participation:
  - budget allocations for active travel remain too low;
  - delivery of committed projects is piecemeal, without a focus on retrofitting existing infrastructure; and
  - implementation is too slow.
- In the recent public consultation on the Guide, several submissions reiterated this feedback.
- Pedal Power, other key stakeholders and the broader public that have participated in these processes and continue to be highly supportive of the Government’s intent.

### 1.2 Policy position

- The Government is committed to delivering the Plan and the Guide by the end of 2023.
- On 16 June 2023, the ACT Government announced an investment of more than \$26 million in the upcoming 2023/24 Budget for upgrades to Canberra's walking and cycling network (Attachment B).

### 1.3 Suggested talking points

- As you are aware, the Active Travel Plan sets the strategic policy for the Government’s approach to active travel provision. The Plan is one of the key policy tools that set the direction – it is a starting point for the new, multimodal planning era.
- This policy reflects a significant shift to a multi-modal approach to transport planning and policy following from the ACT Transport Strategy 2020.
- The Plan and the Guide will take time to integrate across the entire infrastructure delivery process, and network improvements will be progressive.
- We are committed to exploring and implementing new ways of using our existing road and path network for increased active travel participation.
- While this will include dedicated infrastructure, especially along principal routes and community routes, we are also focussed more broadly on how local streets can be reimagined and repurposed for more diverse activities.

- TCCS will progressively make training available to ensure that practitioners have the relevant skills to effectively implement our strategic policy aims.
- As we continue to trial and explore new approaches, I encourage Pedal power and other groups to continue working with the Government on translating that vision into practice.

**2.1 Petition item 1: *Build a connected, safe, and convenient cycle and active travel network, as proposed as priority two of the ACT Government's Active Travel Plan.***

- Pedal Power broadly supports the ACT Government's approach as outlined in the Plan, however it is advocating for delivery within the next 5 years.
- The active travel investments for 2023/24 have been shaped to support the Active Travel Plan and initiatives to improve the existing network through:
  - increasing the funding for community path maintenance.
  - investments in new principal path network.
  - development of design for Gungahlin Town Centre principal path community network.
  - dealing with community initiated missing links.
  - key studies along the strategic path network and addressing the active travel behaviour through the change campaign in addition to the improvements to the lighting along identified routes.
- Budget commitments for 2023/24 are in an excess of \$26 million over 4 years.

**2.2 Policy position**

- The Government is committed to the roll-out of both permanent infrastructure and use of temporary infrastructure that rapidly deploys a more complete network and to meet, and stimulate, demand.
- The Plan commits the Government to progressively converting on-road cycle lanes on priority routes to separated cycleways.
- The Government has previously committed to public consultation to explore lower speed limits in certain areas, include a new default local speed limit of 40 km/h.
- The expansion of the Slower Streets program which works with local communities will support local priorities for active travel.
- Commitments in the 2023-24 budget are at [Attachment B](#).

**2.3 Suggested talking points.**

- The ACT has a substantial legacy network of separated paths and quiet suburban streets that are suitable for active travel, while retrofitting car-centric design remains a strategic challenge.

- The Government will continue to develop a continuous stream of investments that include feasibility studies, planning, building and maintenance of the path network.
- Current and anticipated projects will be delivered based on best practice design principles, and we will continue to actively engage with Pedal Power and the community.
- It is not practical, nor desirable to provide separated infrastructure everywhere. The Plan envisages new approaches to make street activity in local neighbourhoods slower, quieter and safer thereby extending the network beyond the main separated routes.
- Temporary infrastructure treatments that provide immediate network improvements will be a key part of future implementation projects. The Government is committed to testing and prototyping different approaches across the network to ensure that these projects are effective when they are made permanent.

**3.1 Petition item 2: *Immediately improve, in consultation with Pedal Power and other cycling/pedestrian organisations, the proposed active travel network as part of the final draft of the Active Travel Plan and commit to conducting an annual review of the active travel network to add additional links to be constructed within a nominated time.***

- Pedal Power has asked for a committed implementation strategy, including specific project timelines, and a dedicated review process for the Plan's proposed strategic active travel network, to track progress.
- They have also noted the importance of ongoing public engagement to inform and prioritise this delivery.
- The development and implementation of the active travel network is an ongoing process. Plans will be revised regularly and improvements, in consultation with the community, will be prioritised based on strategic need.
- Infrastructure projects currently under development are available online [<https://www.cityservices.act.gov.au/Infrastructure-Projects>]

**3.2 Policy position**

- The Plan outlines the Government's commitment to improve active travel access across the ACT. This includes:
  - identification of priority walking areas and linkages between town centres.
  - providing community access to all public transport, facilities and destinations.
- The Government is committed to improving access and safety along local routes to schools, including through the Ride or Walk To School program that prioritises key routes for future improvements.
- Annual review of investment priorities is through the budget process.

### 3.3 Suggested talking points

- The Plan was released for public consultation in 2022, and consultation on the Guide was conducted in May 2023. TCCS is continuing to incorporate public feedback and is committed to finalising and releasing the Plan and the Guide by the end of this year.
- These documents set the strategic ambitions and principles rather than the implementation approach, and as such these principles are unlikely to shift quickly over time. As they set thematic rather than specific goals, there is no set timing commitment for review.
- Public engagement and feedback have been instrumental in shaping the Active Travel Plan and the Cycle Network Map, and the draft Design Guide for Urban Intersections.
- The Cycle Network Map released as part of the public consultation was developed based on regional consultations with Pedal Power members in 2018 and Fix My Street path requests since that time.
- The specific priorities raised in the petition (2a-c) are all included in the cycle network priority list and will be subject to review every year alongside all requests from the community.
- The commitments to infrastructure improvements raised in the Pedal Power submission have been addressed through the projects:
  - for Garden City (Lonsdale/Mort Street).
  - feasibility for the Weston Creek missing link as part of the 2023-24 budget submission.
  - the Victoria Street (Hall) updates will be addressed as part of the following year budget submission.
- Pedal Power is encouraged to meet with TCCS to discuss priorities prior to making budget submissions and with any specific ideas for better collaboration. Identification and construction of missing links.

#### **4.1 Petition item 3: *Commit to setting a target that at least 90 per cent of cycle lanes, shared paths, and footpaths be maintained in good condition, are compliant with anti-discrimination law and invest appropriate amounts of money to achieve this target.***

- The Plan outlines the Government's commitment to improving maintenance and upkeep of the existing network.
- The primary focus of path maintenance program is to reduce the risk of injury for path users by addressing hazards, while the maintenance works in general aims to maximise path asset's safe and useful life.

- For path users, maintenance can be a key impediment to safe and comfortable movement.

#### 4.2 Policy position

- A key action in the Plan is to 'enable more people to take up active travel. This means making it safer, accessible, more convenient and more pleasant to choose walking, cycling and other types of active travel- whether for commuting, recreation or social activities'.
- The Plan sets one of its key priorities as 'a better connected and maintained walking and cycling network.
- Ongoing climate events have led to increased degradation of the path network and heightened the need for resilience and sustainability in dealing with maintenance and condition data.

- [REDACTED]

#### 4.3 Suggested talking points

- Community satisfaction with the maintenance of Canberra's active travel infrastructure has been around 88% for the last few years (TCCS annual community survey).
- Community path asset base has been constantly growing and as of 30 June 2022 TCCS managed 3,190 kilometres of paths. Concrete paths make approximately 87% of the community path network (mainly local or access links). The remaining 13% comprise of asphalt paths mostly on a 'principal' and 'main' community routes.
- The primary focus for community path maintenance program is to reduce the risk of injury by addressing the safety hazards. TCCS are also responsible for sweeping and management of the encroaching vegetation on the public land.
- Path defects are associated with community enquiries through Access Canberra, they are grouped spatially across ACT suburbs and the work may include replacing path panels, driveways, kerbs and gutters, and pram ramps.

#### **5.1 Petition Item 4: *Install raised pedestrian crossings at all road crossings (not protected by traffic lights) on principal cycle and active travel routes, and a firm commitment to retrofit busy town-centre intersections in accordance with the recently published draft design guide.***

- Raised pedestrian crossings and priority crossings have been gradually installed when retrofitting Principal community routes in instances where they cross major collector roads.

- TCCS will work with other agencies to ensure the involvement by the developers in providing appropriate community infrastructure including raised priority crossing along the important connections through town centres (C4- principal Community route in Woden).
- There are no immediate commitments to retrofit all intersections with the proposed draft design. The priority will be given to implementing the MIS 05 and priority crossings along the alignment of the Principal Community Routes.

## 5.2 Policy position

- Municipal Infrastructure Standards – active travel infrastructure 05 provides that these routes be fitted with raised priority crossing treatments.
- TCCS has been progressively implementing these over the last few years and will continue to do so.
- Other locations for priority crossings on the principal community routes will be identified based on the multi criteria analysis usage and importance.
- There are no immediate plans to undertake a review of all existing intersection treatments. New projects with this specific treatment will be informed by the implementation plan and strategic network priorities.

## 5.3 Suggested talking points

- The principal network is fundamental to implementing the Government's vision for increased active travel participation, and it is important to prioritise safer infrastructure treatments along this network.
- TCCS is committed to prioritising the inclusion of raised priority crossings at all unsignalised road crossings along the principal network. Final design choices are based on context, including local traffic conditions and access, which can also shift during implementation.
- The budget submission for 2023-24 considers priority crossings along the Lake Burley Griffin principal community route, Garden City principal community route and will be placing forward a list of potential priority crossings along popular and frequent principal community routes identified by the community.
- TCCS will also review its implementation and governance approach to ensure that infrastructure design, delivery and handover processes are consistent with strategic policy.

**6.1 Petition item 5: Invest to build a series of bike cages or other secure, covered bike and travel device parking facilities and other end-of-trip facilities in each of Canberra's town and groups centres.**

- The Plan outlines the importance of infrastructure that complement the active travel network, including suitable and secure bicycle parking.
- Access and security of parking can be an impediment to riding, and opportunities are actively considered to increasing and improving the provision in town and group centres.
- Priority 4 of the Plan is about 'making active travel and bicycle parking easier'.

**6.2 Policy position**

- There is a commitment to providing secure bike cages in all town centres and developing new access passes for secure bike parking without the need to demonstrate public transport use.
- The new End of Trip Facilities Code was finalised in 2022. All new non-residential developments or substantial redevelopments will be required to meet minimum requirements for bicycle parking. This will include guidance on the type of facilities and minimum requirements depending on the location and type of building.

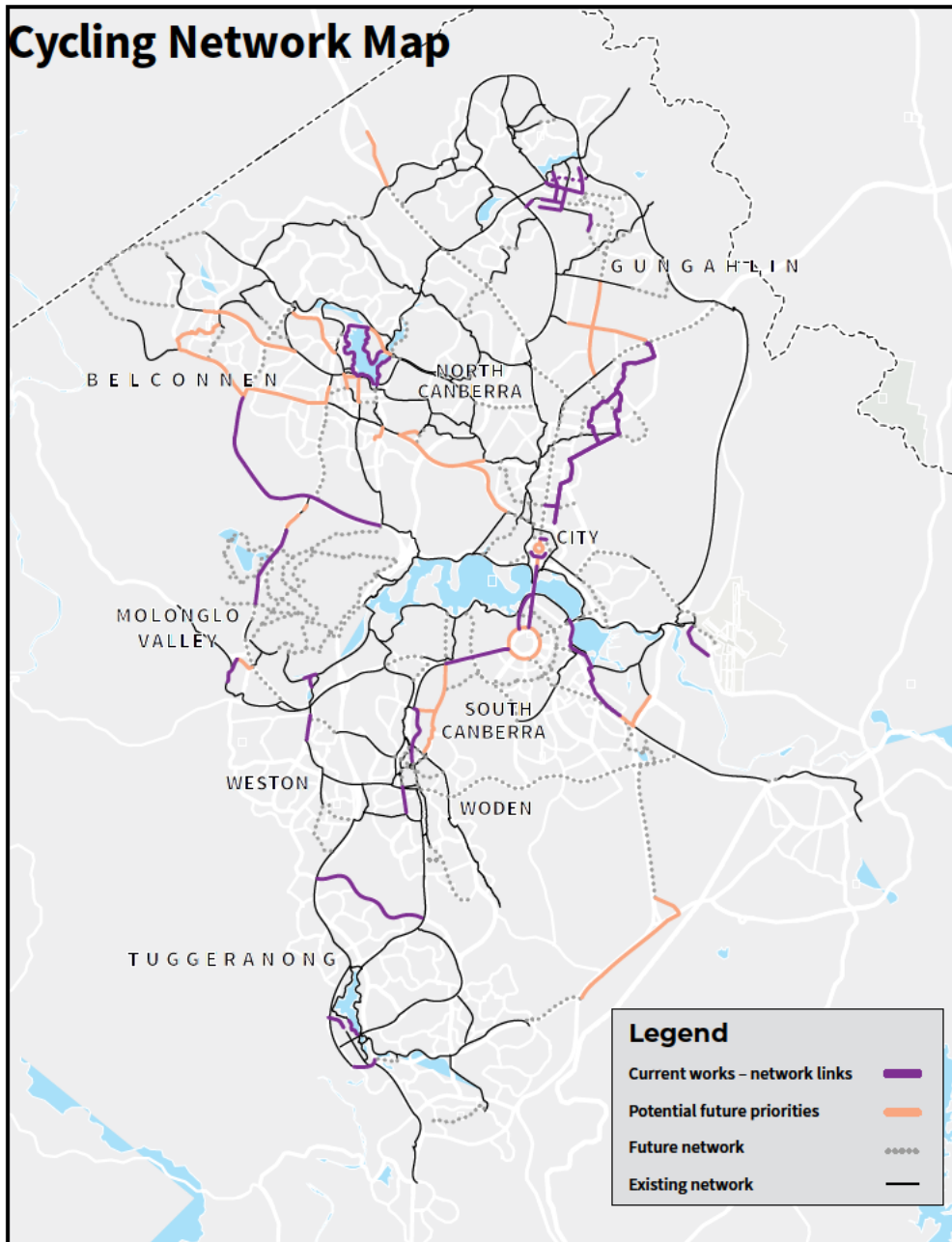
**6.3 Suggested talking points**

- TCCS is exploring options for converting existing secure facilities, some of which are located in town and group centres.
- TCCS and EPSDD will work with developers to implement the requirements of the new End of Trip Facilities Code.

The ACT Budget 23-24 includes a number of measures directed at active travel infrastructure investment both permanent, temporary and shared. The commitment of over \$26 million includes:

- \$10.4 million to fund Stage 1 of the Garden City Cycle Route which will run through Watson, Downer, Hackett, Dickson, Ainslie and Braddon through to the city cycle loop on Bunda and Allara Streets.
- More than \$5 million will boost additional maintenance in Canberra's 3,190 kilometres strong path and cycle network. This is an increase in path maintenance funding, in addition to our existing path network repairs.
- This program will fix safety hotspots identified by the community in the public consultation and our city services teams that have recently undertaken a comprehensive path audit inspection.
- Upgraded paths around Lake Ginninderra with \$3 million invested to fund Stage 1 of works improve connections to the many playgrounds, picnic areas and parks located around the lake edge.
- \$2.6 million is being invested to upgrade the shared path between Cunningham Street and Bowen Park, Kingston.
- \$2.4 million investment in supporting infrastructure to make the road and path network around our schools safer and easier to get around.
- \$785,000 in communications activities to strengthen safety for vulnerable road users and encourage uptake of active travel amongst school students.
- \$2.1 million will include funding for the following feasibility and design initiatives, including pop-up cycleways, across the ACT.

# Cycling Network Map



**Transport Canberra and City Services**

**To:** Minister for City Services

Tracking No.: C2024/00087

**Date received  
in MO:** 31/01/2024

**From:** A/g Executive Branch Manager, Infrastructure Delivery

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

**Date of Meeting:** Thursday, 1 February 2024

**Time of Meeting:** 11:00am to 12:00pm


**Location of  
Meeting:** Kynefin Cafe - 2-4 Victoria Street Hall, ACT

**Subject:** Meeting with Village of Hall and District Progress Association

**Purpose of the meeting**

To meet with the Village of Hall and District Progress Association to discuss issues of concern within the Hall district.

Minister's Feedback

<b>Purpose of the meeting:</b>	<p>To meet with Robert Yallop AM to discuss projects of concern within the Hall community.</p> <ul style="list-style-type: none"> <li>- The development of appropriate storm water drainage infrastructure.</li> <li>- The establishment of a safe cycle and pedestrian pathway route from the Barton Highway to Hall Village.</li> </ul>
<b>Attendees:</b>	<p>Robert Yallop AM, President, Village of Hall and District Progress Association  Rebecca Vassarotti MLA, Member for Kurrajong</p>
<b>Directorate representative required:</b>	<p>Sophie Clement, EBM Infrastructure delivery TCCS  Owen Earl, Senior Director Infrastructure Planning</p>
<b>Who will meet you (include mobile):</b>	<p>Kynefin Cafe 2-4 Victoria Street Hall, ACT  Sophie and Owen will meet you onsite</p>
<b>Day / date:</b>	<p>Thursday, 1 February 2024</p>
<b>Time:</b>	<p>11:00am to 12:00pm</p>
<b>Venue:</b>	<p>Kynefin Cafe 2-4 Victoria Street, Hall, ACT</p>
<b>Where to park:</b>	<p>Parking is available outside Kynefin Café both on Gladstone Street and Victoria Street</p> 
<b>Background:</b>	<p>A letter was provided to Minister Steel at the beginning of 2022 at Attachment A informing of storm water issues recognised due to the large amount of rainfall.</p> <p>A response was provided (Attachment B) through the Milligan MLA office outlining TCCS' response to the issues noting that in February 2022 TCCS offices inspected the condition of the roads and stormwater network. Representatives from stormwater maintenance then attended again in March 2022 to discuss the best way moving forward to resolve the stormwater issues noting the nature of the heritage status of the area.</p> <p>Mr Yallop wrote to the Ministers Steel's office to follow up in April 2022 noting 'the fundamental requirement to establish</p>

appropriate storm water infrastructure remains' letter at (Attachment C). This was responded to notifying that TCCS were currently engaging a suitable contractor to complete a detailed flood analysis and to provide mitigation options to improve stormwater in Hall (Attachment D).

A letter was sent from the Milligan MLA office requesting figures for the maintenance of Hall. The letter also referred too if there were any Government assessments and reports about storm water infrastructure undertaken and completed with the past 15 years. This was responded to identifying community consultation would be conducted with the Village of Hall and District Progress Association to help inform of future works.

A separate letter from the office of Michal Pettersson MLA was provided to Minister Steels office in November 2022 requesting a bike path to be constructed along Victora Street connecting this too the Barton Highway (Attachment F). It was noted in the response that this has not been identified as an 'immediate priority' and it would be assessed against existing and new requests logged (Attachment E).

Correspondence was then received in October 2023 requesting the reassessment of a safe cycle path from the Barton Highway to Hall Village (Attachment F). This was responded to by the Steel office noting that the main community route had been identified as along Victoria Street and that this was part of the future City to Hall share path network and that further consultation would be conducted with representatives from the Hall Association regarding potential improvements to the path/cycle network.

## Items to be discussed

### 1.1 The development of appropriate storm water drainage infrastructure

The Village of Hall and District Progress Association has been in contact with Minister Steel and TCCS in recent years raising issues with the stormwater in Hall Village. TCCS has undertaken multiple site visits, conducted a survey of Hall residents on stormwater issues and undertaken works to address urgent and immediate issues.

Further stormwater improvement works are required across the village to improve the existing stormwater system's capacity, improve community safety, improve property protection, and improve road access for emergency services vehicles during storm and flood events. Recent developments in Hall have seen an increase in impervious areas within the Hall catchment, this has increased the volume of stormwater runoff required to be collected and conveyed by the current stormwater network. This coupled with no recent significant upgrade works, has caused drainage issues with a continual increase in scouring and flooding experienced in the Hall Village.

### 1.2 Policy position

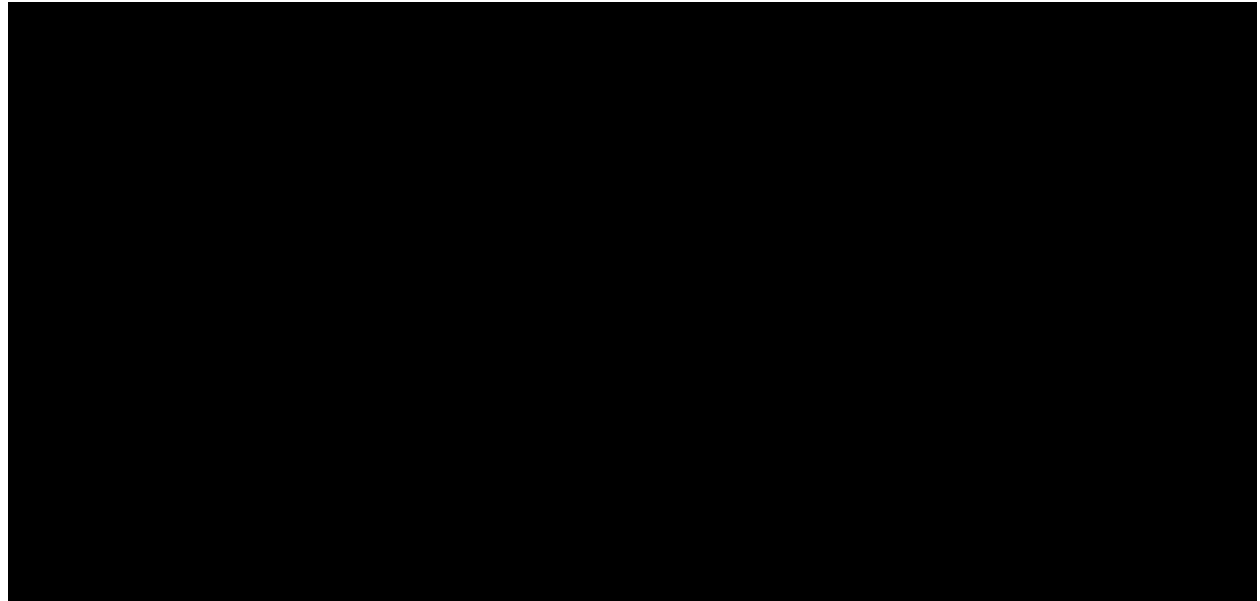
#### Stormwater study - 2022

- In 2022 TCCS commissioned an engineering consultant (SMEC) to investigate the issues and prepare a flood modelling study and Preliminary Sketch Plans (PSP) for improvements to the stormwater management in Hall Village.
- Two main stormwater conveyance issues were investigated by SMEC:
  - I. Scouring of laneways during frequent and rare events, and
  - II. Drainage problems and flooding of affected properties during frequent and rare events.
- This preliminary advice responded to issues raised by the Hall Village community on stormwater issues and localised flooding following significant rainfall events. It included a survey conducted by TCCS – refer *item 1.4* below for the survey results.
- The Preliminary Sketch Plans included design options and a high-level cost estimate of approximately \$6.0 million was provided as part of the report. Noting these figures were preliminary in nature and subject to change.

#### 2023-24 Budget funding for Option study and detailed design

- In 2023-24 \$0.494 million funding was allocated under a shared funding arrangement with the Commonwealth Government under the Disaster Relief Fund for the **Canberra Avenue and Hall Village: Option study and detailed design**.
- This funding will see the delivery of detailed design documentation for stormwater improvements in the Hall Village. This will include further community consultation

with the Village and the Ginninderra Catchment Group and planning approvals including heritage approvals and a Development Application (DA).



### 1.3 Suggested talking points

#### 2023-24 – Hall Village stormwater detailed design update

- TCCS has progressed development of the detailed design with procurement of a specialist consultant expected to be complete in March 2024.
- Once engaged, the consultant will work with TCCS to develop the Preliminary Sketch Plans through to detailed documentation. Detailed design will include more accurate cost estimates that can be used to inform future budget processes.
- This stage includes seeking required approvals including heritage, environment and a Development Application (DA).
- Once the consultant is engaged and timeframes for stages of work are known, further consultation will be organised with the Hall Village Community Association and relevant community members.

#### Consultation – detailed design

- In November 2023, the TCCS Project Manager had a phone call with Robert Yallop, President of the Village of Hall and District Progress Association. An indicative program going forward, and the status of the design was discussed.
- TCCS will meet with the local residents of the Hall Village with the consultant, once they are engaged. This will likely occur in May 2024 to provide an update on the status of the design and seek feedback from impacted residents and stakeholders.
- TCCS will continue its ongoing engagement with the local community as the design develops to ensure the intended outcomes are achieved.
- Project information will be provided on the TCCS website.

#### Heritage considerations

## OFFICIAL

- Hall Village has Heritage status in the ACT and as such ensuring the design is consistent with heritage requirements of the Village is critical to maintain the ‘*Conservation of the Hall Village precinct*’.
- The Village of Hall Masterplan was developed in 2002 to identify the significance and the uniqueness of the village. The masterplan establishes strategic directions and buffers to protect the village and its surrounds from inappropriate development, which may affect the heritage value, cultural landscape, and visual setting of Hall Village in the future.
- In principle agreement for proposed design works in the Hall Village was provided by the ACT Heritage Council in May 2023. TCCS will continue to liaise with ACT Heritage for the duration of the design project to ensure integrity of the heritage values of the Hall Village is maintained and to support approval of the works.

### Other Approvals:

- In addition, environmental and approval from utility and service authorities will also be required (depending the impact these works are likely to have on the local environment and its impact on services in the area) as part of the design development and development approval process.

### Maintenance prior to completion of upgrade

- In the interim, Roads ACT will continue to undertake repairs and regular maintenance activities in the public areas of Hall.
- Over the last 18 months Roads has undertaken ‘reshaping’ of swale drains on some Hall roadsides to assist with the movement of water during heavy rain events.
- In recent months, Roads ACT has been required to complete minor repairs to some Hall stormwater assets in response to storm events. The need for repairs in Hall was significantly less than other areas of Canberra impacted by these events.
- State Emergency Service (SES) also provide assistance and support to undertake clean up after a major storm.

## 1.4 Survey results – August 2022

In August 2022, TCCS undertook an online survey (Hall Stormwater) for local residents to provide feedback on flooding related issues in the Hall Village. A total of 35 responses were received. Breakdown of survey questions and results (*italics*) below. These results were provided to the consultant.

Does your block's stormwater drainage discharge directly to your adjoining laneway?

***A – Yes (11), no (20), unknown (4)***

Does your block experience flooding issues from your laneway?

***A – Yes (24), no (8), unknown (3)***

How often do you use the laneway with a vehicle?

***A – Never (8), once a day(16), once a week(6), or once a year (5)***

How frequently does your block or laneway experience flooding?

***A – N/A (4), 31 responses indicated at least once a year with the bulk of responses indicating flooding occurs multiple times/year***

### **1.1 The establishment of a safe cycle and pedestrian pathway route from the Barton Highway to Hall Village**

- The Hall Progress Association have advocated for priority to be given to delivering a safe shared path connection from the Barton Highway to the Hall Village.
- Hall Village has no formally defined path connecting to the broader Canberra region.
- In 2018-19 EPSDD upgraded the Centenary Trail to provide a safe off-road connection for this section of the trail from the Barton Highway to Hall Village. This is a recreational mountain bike and bush walking specific trail that utilises a dirt surface and a series of small bridges for water crossings. As this is a recreational trail only it does not cater for cycle commuters.
- There is a strong community advocacy and representation from the Hall Village requesting a formalised walking and cycling path from Gladstone Street along Victoria Street (Hall) to the Barton Highway and terminating at the end of the C7 Community route at Edie Place, an approximate distance of 3.6km.
- The community is advocating for safe cycle and pedestrian path access to Hall Village *‘along a sealed shoulder or the rough scraped dirt track that is unsuitable for anything other than off-road bicycles and is often muddy and flooded in wet weather.’* This requires feasibility and preliminary design for route alignment, safe crossings, and safe path connectivity.

### **1.2 Policy position**

#### *Feasibility study and concept design*

- In response to this request, TCCS has allocated \$100,000 for a Feasibility study and concept design for a shared path to Hall Village along Victoria Street and Barton Highway.
- This funding will fulfil the commitments given to the Hall Progress Association last year to investigate options for a commuter cycle path connecting Hall to the C7 community network.
- The feasibility study will undertake site investigation and design studies to consider design options for a new shared path from Victoria Street in Hall along the Barton Highway past Clare Hermes Drive and finalising at the start of the dedicated C7 cycle path at Edie Payne Street (total length approximately 3.6km).
- This is a highly constrained corridor with many trees and not overly wide, the feasibility will consider options within this constrained environment.

Next steps after completion of feasibility and concept design

- TCCS will prepare a Business Case for the 2024-25 Budget cycle to complete detailed design. This will produce a set of construction ready documents and accurate cost estimates to support seeking funds for construction.

Canberra Centenary Trail

- As detailed above, the unsealed track along Victoria Street is part of the Canberra Centenary Trail. It was formalised in 2018-19 to provide safe off-road access for this section of the Trail.

## 1.2 Suggested talking points

Project update

- A public tender will be released in February 2024 for the feasibility and concept design of the shared path to connect Hall Village to the shared path on the Barton Highway. The proposed path will extend down Victoria Street and connect to the existing cycle network at Edie Payne Close.
- This work is planned to be completed in the second half of 2024.
- The establishment of a sealed path along this route is a significant undertaking, most likely requiring the removal of mature trees, or an alternative alignment to build it to the required standard.

## 1.3 Communication and Safety during Construction:

- The Hall Village community will be engaged during the feasibility and design options stage to ensure their views and local knowledge inform the proposed response.
- The project is currently in the planning and procurement phase. A communication plan is in development to support engagement with the Hall Village community during the feasibility and design stage.



**Village of Hall and District Progress Association Inc.**

PO Box 43

Hall ACT 2618

[www.hall.act.au](http://www.hall.act.au)

**President:** Robert Yallop.

Mr Chris Steel MLA  
Minister for Transport and City Services  
ACT Government  
GPO Box 1020,  
Canberra, ACT 2601

14 January, 2022

Dear Minister Steel,

The wetter than usual conditions over the last eighteen months, including severe and torrential rain, have seriously exacerbated a chronic issue of storm water draining and the condition of the laneways in Hall Village. Urgent attention is needed to address storm water drainage and laneway destruction.

Almost twenty years ago, in May 2002, the ACT government Hall Master Plan identified various issues to be addressed including "Some back lanes being washed away in heavy rain! Eroded and washed-out lanes are difficult to use". The specified response of the ACT government was to "Review state of repair and establish an improvement program".

Some fourteen years ago, in 2008, the laneways in Hall were for the first time named and the Village of Hall and district Progress Association was advised by the ACT government that, with naming, the laneways become "streets" and, as such, would be treated and maintained in the same way as any other street in the ACT. This means that motorists should be able to drive safely from one end of each lane to the other and not have to contend with ruts, holes, shrubs and other impediments.

In 2017, the Village of Hall and District Progress Association further raised the concern of stormwater drainage and laneway destruction with the ACT government in a submission to Better Suburbs.

Numerous requests have been made by Hall residents for action on stormwater drainage and the parlous condition of the laneways over many years, including through the Fix-My-Street platform.

Sadly, other than some sporadic storm water drain clearance, there has been no action by the responsible area in your TCCS department to address the fundamental issue of storm water drainage in Hall village.

The amount of gravel that has been washed from the laneways onto Gladstone, Loftus and Hoskins Streets in Hall is now presenting a serious safety issue to cyclists, pedestrians and motorists.

The Village of Hall and District Progress Association respectfully requests your urgent attention to arrange for the relevant ACT government authority to work with the Progress Association on the assessment, design and completion of appropriate works on storm water infrastructure, particularly in the laneways, of Hall Village consistent with the Hall Precinct Code dated 4 October 2013.



**Village of Hall and District Progress Association Inc.**  
PO Box 43  
Hall ACT 2618  
[www.hall.act.au](http://www.hall.act.au)  
President: Robert Yallop.

---

The attached photographs give some indication of the concern.

Please advise us as soon as possible what action the ACT government will take to address this serious risk to road safety.

Yours faithfully,



Robert D Yallop AM  
President

cc: Mr Andrew Braddock, Ms Leanne Castley, Mr James Milligan, Ms Suzanne Orr,  
Mr Michael Pettersson



Cricketers' Lane, Hall



Gravel washed onto Gladstone Street



**Chris Steel MLA**  
Minister for Transport and City Services  
Minister for Skills  
Special Minister of State  
  
Member for Murrumbidgee

---

Mr James Milligan MLA  
Member for Yerrabi  
ACT Legislative Assembly  
London Circuit  
CANBERRA ACT 2601

Dear Mr Milligan

Thank you for your email about stormwater issues in Hall.

The ACT Government recognises the importance of improving stormwater infrastructure to provide efficient and safe stormwater conveyance and quality in the ACT. The ACT Government is working to ensure that existing systems continue to operate as required and is responsive to changing climate and storm events. This is a significant undertaking that needs to be approached strategically, which involves assessing and prioritising requests.

On 15 February 2022, officers from Transport Canberra and City Services (TCCS) attended the area to inspect the condition of the road and stormwater network. Due to the heritage significance of Hall, the Guidelines declared under Part 5 of the *Heritage Act 2004* apply, “Existing laneways shall be retained as trafficable areas for vehicles and/or pedestrians, and should retain an unformed edge – without kerbing. Laneway surfaces should remain unsealed”. Due to this, the unsealed road surface itself conveys stormwater runoff to grassed swales or shoulders at the rear and/or front of properties.

Representatives from Stormwater Maintenance, City Presentation and Road Maintenance met on 4 March 2022 to discuss the best way of resolving the drainage issues in line with the heritage status of the area. It was agreed that the best short-term solution was to regrade the unsealed lanes, which was completed on 8 March 2022.

Thank you for raising this matter. I trust this information is of assistance.

Yours sincerely

Chris Steel MLA  
Minister for Transport and City Services  
1 April 2022

---

ACT Legislative Assembly London Circuit, GPO Box 1020, Canberra ACT 2601



+61 2 6205 1470



steel@act.gov.au



@ChrisSteelMLA



chrissteellabor



chrissteelmla



Village of Hall and District Progress Association, Inc.  
 PO Box 40  
 Hall, AL 35895  
 email: [info@hall-ed.org](mailto:info@hall-ed.org)  
 President: Thomas Taylor, AM

web: [www.hall-ed.org](http://www.hall-ed.org)

Mr. Carl's Snow, MLA  
 Member for Transportation City Services  
 ALI Office #0006  
 TPO Box 1020  
 Gadsden, AL 35891

12 April 2022

Dear Mr. Snow:

Thank you for your attention to Hall's roadway file #4 January request for the Village of Hall and District Progress Association to urgently address storm water drainage in Hall. The Association is grateful that the immediate street issues of storm and gravel on the roads, particularly Gadsden St, were decided in early March with the short term grading of four street lanes. Unfortunately, the regressed material is being blowing to wash out of the drainage ditches.

Already, the fundamental intention to establish appropriate storm water management remains.

The Association and the Village Board DOOR were requested the completion of the 40-00-0000 storm water network in Hall on 14 February meeting done with the Progress Association. The first level of the contract with you. Similarly, no request was made from the Progress Association by the request letter of 15 February Maintenance, City Presentation and other Meetings where they had requested to discuss the best way of resolving the drainage issue.

In light of the requests and discussions of the Village, the Progress Association is again requests:

- A study and proposal to measure the system by technically qualified and local level consultant
- The design of a full storm storage and water storage system to address the current and future needs of Hall Village including 1112 in existing roadway and several of storm water parking from global storage and collection with the potential of the old Main Post Mail Office and the old Fire Station (see attached for details)
- The inclusion of storm water funding in the ALI presentation Budget for the full completion of all roadway work for storm water storage and small drainage system including identified works on the roads, etc.
- It shall be the responsibility and coordination with the Village of Hall and District Progress Association with the Village of Hall and District Progress Association and the Village of Hall and District Progress Association.

[Redacted signature area]

Sincerely,  
 President

cc: Mr. Andrew De Jure, Ms. Leanne Givens, Mr. Carter Midgett, Ms. Barbara Orr, Ms. Morgan Patterson

## Evans, Meaghan

---

**From:** STEEL  
**Sent:** Wednesday, 19 January 2022 1:28 PM  
**To:** TCCS\_Ministerial  
**Cc:** TCCS\_DLO  
**Subject:** MIN RESPONSE- Milligan- Storm water drainage and laneway destruction in Hall village  
**Attachments:** 2022-01-14 Hall Stormwater & Lanes.pdf  
**Categories:** Meaghan

For min response please.

Thank you

---

**From:** Milligan, James [REDACTED]  
**Sent:** Wednesday, 19 January 2022 1:24 PM  
**To:** STEEL <STEEL@act.gov.au>  
**Cc:** [REDACTED]  
**Subject:** Storm water drainage and laneway destruction in Hall village

Dear Mr Steel,

As I am sure you are aware The Hall association sent you a letter on the 14<sup>th</sup> of January 2022, please see attached for reference.

On their behalf I am requesting urgent action and repairs be done to ensure the safety of the community.

I ask you to please keep us updated on the progress of this request.

I look forward to hearing from you.

Kind Regards,

**James Milligan MLA**

**Member for Yerrabi**

Shadow Minister for Vocational Training and Skills

Shadow Minister for Sport and Recreation

Shadow Minister for Emergency Services

Shadow Minister for Disability

ACT Legislative Assembly

PO Box 27 Gungahlin ACT 2912

**E:**  
**P:**  
**M:**

# James MILLIGAN

Liberal Member for Yerrabi

**Canberra**  
***Liberals***



[www.jamesmilligan.com.au](http://www.jamesmilligan.com.au)



**Chris Steel MLA**  
Minister for Transport and City Services  
Minister for Skills  
Special Minister of State  
  
Member for Murrumbidgee

---

Mr Robert Yallop  
Village of Hall and District Progress Association Inc  
PO Box 43  
HALL ACT 2618

Dear Mr Yallop

Thank you for your follow up letter about stormwater drainage and laneway destruction in Hall.

The ACT Government recognises the importance of improving stormwater and road infrastructure to provide efficient and safe networks across the ACT. The ACT Government is working to ensure that existing systems continue to operate as required and are responsive to changing climate and storm events.

TCCS are currently engaging a suitably qualified consultant to undertake a detailed flood analysis and provide mitigation options to improve stormwater conveyance and prevent gravel washout from the laneways at Hall Village in the ACT. Design options will be prepared in consultation with ACT Heritage to ensure they are consistent with the parameters of the Village of Hall Masterplan 2002, ACT Heritage Act 2004, and Hall Precinct Code 2013. The investigation and design options study are anticipated to be concluded towards the end of 2022.

Proposals to construct stormwater mitigation works are approached strategically, to assess and prioritise requests across the network. Pending the allocation of future capital works funding through the ACT budget for this initiative, community consultation with the Village of Hall and District Progress Association will be undertaken to help inform the future works.

In addition to the above investigation and design options study, TCCS have undertaken the following maintenance activities in Hall during 2022: January 2022 - reshaped the main swale drain along Loftus Street and installed rip-rap rock along the scoured and eroded sections; March 2022 - cleared the gravel washout on Gladstone Street and regraded four laneways; May 2022 – graded the swales and channels along Gladstone Street, Cricketers Lane, Palmer Street and Loftus Street to improve stormwater flow.

---

ACT Legislative Assembly London Circuit, GPO Box 1020, Canberra ACT 2601



+61 2 6205 1470



steel@act.gov.au



@ChrisSteelMLA



chrissteellabor



chrissteelmla

TCCS will continue to monitor the stormwater assets and condition of the laneways in Hall.

Thank you for raising this matter. I trust this information is of assistance.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Chris Steel', with a stylized flourish extending from the end.

Chris Steel MLA  
Minister for Transport and City Services  
11 July 2022



**James Milligan MLA**

Liberal Member for Yerrabi

Shadow Minister for Vocational Training and Skills

Shadow Minister for Sport and Recreation

Shadow Minister for Emergency Services

Shadow Minister for Disability

Chris Steel MLA  
Minister for Transport and City Services  
ACT Legislative Assembly  
GPO Box 1020  
Canberra ACT 2601

Dear Minister Steel,

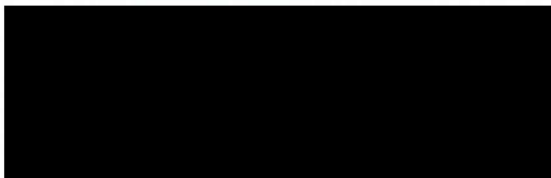
The recent La Niña summer; featuring significant wet weather, torrential rain and severe storms that the territory has experienced over the past two years, have exacerbated the longstanding storm water infrastructure issues that face the Yerrabi suburb of Hall.

Damaged laneways due to erosion as a result of improper storm water drainage, have been rendered unusable for local residents to drive and cycle down. The constant water damage to these laneways causes major issues for residents.

1. Minister how many reports have been made to Access Canberra from 2015 to now regarding the laneway erosion in Hall.
  - a. How many 'fix my street' claims were lodged for maintenance between January 2015 - April 2022.
  - b. What was the extent of the maintenance carried out?
  - c. What were the completion dates of these maintenance calls?
  - d. What was the cost to address each of the reported issues?
  - e. What has been the total expenditure?
  
2. Were there any Government assessments and reports about laneways and storm water infrastructure undertaken and completed in the last 15 years?
  - a. If so, please provide a list and copies of each report.

I look forward to your response.

Kind Regards,



James Milligan MLA

07/04/2022

**From:** [TCCS\\_CommunityEngagement](#)  
**To:** [REDACTED]  
**Bcc:** [REDACTED]  
**Subject:** RE: Active Travel Plan feedback  
**Date:** Friday, 2 February 2024 12:26:00 PM

---

OFFICIAL

Good afternoon  
Thank you for your email.

As part of an [ACT Government announcement](#) earlier today regarding investment in active travel initiatives, the final Active Travel Plan has been released.

You can view a copy of the Plan on the YourSay Conversations website at the following link:

<https://yoursayconversations.act.gov.au/active-travel-plan>

Regards,  
Kelly

Communications and Engagement | Transport Canberra and City Services | ACT Government  
480 Northbourne Avenue, Dickson | GPO Box 158 Canberra ACT 2601 | [www.cityservices@act.gov.au](mailto:www.cityservices@act.gov.au) |  
[www.transport.act.gov.au](http://www.transport.act.gov.au)

---

**From:** [REDACTED]  
**Sent:** Monday, January 1, 2024 5:16 PM  
**To:** TCCS\_CommunityEngagement  
**Subject:** Active Travel Plan feedback

You don't often get email from [REDACTED] [Learn why this is important](#)

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

[Learn why this is important](#)

Hello

I was wondering when you are going to complete the Active Travel Plan. It was supposed to be released in late 2023, but that has not happened.

Regards

--

Sent with Tuta; enjoy secure & ad-free emails:

<https://tuta.com>

**From:** [TCCS\\_CommunityEngagement](#)  
**To:** [REDACTED]  
**Bcc:** [REDACTED]  
**Subject:** RE: YourSay query - Draft Active Travel Plan  
**Date:** Friday, 2 February 2024 12:29:00 PM

---

OFFICIAL

Good afternoon

My apologies if we have not yet responded to your email. It has just been brought to my attention.

I have passed your email on to the Active Travel Office for their consideration.

For your awareness, as part of an [ACT Government announcement](#) on active travel initiatives made earlier today, the final Active Travel Plan has been released.

You can view a copy of the Plan on the YourSay Conversations website at the following link:

<https://yoursayconversations.act.gov.au/active-travel-plan>

Regards,

Kelly

---

Communications and Engagement | Transport Canberra and City Services | ACT Government  
480 Northbourne Avenue, Dickson | GPO Box 158 Canberra ACT 2601 | [www.cityservices@act.gov.au](mailto:www.cityservices@act.gov.au) |  
[www.transport.act.gov.au](http://www.transport.act.gov.au)

---

**From:** [REDACTED]  
**Sent:** Wednesday, January 3, 2024 8:41 AM  
**To:** TCCS\_CommunityEngagement  
**Subject:** YourSay query - Draft Active Travel Plan

You don't often get email from [REDACTED] [Learn why this is important](#)

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

[Learn why this is important](#)

G'day, thanks for consulting with the community. I just wanted to add two things:

1. on-road bike paths are effectively not bike paths a lot of the time. My kids school is in Watson, and our house is in Evatt. He can ride the distance but the route is way too dangerous Would you want your kid riding on the side of an 80km/h road? Are we asking the kids to handle the merge lanes, broken glass and pulled over trucks?

These maps should not count them as the same thing as an actual separate bike path. Without these pseudo paths, the maps are much worse.

2. Cross city. Evatt to Greenway is my primary commute and seems absent from planning. I've got electric bikes that could do the trip easily, but instead my wife drops me off in our single car for four trips each day. We're getting a second car instead of bike riding because the cross city bike paths are so circuitous and the bus routes take 100+ minutes to do 27 minute drive.

What's with the bike path of he Tuggeranong parkway just suddenly disappearing when it reaches the bridge at the Weston creek turnoff?

It really seems like the planning is for single city centre hops. I'm afraid my fat bum is going to be stuck in the car for a long time at this rate lol

**From:** [CHEYNE](#)  
**To:** [TCCS Ministerial](#)  
**Cc:** [TCCS\\_DLO](#); [CHEYNE](#)  
**Subject:** FW: Inner North Play Space consultation  
**Date:** Wednesday, 28 February 2024 10:26:01 AM  
**Attachments:** [IMG\\_5767.HEIC](#)

---

Dot points please. And consideration if this is something that can be incorporated at low cost.  
Thanks

---

**From:** Canberra Bike Polo [REDACTED]  
**Sent:** Thursday, February 22, 2024 7:57 AM  
**To:** CHEYNE <CHEYNE@act.gov.au>  
**Subject:** Fwd: Inner North Play Space consultation

You don't often get email from [REDACTED] [Learn why this is important](#)

**Caution:** This email originated from outside of the ACT Government. Do not click links or open attachments unless you recognise the sender and know the content is safe.  
[Learn why this is important](#)

Dear Minister Cheyne,  
I understand you now have responsibility for the inner north play space project and I just wanted to pass on the suggestions (below) we made in the last stage of consultation as it gets ready for construction.  
We're happy to answer any questions you or the design and construction team have about our requirements for the court for bike polo. And we'd really encourage you to put in multiple courts if you can as the more sports the court can accommodate the more demand there is likely to be for the court.  
We look forward to hearing more about the project.

Thanks for reading,

[REDACTED]  
Canberra Bike Polo  
m: [REDACTED]

Begin forwarded message:

**From:** Canberra Bike Polo [REDACTED]  
**Date:** 30 October 2023 at 08:37:09 AEDT  
**To:** [communityengagement@act.gov.au](mailto:communityengagement@act.gov.au)  
**Subject:** Inner North Play Space consultation

Hi team,  
I'm writing about the preliminary design of the inner north play space in Watson, specifically about the proposed mixed use court the size of a full sized tennis court. Canberra Bike Polo believes that with a few features it could be suitable for use as a bike polo court.  
The features are:

- a fence that fully encloses the court, approx 1.2m tall, with the bottom of

the fence in contact with the surface of the court, and a couple of wide gates near the centre line - the fence keeps the ball in play, and gates let players from both teams in and out separately.

- removable tennis nets and poles - the previous court in watson had fixed poles which were a hazard when playing
- a hard surface suitable for bikes - something like the surface at the gungahlin college mixed use courts
- Line markings - like any spot we have unique line markings

I understand the online portal for feedback closed on Tuesday last week, so I'm sorry for being late with feedback. I've attached a photo of the bike polo court in Montpellier, France to show how it can be landscaped into a park space.

Happy to chat

[REDACTED]

Canberra Bike Polo

m: [REDACTED]

## Transport Canberra and City Services

**To:** Minister for City Services

Tracking No.: C2024/00172

**Date received  
in MO:** 20/03/2024

**From:** Executive Branch Manager, Strategic Policy and Programs

**Through:** Director General  
Deputy Director General, Transport Canberra and Business Services

**Date of Meeting:** Tuesday, 26 March 2024

**Time of Meeting:** 1:00pm – 1:30pm

**Location of  
Meeting:** Legislative Assembly

**Subject:** Meeting with Pedal Power

### Purpose of the meeting

You are meeting with the Chief Executive Officer of Pedal Power, Simon Copland to discuss their campaign seeking the acceleration of the implementation of the draft Active Travel Plan and accelerated additional investments in active travel infrastructure.

Minister's Feedback

<b>Purpose of the meeting:</b>	An agenda and background information on each discussion item is provided below.
<b>Attendees:</b>	Simon Copland, CEO Pedal Power
<b>Directorate representative required:</b>	<a href="#">If requested by Ministers Office provide details of TCCS representative attending the meeting.</a>
<b>Day / date:</b>	Tuesday 26 March 2024
<b>Time:</b>	1:00pm – 1:30pm
<b>Venue:</b>	Ministers Office
<b>Background:</b>	<p>This is a reoccurring meeting. You last met with Simon Copland in February 2024. Mr Copland and Pedal Power are members of the TCCS Bicycle Advisory Group. Attached is the previous talking points <a href="#">Attachment A</a></p> <p>This year, Pedal Power has sustained a public campaign for improved cycling infrastructure on issues such as lowering the default speed limit, highlighting specific issues in the active travel network and calling for increasing the proportion of government funding devoted to active travel.</p> <p>On 7 June, Pedal Power wrote informing of their new campaign and petition calling for accelerated implementation of the Active Travel Plan (the Plan) over the next 5 years <a href="#">Attachment B</a>. The campaign is being run in collaboration with other advocacy groups.</p> <p>These campaigns have increased correspondence from the community, requiring the attention of the team responsible for finalising the Plan and draft Design Guide for Urban Intersections (the Guide).</p>
<b>Discussion:</b>	<p>This meeting has been requested to discuss the Government’s response to the recent campaign and petition which calls for specific project budget commitments and detailed implementation timing to deliver on the intent of the Plan.</p> <p>You requested a briefing addressing each of the items in the petition separately which has resulted in some overlap. An additional discussion item at 1.1 – 1.3 is provided which takes a more holistic view of the network envisaged by the Plan than the focus of the petition, which focuses on a network of fully separated paths</p>
<b>Consultation internal:</b>	TCCS, Infrastructure Delivery
<b>Cross directorate:</b>	<a href="#">List the other ACT directorates if input was provided</a>
<b>External:</b>	<a href="#">Who was consulted? Did they agree/endorse the project? Were issues raised? If so, what were they? Did we address these? How did we do that?</a>

## Items to be discussed

### 1.1 Bowen Drive – temporary pop up lane and counters

#### 1.2 Objectives of the Project

- The Bowen Drive Pop-up cycle lane project has been initiated to improve road safety outcomes for vulnerable road users by:
  - investigating and trialling ‘pop-up’ bike lane separation treatments on the busy City-Queanbeyan cycling route section of Bowen Drive. This will provide a dedicated cycling facility to separate cycle and scooter traffic from people walking along a busy section of the Lake Burley Griffin foreshore path.
  - collecting baseline usage data of people walking and cycling on Bowen Drive to assist in evaluating the effectiveness of investment in safety interventions for vulnerable road users.
- The data collected will inform future road safety initiatives with the aim to reduce the risk of injuries resulting from road crashes by reducing the risk of conflict between faster and slower path users (e.g. people cycling, scooting, walking, rolling).
- TCCS is currently finalising the procurement stage with construction anticipated to begin in April 2024.
- The pop up design was presented to Pedal Power in 2023 and whilst Pedal Power was supportive of the work, there was concern that the additional links into Fyshwick were not yet planned for delivery. See below for the Kingston connection information.

### 1.3 Kingston Bikeway (C2 link)

#### 1.4 Objectives of the Project

- Kingston Bikeway C2 link will connect Bowen Drive separated cycle lane to Bowen Park, Eastlake Parade, Printers Way and Wentworth Avenue to the intersection with the Canberra Avenue service road (Hume Circle).
- The project includes a combination of separated on road and off-road cycleways, a shared street and priority crossings.
- The project aims to promote active transportation such as walking and cycling and provide a convenient route for residents/travellers to access amenities and directly connect Canberra City to Queanbeyan through Bowen Park. It will improve community satisfaction with the connecting path network and improve safety for all road users in the area.
- The primary outcome is to provide design for all identified segments for which the Preliminary Sketch Plan (PSP) has already been prepared, however, requires more detailed analysis and input from the community and active travel groups. The design will also include a proposed permanent treatment for the Bowen Drive pop up lane, including connection from the end of the pop up lane, through Bowen Park to the start of the Kingston segment of works. The secondary outcome is a partial construction of selected segments of the route. TCCS is

currently in the procurement stage with design and consultation expected to begin April 2024.

- Pedal Power has previously been consulted on the PSP design works. Further consultation with Pedal Power and other targeted stakeholders will occur in April 2024.

## **1.5 Gungahlin Town Centre Active Travel Design Only**

### **1.6 Objective of the project**

- The Gungahlin Town Centre Active Travel (design only) project will deliver a design options study, preliminary sketch plans (PSP), final sketch plans (FSP) and document readiness (DR) for up to fourteen high priority active travel links packages in the Gungahlin town centre to address the existing deficiencies and provide improvements and augmentation in the active travel network. These links were identified by a combination of multi-criteria analysis and community and stakeholder's priorities through the Gungahlin Town Centre Active Travel Feasibility Study Report from 2022.
- The available funding is not sufficient to deliver DR for all high priority sites. The work has been tendered in such a way that it allows for inclusion of selected high priority items to proceed to DR based on the funding availability.
- With identified sites for future development (high priority sites) the benefits of this projects after construction will include:
  - Well-connected and more cohesive active travel network infrastructure and facilities in the town centre
  - Expected incremental uptake of active travel modes
  - Support of the ongoing developments and population growth
  - Improvements to recreational routes for nearby town centre residents to Yerrabi Pond
  - Improved safety and convenience for pedestrians and cyclists
  - Improvements in public transport usage with better active travel connectivity
  - Improvements in health and wellbeing
  - Contribution to net zero emissions.
- TCCS is currently in the procurement stage with design and consultation beginning in March 2024.
- Pedal power was engaged in multiple stakeholder workshops including a Safety in Design workshop in the Feasibility Stage. Further consultation with Pedal Power and other targeted stakeholders will occur in April 2024.

## **1.7 Key Studies – various locations across Canberra**

### **1.8 Objectives of the project**

- This project will plan and design improvements that enhance public active travel infrastructure and amenity in and around Canberra. It will integrate all designs into existing active travel networks. The project objectives are to improve the active travel network through undertaking feasibility studies and preliminary designs across a number of identified sites in and around the ACT. These studies, once undertaken

## OFFICIAL

and completed, will inform future planning and delivery opportunities. There are two separate components to this project:

- Pop-Up Cycleway feasibility studies
- Priority Crossings and Offroad/ separated bike path feasibility and preliminary design studies
- Pop up scope – a feasibility study that will explore potential locations for Pop-up cycleways and pedestrian friendly environments in and around Canberra and make recommendations on these. The feasibility study is to explore approaches to typologies that could be applied in different situations and provide recommendations as to their viability. Typologies could include temporary shared streets, low cost/ temporary road dividers or semi-fixed materials. It should also identify any problems that have led to these types of projects being aborted in other jurisdictions and recommend mitigation appropriate to the ACT context. The study will also develop a set of hybrid designs using semi-fixed materials as a way of separating bikes from cars or investigating shared street typologies. The study will explore approaches that could be applied in different situations on a case-by-case bases.
- The consultant is to undertake a detailed Desktop analyses of existing pop up/ quick build cycleways and pedestrian friendly environments and identify feasible design options, developing, and finalising these with reference to the outcomes of community and government stakeholder consultations and detailed analyses.
- Key Studies Scope - This component of the larger project will look to provide feasibility studies and preliminary designs of several shared paths and Priority Crossings in and around Canberra.
- These paths will either be shared pedestrians/cyclist facilities or a separated path divided into separate sections, one of which is designated for the exclusive use of cyclists and the other for the exclusive use of pedestrians.
- The priority crossings will be designed to give priority to pedestrians and cyclists over motor vehicles. This may include crossing types that use 'Give Way' or 'Stop' sign control to give priority to pedestrians and cyclists. The crossings may be at grade or use a raised hump type of design (wombat crossing).

This study will look at design for the following locations:

- Offroad/ separated bike paths
  - C8 missing link City Loop
  - Melrose Drive main route
  - Upgrade of C5 (principle) from Cotter Road to Mulley Street
  - Extension of the C7 Main Community Route (MCR) to Hall & Gold Creek Extension
- Priority Crossings
  - Miller Street priority crossing (1 crossing)
  - Lake Burley Griffin principal route priority crossings (5 Crossings)
  - Civic/ City Crossings (5 Crossings)
  - Commonwealth Park Crossings (Parks) (up to 5 Crossings)
- Current status of project: Tender for both components of this project are expected to be released by end of March 2024.

## OFFICIAL

- Consultation - Stakeholder consultation on these active travel projects will commence in May 2024.
- Members of the BAG stakeholder meeting were briefed on these projects in February 2024.

## Items to be discussed.

### 1.1 Holistic active travel strategic policy and implementation approach

- Pedal Power and other advocacy groups claim that the Government's approach for improving active travel is insufficient for a transformative increase in participation:
  - budget allocations for active travel remain too low;
  - delivery of committed projects is piecemeal, without a focus on retrofitting existing infrastructure; and
  - implementation is too slow.
- In the recent public consultation on the Guide, several submissions reiterated this feedback.
- Pedal Power, other key stakeholders and the broader public that have participated in these processes and continue to be highly supportive of the Government's intent.

### 1.2 Policy position

- The Government is committed to delivering the Plan and the Guide by the end of 2023.
- On 16 June 2023, the ACT Government announced an investment of more than \$26 million in the upcoming 2023/24 Budget for upgrades to Canberra's walking and cycling network (Attachment B).

### 1.3 Suggested talking points

- As you are aware, the Active Travel Plan sets the strategic policy for the Government's approach to active travel provision. The Plan is one of the key policy tools that set the direction – it is a starting point for the new, multimodal planning era.
- This policy reflects a significant shift to a multi-modal approach to transport planning and policy following from the ACT Transport Strategy 2020.
- The Plan and the Guide will take time to integrate across the entire infrastructure delivery process, and network improvements will be progressive.
- We are committed to exploring and implementing new ways of using our existing road and path network for increased active travel participation.
- While this will include dedicated infrastructure, especially along principal routes and community routes, we are also focussed more broadly on how local streets can be reimagined and repurposed for more diverse activities.

## OFFICIAL

- TCCS will progressively make training available to ensure that practitioners have the relevant skills to effectively implement our strategic policy aims.
- As we continue to trial and explore new approaches, I encourage Pedal power and other groups to continue working with the Government on translating that vision into practice.

### **2.1 Petition item 1: *Build a connected, safe, and convenient cycle and active travel network, as proposed as priority two of the ACT Government's Active Travel Plan.***

- Pedal Power broadly supports the ACT Government's approach as outlined in the Plan, however it is advocating for delivery within the next 5 years.
- The active travel investments for 2023/24 have been shaped to support the Active Travel Plan and initiatives to improve the existing network through:
  - increasing the funding for community path maintenance.
  - investments in new principal path network.
  - development of design for Gungahlin Town Centre principal path community network.
  - dealing with community initiated missing links.
  - key studies along the strategic path network and addressing the active travel behaviour through the change campaign in addition to the improvements to the lighting along identified routes.
- Budget commitments for 2023/24 are in an excess of \$26 million over 4 years.

### **2.2 Policy position**

- The Government is committed to the roll-out of both permanent infrastructure and use of temporary infrastructure that rapidly deploys a more complete network and to meet, and stimulate, demand.
- The Plan commits the Government to progressively converting on-road cycle lanes on priority routes to separated cycleways.
- The Government has previously committed to public consultation to explore lower speed limits in certain areas, include a new default local speed limit of 40 km/h.
- The expansion of the Slower Streets program which works with local communities will support local priorities for active travel.
- Commitments in the 2023-24 budget are at [Attachment B](#).

### **2.3 Suggested talking points.**

- The ACT has a substantial legacy network of separated paths and quiet suburban streets that are suitable for active travel, while retrofitting car-centric design remains a strategic challenge.

- The Government will continue to develop a continuous stream of investments that include feasibility studies, planning, building and maintenance of the path network.
- Current and anticipated projects will be delivered based on best practice design principles, and we will continue to actively engage with Pedal Power and the community.
- It is not practical, nor desirable to provide separated infrastructure everywhere. The Plan envisages new approaches to make street activity in local neighbourhoods slower, quieter and safer thereby extending the network beyond the main separated routes.
- Temporary infrastructure treatments that provide immediate network improvements will be a key part of future implementation projects. The Government is committed to testing and prototyping different approaches across the network to ensure that these projects are effective when they are made permanent.

**3.1 Petition item 2: *Immediately improve, in consultation with Pedal Power and other cycling/pedestrian organisations, the proposed active travel network as part of the final draft of the Active Travel Plan and commit to conducting an annual review of the active travel network to add additional links to be constructed within a nominated time.***

- Pedal Power has asked for a committed implementation strategy, including specific project timelines, and a dedicated review process for the Plan's proposed strategic active travel network, to track progress.
- They have also noted the importance of ongoing public engagement to inform and prioritise this delivery.
- The development and implementation of the active travel network is an ongoing process. Plans will be revised regularly and improvements, in consultation with the community, will be prioritised based on strategic need.
- Infrastructure projects currently under development are available online [<https://www.cityservices.act.gov.au/Infrastructure-Projects>]

**3.2 Policy position**

- The Plan outlines the Government's commitment to improve active travel access across the ACT. This includes:
  - identification of priority walking areas and linkages between town centres.
  - providing community access to all public transport, facilities and destinations.
- The Government is committed to improving access and safety along local routes to schools, including through the Ride or Walk To School program that prioritises key routes for future improvements.
- Annual review of investment priorities is through the budget process.

### 3.3 Suggested talking points

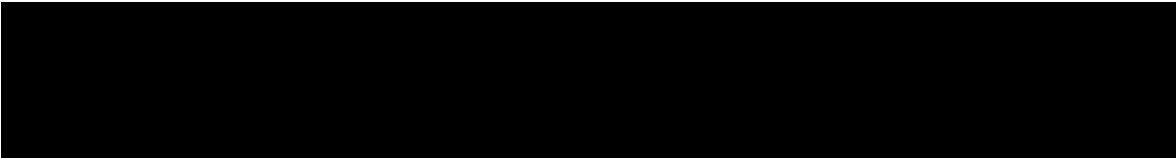
- The Plan was released for public consultation in 2022, and consultation on the Guide was conducted in May 2023. TCCS is continuing to incorporate public feedback and is committed to finalising and releasing the Plan and the Guide by the end of this year.
- These documents set the strategic ambitions and principles rather than the implementation approach, and as such these principles are unlikely to shift quickly over time. As they set thematic rather than specific goals, there is no set timing commitment for review.
- Public engagement and feedback have been instrumental in shaping the Active Travel Plan and the Cycle Network Map, and the draft Design Guide for Urban Intersections.
- The Cycle Network Map released as part of the public consultation was developed based on regional consultations with Pedal Power members in 2018 and Fix My Street path requests since that time.
- The specific priorities raised in the petition (2a-c) are all included in the cycle network priority list and will be subject to review every year alongside all requests from the community.
- The commitments to infrastructure improvements raised in the Pedal Power submission have been addressed through the projects:
  - for Garden City (Lonsdale/Mort Street).
  - feasibility for the Weston Creek missing link as part of the 2023-24 budget submission.
  - the Victoria Street (Hall) updates will be addressed as part of the following year budget submission.
- Pedal Power is encouraged to meet with TCCS to discuss priorities prior to making budget submissions and with any specific ideas for better collaboration. Identification and construction of missing links.

#### **4.1 Petition item 3: *Commit to setting a target that at least 90 per cent of cycle lanes, shared paths, and footpaths be maintained in good condition, are compliant with anti-discrimination law and invest appropriate amounts of money to achieve this target.***

- The Plan outlines the Government's commitment to improving maintenance and upkeep of the existing network.
- The primary focus of path maintenance program is to reduce the risk of injury for path users by addressing hazards, while the maintenance works in general aims to maximise path asset's safe and useful life.

- For path users, maintenance can be a key impediment to safe and comfortable movement.

#### 4.2 Policy position

- A key action in the Plan is to 'enable more people to take up active travel. This means making it safer, accessible, more convenient and more pleasant to choose walking, cycling and other types of active travel- whether for commuting, recreation or social activities'.
  - The Plan sets one of its key priorities as 'a better connected and maintained walking and cycling network.
  - Ongoing climate events have led to increased degradation of the path network and heightened the need for resilience and sustainability in dealing with maintenance and condition data.
- 

#### 4.3 Suggested talking points

- Community satisfaction with the maintenance of Canberra's active travel infrastructure has been around 88% for the last few years (TCCS annual community survey).
- Community path asset base has been constantly growing and as of 30 June 2022 TCCS managed 3,190 kilometres of paths. Concrete paths make approximately 87% of the community path network (mainly local or access links). The remaining 13% comprise of asphalt paths mostly on a 'principal' and 'main' community routes.
- The primary focus for community path maintenance program is to reduce the risk of injury by addressing the safety hazards. TCCS are also responsible for sweeping and management of the encroaching vegetation on the public land.
- Path defects are associated with community enquiries through Access Canberra, they are grouped spatially across ACT suburbs and the work may include replacing path panels, driveways, kerbs and gutters, and pram ramps.

#### **5.1 Petition Item 4: *Install raised pedestrian crossings at all road crossings (not protected by traffic lights) on principal cycle and active travel routes, and a firm commitment to retrofit busy town-centre intersections in accordance with the recently published draft design guide.***

- Raised pedestrian crossings and priority crossings have been gradually installed when retrofitting Principal community routes in instances where they cross major collector roads.

- TCCS will work with other agencies to ensure the involvement by the developers in providing appropriate community infrastructure including raised priority crossing along the important connections through town centres (C4- principal Community route in Woden).
- There are no immediate commitments to retrofit all intersections with the proposed draft design. The priority will be given to implementing the MIS 05 and priority crossings along the alignment of the Principal Community Routes.

## 5.2 Policy position

- Municipal Infrastructure Standards – active travel infrastructure 05 provides that these routes be fitted with raised priority crossing treatments.
- TCCS has been progressively implementing these over the last few years and will continue to do so.
- Other locations for priority crossings on the principal community routes will be identified based on the multi criteria analysis usage and importance.
- There are no immediate plans to undertake a review of all existing intersection treatments. New projects with this specific treatment will be informed by the implementation plan and strategic network priorities.

## 5.3 Suggested talking points

- The principal network is fundamental to implementing the Government's vision for increased active travel participation, and it is important to prioritise safer infrastructure treatments along this network.
- TCCS is committed to prioritising the inclusion of raised priority crossings at all unsignalised road crossings along the principal network. Final design choices are based on context, including local traffic conditions and access, which can also shift during implementation.
- The budget submission for 2023-24 considers priority crossings along the Lake Burley Griffin principal community route, Garden City principal community route and will be placing forward a list of potential priority crossings along popular and frequent principal community routes identified by the community.
- TCCS will also review its implementation and governance approach to ensure that infrastructure design, delivery and handover processes are consistent with strategic policy.

**6.1 Petition item 5: Invest to build a series of bike cages or other secure, covered bike and travel device parking facilities and other end-of-trip facilities in each of Canberra's town and groups centres.**

- The Plan outlines the importance of infrastructure that complement the active travel network, including suitable and secure bicycle parking.
- Access and security of parking can be an impediment to riding, and opportunities are actively considered to increasing and improving the provision in town and group centres.
- Priority 4 of the Plan is about 'making active travel and bicycle parking easier'.

**6.2 Policy position**

- There is a commitment to providing secure bike cages in all town centres and developing new access passes for secure bike parking without the need to demonstrate public transport use.
- The new End of Trip Facilities Code was finalised in 2022. All new non-residential developments or substantial redevelopments will be required to meet minimum requirements for bicycle parking. This will include guidance on the type of facilities and minimum requirements depending on the location and type of building.

**6.3 Suggested talking points**

- TCCS is exploring options for converting existing secure facilities, some of which are located in town and group centres.
- TCCS and EPSDD will work with developers to implement the requirements of the new End of Trip Facilities Code.

**From:** [STEEL](#)  
**To:** [TCCS Ministerial](#); [TCCS DLO](#)  
**Subject:** MIN RESPONSE: Letter to Minister Steel about Cycling Infrastructure Campaign  
**Date:** Wednesday, 7 June 2023 11:35:07 AM  
**Attachments:** [image001.png](#)  
[Pedal Power Letter to Minister Chris Steel - June 2023.pdf](#)

---

Hi team,  
Could we please get a min response?  
Thanks,

---

**From:** Simon Copland <[REDACTED]>  
**Sent:** Wednesday, 7 June 2023 11:08 AM  
**To:** STEEL <STEEL@act.gov.au>  
**Cc:** Littlejohn, Tahni <Tahni.Littlejohn@act.gov.au>  
**Subject:** Letter to Minister Steel about Cycling Infrastructure Campaign

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

[Learn why this is important](#)

Dear Minister Steel,  
Please see attached a letter from Pedal Power about our cycling infrastructure campaign, launched today.  
Kind regards,

**Simon Copland** | **Executive Director**

**Pedal Power ACT**

Ph: 02 6248 7995 or [REDACTED]  
Level 2 Griffin Centre, 20 Genge Street, Canberra City ACT, 2600  
[www.pedalpower.org.au](http://www.pedalpower.org.au)



*Pedal Power is a not-for-profit association which advances the health and wellbeing of our community through the promotion of the safe and convenient use of bicycles and other pedal powered vehicles.*

*I acknowledge that I live and work on the land of the Ngunnawal people. This land has never been ceded and I pay respect to elders past and present.*



**ACT**  
Government

Transport Canberra and  
City Services

## Dot Point Request

**Requested by:** Minister's Office

**Business Unit:** IP

**Subject:** Inner North Play Space consultation

### **Dot Points:**

- Consideration was given to bike polo use of the area during the design process.
- The playground design allows for two courts, however due to the required infrastructure of a formal bike polo court conflicting with requirements for courts that provide for a broad range of activities, taking a wholistic consideration of community feedback, a formal bike polo court has not been provided.
- One of the courts is a half-court basketball area that is unfenced and allows for games and spectators.
- The second court is a partly fenced multipurpose tennis court. The court has a fixed net and basketball hoops on either side. Informal bike polo could be played on either side of the net.
- As this is a play space and not a formal, bookable sport and recreation facility, a formal bike polo court has not been provided.
- The publicly available basketball courts located at the nearby Dickson college may be a suitable location for use by the Bike Polo community.

### **Background information**

- Stage 1 community consultation commenced in November 2021 for the inner north play space project. This consultation closed in December 2021 and a "What we Heard Report" was released in March 2022 providing the findings of the consultation process.
- Construction funding was provided in the 2022-2023 ACT Budget.
- Stage 2 consultation included targeted stakeholder engagement which was undertaken between April and May 2023. TCCS met with local community groups, the local primary school and interested parties.
- Preliminary design was undertaken between June and August 2023 using information gathered in the stages 1 and 2 of the community and targeted engagement processes.
- Stage 3 engagement commenced in September 2023 with Yoursay and three Pop-Up sessions held, being the main tool of speaking with the community. This engagement closed in October 2023.
- During the stage 3 consultation, Canberrans were invited to provide feedback on the preliminary design for the inner north play space to inform the final design ahead of construction. The process received 146 pieces of feedback in total. Feedback received included via an online survey, email submissions and social media.
- As a result of this feedback, the final design was updated to include:
  - 108 new tree plantings to provide additional shade over paths and play spaces.



**Transport Canberra and  
City Services**

- 32 bike parking spaces spread across four locations to enable visitors riding to the park to store bikes close to the facilities they are using at the play space.
  - a bike repair station with an air pump and tools to support active travel to the park.
  - an accessible play route to enable visitors with mobility requirements to easily access the network of accessible play equipment.
  - additional signage to help visitors locate and safely access key facilities.
  - more basketball hoops to allow increased numbers of people to use the multi-purpose courts at any given time.
- Designs were finalised in November 2023 and a construction tender was released later that month.
  - Construction procurement is currently being finalised with construction expected to commence in May 2024.

**Action Officer:** Owen Earl

**Executive Branch Manager:** Sophie Clement

**Date:** 02/04/2024

# Age Friendly Suburbs Program: SCULLIN

January 2024

BUILT  
FOR  
CBR



## Construction notification

The ACT Government is investing in infrastructure to benefit the lives of all Canberrans. Improvements are being made to the path network near you to improve access for the aged community and those with specific mobility needs as part of the Age Friendly Suburbs Program.

The Age Friendly Suburbs Program is an ACT Government commitment to improve path network infrastructure and connectivity in suburbs with a large proportion of residents aged over 55 and home to aged care and retirement homes.

### Upcoming work

Over the coming weeks, construction will commence to provide a new pathway link through the parkland at the intersection of Broadsmith Street and Hargrave Street. Work is expected to commence from Monday, 15 January 2024 and take approximately 1 week to complete (weather permitting).

Works will be carried out as dayworks only between the hours of 7 am and 4 pm Monday to Friday. If required, work may be undertaken on weekends between the hours of 8 am and 4 pm.

Activities will include site establishment, temporary traffic management on the adjacent roads, excavation for pathways, new concrete paths, and landscaping reinstatement works.

### Traffic and pedestrian access

Access will be maintained at all times however there may be pedestrian detours in place for safety around the site. Signage will be in place to notify road and path users as well as local residents whilst works are underway.

### How will this work affect you?

During construction access to residential properties may be temporarily affected where the work area crosses residential driveways. Driveways will be remediated as part of these works.

Your property access will:  be affected /  not be affected.

If the proposed work encroaches on your driveway or impedes your property access, a representative from the project team will discuss the proposed work in person with you at least two days prior to commencement. If you would like to discuss potential impacts ahead of construction, please contact the project team on the below details.

### More information

These works will be carried out by Dale and Hitchcock. If you have any questions about the works, you can contact the project team via the below details.

**Email:** [communityengagement@act.gov.au](mailto:communityengagement@act.gov.au) | **Phone:** Access Canberra 13 22 81

For more information about current path improvements underway across Canberra, scan the QR code or visit [www.cityservices.act.gov.au](http://www.cityservices.act.gov.au).



### Contact us:

Transport Canberra and City Services  
Email: [communityengagement@act.gov.au](mailto:communityengagement@act.gov.au)  
Website: [www.cityservices.act.gov.au](http://www.cityservices.act.gov.au)



To speak to someone in a language other than English, telephone the Telephone Interpreter Service (TIS) on **13 14 50**. It operates 24 hours a day, seven days a week.

## Construction notification

The ACT Government is investing in infrastructure to benefit the lives of all Canberrans. This includes improvements along Hardwick Crescent at the Kippax Group Centre. These works will revitalise and improve this important community hub, encouraging people to shop locally and support local business.

Construction will begin on site in the coming weeks and is expected to take approximately 9 months to complete (weather permitting).

### Key features

This project will deliver improvements along Hardwick Crescent between Luke Street and the service station.

- Increased accessibility along shopfronts including wider shopfront pavement, allowing space for outdoor cafes and public outdoor furniture.
- Increased safety with new streetlighting.
- Upgrading the existing three pedestrian crossings in this section to new raised crossings with new lighting improving safety for pedestrians and also slowing traffic along Hardwick Crescent.
- Line marking within the surface carparks to direct pedestrians between the currently separated commercial centres on either side of the large carparks.
- A total of 8 new parallel timed parking spaces along Hardwick Crescent replacing the existing spaces.
- Two new accessible parking spaces within the surface carpark adjacent Hardwick Crescent.
- An enhanced streetscape with new plantings and landscaping, including 12 new Chinese elm trees which are expected to grow up to 10 metres tall.
- New retaining walls between pedestrians, plantings and the road which can be used as seating.

### Upcoming work

From **Monday 8 April 2024** initial works will begin on site including installation of the site compound which will be located on the grassed area between Club Lime and Moby Dicks Tavern adjacent the existing driveway. Construction is expected to take approximately 9 months to complete, weather permitting. To minimise impacts on businesses and the local community, works will be staged (see map over the page). We will be working to complete the most disruptive works ahead of the Christmas trade period. Works will be carried out as dayworks only between the hours of 7 am and 5 pm Monday to Friday. If required, work may be undertaken on weekends between the same hours.

Activities include:

1. demolition, excavation and transportation of materials using bobcats, excavators and small trucks
2. fencing of worksites and installation of tree protection fencing
3. small diggers and front loaders for importing and placing soil, trees and plants into garden beds
4. trucks and cranes for installation of new streetlighting columns
5. concrete/asphalt trucks for installation of paths, walls, crossings, kerbs and islands
6. construction of retaining walls and paving that will include site cutting activities.

### Traffic and pedestrian access

There will be temporary changes for road users and pedestrians during these works.

Access along shopfronts will be maintained at all times, however the works will require temporary fencing to ensure the safety of both our workers and the community.

### Contact us:

Transport Canberra and City Services

Email: [communityengagement@act.gov.au](mailto:communityengagement@act.gov.au)

Website: [www.cityservices.act.gov.au](http://www.cityservices.act.gov.au)



To speak to someone in a language other than English, telephone the Telephone Interpreter Service (TIS) on **13 14 50**. It operates 24 hours a day, seven days a week.

There will be closures of Hardwick Crescent during construction within the two stages. Signed detours will be in place to redirect road users during this time. In addition, some existing on-street parking will be unavailable during the construction period to allow upgrades to be undertaken.

To facilitate the parking improvements, temporary closures of small sections of the surface carparks will be required. This will ensure works can be completed as quickly and safely as possible. These closures will be short-term, a maximum of one-week, to allow line marking machines access to the area.

## Area of works



## More information

We will continue to keep the local community and businesses updated as we move through construction. Updates will be provided via email and on the project page on the City Services website. If you would like to receive email updates, please get in touch and let us know.

For more information scan the QR code or visit [www.cityservices.act.gov.au](http://www.cityservices.act.gov.au). You can also contact the ACT Government project team on the below details.

**Name:** Jason Hunter | Project Manager  
Infrastructure Delivery, Transport Canberra and City Services

**Email:** [communityengagement@act.gov.au](mailto:communityengagement@act.gov.au)

**Phone:** Access Canberra 13 22 81



To speak to someone in a language other than English, telephone the Telephone Interpreter Service (TIS) on **13 14 50**. It operates 24 hours a day, seven days a week.