



FREEDOM OF INFORMATION COVERSHEET

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

FOI reference: 22-168

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)	49 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: Request for copies of ministerial and QT briefs - July to September
 Date: Friday, 16 December 2022 1:51:32 PM
 Attachments: [image001.jpg](#)

Good afternoon

On behalf of [REDACTED] I write to request under the *Freedom of Information Act 2016*, copies of the following briefs (excluding attachments):

Reference	Name	Cleared by	Date Started	Minister
MIN S2022/00854	Insourcing brief	EBM - People and Capability	02/05/2022	Minister Steel
MIN S2022/00888	Infringement notice management scheme	EBM, Strategic Policy and Programs	06/05/2022	Minister Steel
MIN S2022/00919	Term 4 Network Options	EBM, Transport Planning and Delivery	13/05/2022	Minister Steel
MIN S2022/01038	Lawson parking	EBM, Development Coordination	27/05/2022	Minister Steel
MIN S2022/01088	Path Audit and Programming	EBM, Roads ACT	03/06/2022	Minister Steel
MIN S2022/01111	Speed Management Devices	EBM, Roads ACT	07/06/2022	Minister Steel
MIN S2022/01151	Successful Adpot-a-Park Grants 2021-22	EBM, City Presentation	14/06/2022	Minister Steel
MIN S2022/01231	AFP Car Parking changes	EBM, Development Coordination	23/06/2022	Minister Steel
MIN S2022/01249	RSPCA relocation - next steps	EBM, Infrastructure Delivery	28/06/2022	Minister Steel
MIN S2022/01254	Charity fee waivers 2022-2023	EBM, ACT NoWaste	28/06/2022	Minister Steel
MIN S2022/01265	Brindabella Road works	EBM, Roads ACT	29/06/2022	Minister Steel
MIN S2022/01266	Emu Creek Belconnen	EBM, Infrastructure Delivery	29/06/2022	Minister Steel
MIN S2022/01267	Traffic Volumes/ Movement Patterns	EBM, Development Coordination	29/06/2022	Minister Steel
MIN S2022/01281	Proposed approach to banning a third tranche of single-use plastic items	EBM, ACT NoWaste	04/07/2022	Minister Steel
MIN S2022/01310	Transport Canberra Customer Survey	EBM - Transport Planning & Delivery	06/07/2022	Minister Steel
MIN S2022/01324	Minister Steel to meet with Mr McLuckie and Minister Rattenbury - Friday 15 July - 2.15 - 3.00pm	EBM, Strategic Policy and Programs	08/07/2022	Minister Steel
MIN S2022/01325	Transport Canberra Quarterly Data Report	EBM, Transport Planning and Delivery	08/07/2022	Minister Steel
MIN S2022/01326	Corrected patronage data reported under "Service Types"	EBM, Transport Planning and Delivery	08/07/2022	Minister Steel
MIN S2022/01406	Jump racing - welfare of horses	EBM, Strategic Policy and Programs	20/07/2022	Minister Steel
MIN S2022/01407	Roadside electoral signage - options for corflute reduction	EBM, Strategic Policy and Programs	20/07/2022	Minister Steel
MIN S2022/01413	2022-23 Australian Budget - ACT response	EBM, Roads	21/07/2022	Minister Steel
MIN S2022/01427	PT arrangements for special events	EBM, Transport Planning and Delivery	22/07/2022	Minister Steel
MIN S2022/01455	Belconnen Markets traffic issues	EBM, Roads	27/07/2022	Minister Steel
MIN S2022/01498	EV Charging Policy	EBM, Development Coordination	02/08/2022	Minister Steel
MIN S2022/01506	DAS Business Practices to Maintain Effective Operations	EGM, Territory and Business Services	04/08/2022	Minister Steel
MIN S2022/01508	Lawson Parking Fire Trail Car Parking Option	EBM, Development Coordination	04/08/2022	Minister Steel
MIN S2022/01526	Piallago Avenue Duplication Project - Detailed Design-Planning/Environmental Approval Works	EBM, Infrastructure Delivery	08/08/2022	Minister Steel
MIN S2022/01536	Targeted increases to Road Transport fees and charges - 1 September 2022	EBM, Strategic Policy and Programs	09/08/2022	Minister Steel
MIN S2022/01562	Executive Document Release - 11-119 - ACTION Enterprise Bargaining Agreement - Payment Offer	EGM, Transport Canberra	11/08/2022	Minister Steel
MIN S2022/01584	Active travel strategic project updates	EBM, Strategic Policy and Programs	16/08/2022	Minister Steel
MIN S2022/01586	Timing for release of the draft Design Guide: Best practices for urban streets in the ACT	EBM - Strategic Policy & Programs	16/08/2022	Minister Steel
MIN S2022/01594	Update on Household Travel Survey (HTS) and Transport Modelling Work Program	EBM - Development Coordination	17/08/2022	Minister Steel
MIN S2022/01598	Roads to Recovery (Aug 22 payment)	Chief Finance Officer	18/08/2022	Minister Steel
MIN S2022/01627	Kingsford Smith Drive - Evaluation	EBM - Roads ACT	19/08/2022	Minister Steel
MIN S2022/01667	Taxi issues, including vehicle age and use	EBM - Strategic Policy & Programs	26/08/2022	Minister Steel
MIN S2022/01668	LR S3 Pre-feasibility refresh	EBM, Transport Planning and Delivery	26/08/2022	Minister Steel

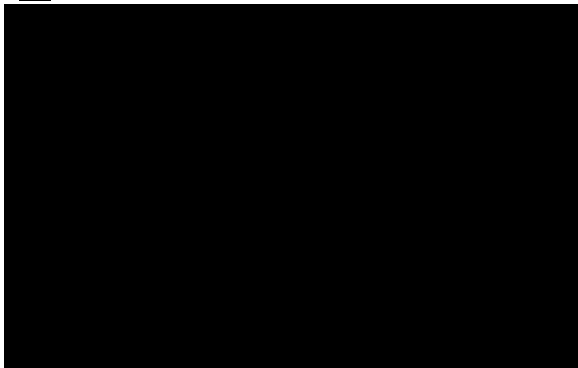
QTB's - August 2022

Reference	Title	Cleared by	Date Started	Minister
C	Bus Driver Numbers and Driver Recruitment	EBM, Transport Canberra	05/07/2022	Minister Steel
E	Interim Public Transport Network	EBM, Transport Canberra	05/07/2022	Minister Steel
H	La Perouse Street - Road Safety	EBM, Roads ACT	05/07/2022	Minister Steel
I	Hall Stormwater	EBM, Roads ACT	05/07/2022	Minister Steel
J	Streetlights	EBM, Roads ACT	05/07/2022	Minister Steel
L	Strategic Road Maintenance / Potholes	EBM, Roads ACT	05/07/2022	Minister Steel
M	Umabagon Park Bridge	EBM, Infrastructure Delivery	05/07/2022	Minister Steel
N	Road Damage to Tarra Place / Jabanugga Avenue	EBM, Roads ACT	05/07/2022	Minister Steel
1	Major Sport and Recreation Infrastructure	EBM, City Presentation	05/07/2022	Minister Berry
2	Sportsground	EBM, City Presentation	05/07/2022	Minister Berry

QTB's - September 2022

Reference	Title	Cleared by	Date Started	Minister
A	Bus Driver Numbers and Driver Recruitment	EBM, Transport Canberra	12/09/2022	Minister Steel
B	Interim PT Network	EBM, Transport Canberra	12/09/2022	Minister Steel
C	La Perouse Street - Road Safety	EBM, Roads ACT	12/09/2022	Minister Steel
D	Hall Stormwater	EBM, Roads ACT	12/09/2022	Minister Steel
E	Streetlights	EBM, Roads ACT	12/09/2022	Minister Steel
G	Strategic Road Maintenance / Potholes	EBM, Roads ACT	12/09/2022	Minister Steel
H	Road Damage to Tarra Place / Jabanugga Avenue	EBM, Roads ACT	12/09/2022	Minister Steel
I	DAS Complaints	EGM, Territory and Business Services	12/09/2022	Minister Steel
J	Coppins Crossing and Molonglo River Bridge	EBM, Infrastructure Delivery	12/09/2022	Minister Steel
K	DA for Green Waste Facility	EBM, ACT NoWaste	12/09/2022	Minister Steel
L	Library Closures	EBM, Libraries ACT	12/09/2022	Minister Steel
1	Major Sport and Recreation Infrastructure	EBM, City Presentation	12/09/2022	Minister Berry
2	Sportsground	EBM, City Presentation	12/09/2022	Minister Berry

Thank you





ACT
Government

Transport Canberra and
City Services



Dear 

Freedom of information request: Reference 22-168

I refer to your applications made under section 30 of the *Freedom of Information Act 2016* (the FOI Act) received by Transport Canberra and City Services (TCCS) on 16 December 2022. It is my understanding that you are seeking access to the following information:

- MIN S2022/01627
- MIN S2022/01668
- MIN S2022/01310
- MIN S2022/01325
- MIN S2022/01407
- MIN S2022/01584
- MIN S2022/01586
- MIN S2022/01598
- MIN S2022_00919
- MIN S2022_01088
- MIN S2022_01111
- MIN S2022_01231
- MIN S2022_01254
- MIN S2022_01265
- MIN S2022_01266
- MIN S2022_01324
- MIN S2022_01455
- MIN S2022_01498
- MIN S2022_01508
- MIN S2022_01667
- MIN S2022-00888
- MIN S2022-01038
- MIN S2022-01249
- MIN S2022-01267
- MIN S2022-01326
- MIN S2022-01406
- MIN S2022-01413
- MIN S2022-01427
- MIN S2022-01562
- MINS2022 – 00854
- MINS2022 – 01151
- MINS2022 – 01281
- MINS2022 – 01506
- MINS2022 – 01526
- MINS2022 – 01536
- MINS2022 – 01594
- August QTB 1,2, C, E, H – N
- September QTB 1, 2, A – E, G - L

Authority

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

Timeframes

In accordance with section 40 of the Act, TCCS was initially required to provide a decision on your access application by 18 January 2023. I thank you for agreeing to an initial extension until 14 February 2023.

As notified by our office on 9 February 2023, the timeframes for deciding your application were further extended until 7 March 2023 to allow for third party consultation in accordance with section 38 of the FOI Act. I confirm that this consultation process is now complete and the views of relevant third parties has been considered in making my decision on access.

Decision on access

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

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

The records are enclosed at Attachment B and Attachment C with redactions applied to information which is contrary to public interest.

Statement of Reasons

In making my decision on disclosing government information, I must identify all relevant factors in schedule 1 of the FOI Act. Next, I must apply the public interest test by identifying all relevant factors in schedule 2 of the FOI Act and determine, on balance, where the public interest lies. Further, in reaching my access decision, I have taken the following into account:

- The FOI Act, including the pro-disclosure bias.
- The content of the documents that fall within the scope of your request.
- The *Human Rights Act 2004*.

Schedule 1

- Schedule 1.6, Cabinet Information

Folio 1 – Attachment A

In reviewing the information in scope of your application, I have identified records 5, 21 and 32 contain Cabinet Information as defined in schedule 1.6. Specifically, information that has been submitted, or that a Minister proposes to submit, to Cabinet for its consideration and that was brought into existence for that purpose or would reveal any deliberation of Cabinet.

I have reviewed this cabinet information and identified information within pages 4 – 17 and 111 – 120 that is not purely factual or available publicly. In these instances, I find schedule 1.6 applicable, in which the disclosure of information is deemed contrary to the public interest. Cabinet information on page 76 is either publicly available or purely factual and is therefore in the public interest to disclose.

Public interest test (Section 17)

Factors favouring disclosure (Schedule 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.
- Schedule 2.2(a)(iii) - inform the community of the government's operations, including the policies, guidelines and codes of conduct followed by the government in its dealings with members of the community.
- Schedule 2.2(a)(iv) - ensure effective oversight of expenditure of public funds.
- Schedule 2.2(a)(viii) - (viii) reveal the reason for a government decision and any background or contextual information that informed the decision.

Factors favouring non-disclosure (Schedule 2.2)

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

Privacy of an individual

Folio 1 – Attachment A

Record 14 contains the names of third parties. An online search of these names has been completed and the names are currently available online in conjunction with the topic or their role. As the information is already publicly available it is unlikely that disclosure will prejudice the privacy of the relevant persons under the *Human Rights Act 2004* (schedule 2.2(a)(ii)). I have placed no weight on this factor on this information in record 14 and find disclosure is, on balance, in favour of disclosure.

Records 16 and 28 contain the names or sensitive information of third parties. I have considered that this information is not publicly available and have considered if the disclosure is likely to prejudice a person's right to privacy or other right under the *Human Rights Act 2004*. I have placed significant weight on schedule 2.2(a)(ii), and find the disclosure of this information is, on balance, contrary to the public interest.

Folio 2 – Attachment B

Pages 6, 8 and 27 contain the names of third parties. An online search of these names has been completed and the names are currently available online in conjunction with the topic or their role. As such, I have not placed weight on this factor as disclosure is unlikely to prejudice the privacy of the relevant persons under the *Human Rights Act 2004* (schedule 2.2(a) (ii) and find disclosure is, on balance, in the public interest.

Competitive commercial activities

Folio 1 – Attachment A

Records 6 and 32 contain information relating to current and future procurement processes. I have considered that the information is not readily available and is likely to prejudice competitive commercial activities of TCCS. I have placed significant weight on schedule 2.2(a)(xiii) and find the disclosure of this information is, on balance, contrary to the public interest to disclose.

Prejudice a deliberative process of government

Folio 1 – Attachment A

Some information within records 6, 14 and 32 has been identified as being deliberative in nature as it contains opinion, advice or recommendations about budget, future procurements, and negotiations. I consider that the release of this information is likely to prejudice current deliberative processes of government if disclosed and place significant weight on Schedule 2.2(a)(xvi). I find disclosure of this information is, on balance, contrary to the public interest.

Intergovernmental relations and confidential information

Folio 1 – Attachment A

Point 15 in record 14 references a NSW government deliberative process. This information has been provided to TCCS with an expectation that it is treated as in confidence. I have identified that the disclosure of this information is likely to prejudice intergovernmental relationships and TCCS ability to obtain confidential information in future. I place significant weight on schedule 2.2(a)(x) and 2.2(a)(xii), and find that the disclosure of this information is, on balance, contrary to the public interest.

Prejudice business affairs

Folio 1 – Attachment A

Point 5 of record 7 contains information relating to itemised costing of a third-party business. I have considered that this information is not readily available, would give a competitive commercial advantage to competitors, and is likely to prejudice the business affairs of that third party. I have placed significant weight on factor 2.2(a)(xi), and find disclosure is, on balance, contrary to the public interest to disclose.

Charges

Pursuant to *Freedom of Information (Fees) Determination 2018* processing charges would be applicable for this request because the total number of pages to release to you exceeds the charging threshold of 50 pages. However, the charges of \$56.32 have been waived in accordance with section 107(2)(e) of the Act.

Disclosure log

Under section 28 of the Act, TCCS maintains an online record of access applications called a disclosure log. Your original access application, my decision and documents released to you will be published on the TCCS disclosure between 3 – 10 business days after the date of this decision.

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

Ombudsman review

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

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

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

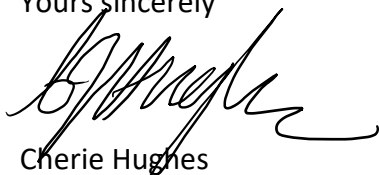
ACT Civil and Administrative Tribunal (ACAT) review

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

ACT Civil and Administrative Tribunal
Level 4, 1 Moore Street
GPO Box 370
CANBERRA CITY ACT 2601
Telephone: (02) 6207 1740
<http://www.act.act.gov.au/>

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

Yours sincerely



Cherie Hughes
Information Officer

01 March 2023

FREEDOM OF INFORMATION REQUEST SCHEDULE

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

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

Information about what is published on open access is available online at: https://www.tccs.act.gov.au/about-us/freedom_of_information/disclosure-log

Reference number		Summary of request				
22-168		Specified Ministerial and Question Time Briefs				
Ref No	Page number	Description	Date	Status	Reason for non-release or deferral	Open Access release status
Folio 1						
1	1	MIN S2022 - 01627 - Kingsford Smith Drive - Evaluation	31 August 2022	Full access	Not applicable	Documents to be published on the TCCS Disclosure Log . The applicant's personal information will be removed prior to publication.
2	3	MIN S2022 - 01668 - LR S3 Pre-feasibility refresh	6 September 2022	Full access	Not applicable	
3	7	MIN S2022 01310 - Transport Canberra Customer Survey	1 September 2022	Full access	Not applicable	
4	11	MIN S2022 01325 - Transport Canberra Quarterly Data Report	14 July 2022	Full access	Not applicable	
5	13	MIN S2022 01407 - Roadside electoral signage - options for corflute reduction	6 September 2022	Partial access	Schedule 1.6	

6	18	MIN S2022 01584 - Active travel strategic project updates	24 August 2022	Partial access	Schedule 2.2(a)(xvi)
7	22	MIN S2022 01586 - Timing for release of the draft Design Guide Best practices for urban streets in the ACT	5 September 2022	Partial access	Schedule 2.2(a)(xi)
8	24	MIN S2022 01598 -Roads to Recovery (Aug 22 payment)	23 August 2022	Full access	Not applicable
9	27	MIN S2022_00919 - Term 4 Network Options	2 August 2022	Full access	Not applicable
10	33	MIN S2022_01088 - Path Audit and Programming	10 August 2022	Full access	Not applicable
11	38	MIN S2022_01111 - Speed Management Devices	31 August 2022	Full access	Not applicable
12	41	MIN S2022_01231 - AFP Car Parking changes	11 July 2022	Full access	Not applicable
13	43	MIN S2022_01254 - Charity fee waivers 2022-2023	26 July 2022	Full access	Not applicable
14	47	MIN S2022_01265 - Brindabella Road works	4 August 2022	Partial access	Schedule 2.2(a)(x) Schedule 2.2(a)(xvi)
15	50	MIN S2022_01266 - Emu Creek Belconnen	17 August 2022	Full access	Not applicable
16	51	MIN S2022_01324 - Minister Steel to meet with Mr	July 2022	Partial access	Schedule 2.2(a)(ii)

		McLuckie and Minister Rattenbury			
17	62	MIN S2022_01455 - Belconnen Markets traffic issues	29 August 2022	Full access	Not applicable
18	64	MIN S2022_01498 - EV Charging Policy	29 August 2022	Full access	Not applicable
19	68	MIN S2022_01508 - Lawson Parking Fire Trail Car Parking Option	30 August 2022	Full access	Not applicable
20	70	MIN S2022_01667 - Taxi issues, including vehicle age and use	9 September 2022	Full access	Not applicable
21	75	MIN S2022-00888 - Infringement notice management scheme	17 August 2022	Full access	Not applicable
22	79	MIN S2022-01038 - Lawson parking	28 July 2022	Full access	Not applicable
23	83	MIN S2022-01249 - RSPCA location - Next Steps	17 August 2022	Full access	Not applicable
24	87	MIN S2022-01267 - Traffic Volumes Movement Patterns	4 August 2022	Full access	Not applicable
25	89	MIN S2022-01326 - Corrected patronage data reported under Service Types	26 July 2022	Full access	Not applicable

26	91	MIN S2022-01406 - Jump racing - welfare of horses	1 September 2022	Full access	Not applicable
27	92	MIN S2022-01413 - 2022-23 Australian Budget - ACT response	10 August 2022	Full access	Not applicable
28	95	MIN S2022-01427 - PT arrangements for special events	6 September 2022	Full access	Not applicable
29	100	MIN S2022-01562 - Executive Document Release - 11-119 - ACTION Enterprise Bargaining Agreement - Payment	17 August 2022	Full access	Not applicable
30	102	MINS2022 - 00854 - Insourcing brief	5 August 2022	Partial access	Schedule 2.2(a)(ii)
31	108	MINS2022 - 01151 - Successful Adopt-a-Park Grants 2021-22	11 July 2022	Full access	Not applicable
32	111	MINS2022 - 01281 - Proposed approach to banning a third tranche of single-use plastic items	31 August 2022	Partial access	Schedule 1.6 Schedule 2.2(a)(x) Schedule 2.2(a)(xvi)
33	121	MINS2022 - 01506 - DAS Business Practices to Maintain Effective Operations	14 August 2022	Full access	Not applicable

34	122	MINS2022 - 01526 - Pialligo Avenue Duplication Project Detailed Design Planning Environmental Approval	1 September 2022	Full access	Not applicable	
35	124	MINS2022 - 01536 - Targeted increases to Road Transport fees and charges	17 August 2022	Full access	Not applicable	
36	131	MINS2022 - 01594 - Update on Household Travel Survey (HTS) and Transport Modelling	30 August 2022	Full access	Not applicable	
Folio 2						
37	1	QTB August 2022_01. Major Sport and Recreation Infrastructure	August 2022	Full access	Not Applicable	
38	2	QTB August 2022_02. Sportsground Fact Sheet	August 2022	Full access	Not Applicable	
39	3	QTB August 2022_C. Bus Driver Numbers and Driver Recruitment	August 2022	Full access	Not Applicable	
40	4	QTB August 2022_E. Interim PT Network	August 2022	Full access	Not Applicable	
41	6	QTB August 2022_H. La Perouse Street - Road Safety	August 2022	Full access	Not Applicable	
42	8	QTB August 2022_I. Hall Stormwater	August 2022	Full access	Not Applicable	

43	10	QTB August 2022_J. Streetlights	August 2022	Full access	Not Applicable
44	13	QTB August 2022_L. Strategic Road Maintenance _ Potholes	August 2022	Full access	Not Applicable
45	15	QTB August 2022_M. Umbagog Park Bridge _ Odour Control Units	August 2022	Full access	Not Applicable
46	17	QTB August 2022_N. Road Damage to Tarra Place Jabanugga Avenue	August 2022	Full access	Not Applicable
47	19	QTB September 2022_01. Major Sport and Recreation Infrastructure	September 2022	Full access	Not Applicable
48	20	QTB September 2022_02. Sportsground Fact Sheet	September 2022	Full access	Not Applicable
49	22	QTB September 2022_A. Bus driver numbers and driver recruitment	September 2022	Full access	Not Applicable
50	23	QTB September 2022_B. Interim PT Network	September 2022	Full access	Not Applicable
51	25	QTB September 2022_C. La Perouse Street - Road Safety	September 2022	Full access	Not Applicable
52	27	QTB September 2022_D. Hall Stormwater	September 2022	Full access	Not Applicable

53	30	QTB September 2022_E Streetlights	September 2022	Full access	Not Applicable	
54	33	QTB September 2022_G. Strategic Road Maintenance _ Potholes	September 2022	Full access	Not Applicable	
55	36	QTB September 2022_H. Road Damage to Tarra Place_Jabanugga Avenue	September 2022	Full access	Not Applicable	
56	38	QTB September 2022_I. DAS Complaints	September 2022	Full access	Not Applicable	
57	40	QTB September 2022_J. Coppins Crossings and Molonglo River Bridge	September 2022	Full access	Not Applicable	
58	42	QTB September 2022_K. DA for Green Waste Facility	September 2022	Full access	Not Applicable	
59	43	QTB September 2022_L. Library Closures	September 2022	Full access	Not Applicable	

To: Minister for Transport and City Services

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

From: Executive Branch Manager, Roads ACT

Subject: Kingsford Smith Drive Evaluation

Purpose

To provide the interim evaluation results for the safety treatments installed along Kingsford Smith Drive.

Background

The 2020-21 ACT Road Resurfacing Program included maintenance of a section of Kingsford Smith Drive between Kuringa Drive and Spalding Street. The resurfacing program assessment process triggered proposed changes to the posted speed limit and line-marking to improve road safety. The work formed part of the annual scope of the road resurfacing program, where roads are assessed to determine if active travel or other line-marking improvements can be made following resurfacing.

Objectives and Treatments

The objectives of the implemented treatments were to improve safety for all road users by:

- Speed reduction to improve sight distance requirements at the concealed intersections and driveways, by permanent reduction of the speed limit from 70km/h to 60km/h.
- On-road cycle lanes to shift the traffic lanes further from roadside hazards, removing the need to install safety barriers, by reduction of traffic lanes.
- Line-marking improvements at intersections to improve lines of sight and create safer turning manoeuvres, by the introduction of chevrons and changes to turn lines.
- A reduction in the number of lanes that a vehicle must cross when turning right at an intersection or out of driveways, by traffic lane changes and introduction of cycling lanes.

Evaluation

To enable the technical evaluation of the implemented treatments, traffic surveys were undertaken on Kingsford Smith Drive at two separate locations within the project area, and the traffic speeds and volumes have been analysed from these 24-hour/7-day tube counts.

Advisory Note- Minister Steel

A comparison of the before and after traffic data showed a marginal drop in traffic volume of up to 5% as well as a reduction in average travel speed of about 4.7km/h.

SITE DESCRIPTION	Speed limit	BEFORE		AFTER		CHANGE	
		Average Speed	85%ile Speed	Average Speed	85%ile Speed	Average Speed	85%ile Speed
Kingsford Smith Drive (Magrath Crescent South - O'Neill Street)	70 (2018) 60 (2022)	69.9	76.3	65.1	72.0	-3.9	-4.3
Kingsford Smith Drive (Alpen Street - La Gallienne Street)	70 (2018) 60 (2022)	70.3	76.2	64.9	71.1	-5.4	-5.1

14 months has elapsed since the implementation of treatments and given the short duration any major reduction in the risk and seriousness of crashes is unlikely to be detected through the analysis of crash numbers at this stage. For a more representative evaluation of safety impacts, crash records of a longer period (at least three years) for the 'after' period would be required.

An interim evaluation of reported crashes on Kingsford Smith Drive between Kuringa Drive and Spalding Street in the 12 months leading up to the completion of the treatments and in the 12 months following the completion of the treatments have been reviewed.

- The overall number of crashes has reduced from 14 to 8 (43% reduction).
- In the 12 months following the implementation:
 - there were no crashes resulting in serious injury.
 - the number of right-angle crashes at intersections reduced to zero.
- The number of rear end crashes has slightly increased from 6 in the 12 months leading up to the completion of the treatments to 8 in the after period.

Conclusion

Whilst the average speed of vehicles exceeds the posted speed limit, reported crashes have decreased. Travel speeds have also lessened which has safety benefits for all road users. More enforcement will be required to further reduce travel speeds and align those with the posted speed limit.

Traffic conditions on Kingsford Smith Drive should continue to be monitored and further evaluation carried out once more data is available allowing a more thorough assessment of changes in traffic behaviour and safety.

Cc Minister Cheyne



Noted / Please Discuss

Chris Steel MLA
Minister for Transport and City Services

3.1/8.22

Transport Canberra and City Services

To: Minister for Transport and City Services Tracking No.: S2022_01668

Date received in MO: 31/08/2022

From: Executive Branch Manager, Transport Planning and Delivery

Through: Director-General
Deputy Director-General, Transport Canberra and Business Services
Executive Group Manager, TC Operations

Subject: Light Rail Pre-Feasibility Planning

Critical Date: In the normal course of business

Recommendations

That you:

1. Note the information contained in this brief.

Noted / Please Discuss

Chris Steel MLA



6/9/22

Minister's Feedback

Background

1. The ACT Government is committed to a public transport network that can meet the needs of Canberra's growing population by providing an efficient, safe, accessible service.
2. In late 2015, the ACT Government released the draft Light Rail Network Plan, which presents a city-wide vision for building a strong, accessible, cost effective and efficient public transport network with light rail at its core.
3. The Light Rail Network is a vital part of the Government's plan to grow our public transport system and to create a compact, connected city. Planning for light rail builds on previous investigations and analysis around light rail and bus rapid solutions for mass public transit in Canberra, including the development of the Stage 1 business case from City to Gungahlin.
4. In 2016, following contract and commercial close of Stage 1, Transport Canberra and City Services (TCCS) undertook pre-feasibility investigations for the east-west and north-south axes of the light rail network, including Belconnen to the Airport and City to Mawson.
5. The pre-feasibility study was guided by the strategic planning in the 2015 Light Rail Network Plan and assessed corridor performance (based on high-level route options) against land use, environment, transport, cost and deliverability categories, which was used to inform the government's decision to progress the City to Woden corridor as Stage 2 of the Canberra Light Rail Network.
6. With Stage 1 of the light rail network now operating, technical work is well underway by Major Projects Canberra (MPC) and their technical advisors to design and construct light rail through the city centre as part of Stage 2a to Commonwealth Park. There is an immediate need to understand and future proof for options that are likely to be considered as part of later pre-feasibility studies for future stages of light rail intersecting with the existing light rail alignment in the city centre.
7. Support is required to ensure all updated assumptions and identified future proofing constraints are reflected in a refreshed Light Rail Network Plan (LRNP) document that can then guide, with confidence, future light rail planning efforts.
8. The prioritisation of future light rail planning work, that is committed to, is as follows:
 - a. Finalising the Light Rail Network Plan (LRNP) refresh (sometimes referred to as the Light Rail Master Plan) remains the main short-term priority as this will be a clear articulation of the ACT Government's current high-level thinking and planning for future light rail.
 - b. Progressing updates to Light Rail Stages 3 and 4 pre-feasibility studies. These will be progressed, once the LRNP refresh is completed. The refreshed LRNP will establish and guide high-level corridor values and principles, that may

then be explored in greater detail through discrete pre-feasibility studies and investigations focused on providing updated analysis and planning insights into Stages 3 and 4.

Issues

9. A project will shortly commence that will allow Transport Canberra to finalise the refresh to the draft future light rail network plan. This document, in determining next steps to future proof for options that enable future light rail through the city and calibrate previous planning work, will then be used to inform future pre-feasibility studies and investigations.

10. In particular, this project will:

a. Account for changes that have occurred in the past 2 years including the release of the Transport Strategy, further planning for Stage 2a and 2b of Light Rail and consider for current demographic and economic forecasts and changes to Government plans and policy. ✓

b. Undertake a focused strategic-level assessment of opportunities to connect light rail in Central Canberra will be undertaken considering operational, amenity and design considerations. Some key considerations will be how future light rail connections can connect to Stage 2 of light rail. ✓

c. Identify next steps and refine the scope for the Stage 3 and 4 pre-feasibility studies and investigations that will further progress implementation of the Light Rail Network Plan. ✓

11. The finalised Light Rail Network Plan refresh document will be structured to provide insights into the following:

a. Contextualise the wider ACT planning contexts, and key values and principles, driving the light rail network plan. ✓

b. Articulate a commitment to whole of journey approach, aligning with the Multi-modal Network Plan (in progress), and outlining in general terms what this looks like – quality interchanges and enhanced accessible public transport infrastructure. ✓

c. Provide an updated illustration of the ‘ultimate’ light rail map, that makes clear the key corridors for high-level analysis, as well as for further study as part of subsequent pre-feasibility studies and investigations. ✓

d. Describing and illustrating updated planning and thinking on light rail and public transport in the city centre as a major focus area where future corridors will intersect with existing infrastructure. ✓

CABINET

- e. Describing and illustrating current planning and corridor analysis relating to the key light rail corridors including the North-South Spine, the East-West corridors, as well as the Western corridor to Molonglo.
 - f. The final section of the document will outline the key moves and next steps towards implementing the light rail network plan. These will provide a call to action for the next step, including pre-feasibility studies and investigations, that link in with the existing expectation of progressive (staged) delivery of light rail.
12. There is an indicative date set for the LRNP to go to Cabinet in 'early 2023'. Once an official date is established, TCCS will engage with your office to coordinate the timing of the progression of this document to Cabinet.

Financial Implications

13. Nil arising from this brief.

Consultation

Internal

- 14.

Cross Directorate

15. Nil.

External

16. Nil.

Work Health and Safety

17. Nil arising from this brief.

Communications, media and engagement implications

18. Not applicable to this brief.

Signatory Name: Sarah Taylor-Dayus

Phone: 02 6207 4593



Transport Canberra and City Services

To: Minister for Transport and City Services

Tracking No.: MIN S2022/01310

Date received in MO: 17/08/2022

From: Executive Branch Manager, Transport Planning and Delivery

Through: Director-General, Transport Canberra and City Services
Executive Group Manager, Transport Canberra
Executive Branch Manager, TCCS Communications
Executive Branch Manager, Bus Operations

Subject: Transport Canberra Customer Survey (Bus)

Critical Date: In the normal course of business

Recommendations

That you:

- 1. Note the information contained in this brief; and

Noted / Please Discuss

- 2. Agree to Transport Canberra conducting the bus service customer satisfaction survey trial.

Agreed / Not Agreed / Please Discuss

Chris Steel MLA 1/9/22

Minister's Feedback

Background

1. Transport Canberra and City Services (TCCS) currently measures customer satisfaction scores for various accountability indicators through an annual survey of 1,000 random respondents. Respondents are asked how satisfied or dissatisfied they are for each service and can provide a reason. This approach meets audit and reporting requirements.
2. Transport Canberra's (TC) light rail services conduct bi-annual customer satisfaction surveys directly with passengers, providing meaningful and objective data on how the customer experiences and interprets the service performance.
3. TC's bus services have not conducted customer surveys up until now but with the upcoming disruption period and the need to have a greater understanding of the drivers for customers to trial or mode switch, it is imperative to align with light rail to ensure there is an integrated transport approach.
4. As a component of the TC Customer Strategy, a baseline of meaningful customer data is required to give the strategy relevance and meaning. The team delivering the Customer Strategy project and the Customer Plan for Disruption have recommended trialling a detailed customer satisfaction survey tailored specifically to TC bus service, that can be delivered in-house.

Issues

Why Transport Canberra needs a customer survey for buses

5. To deliver better public transport services in the future, as well as more effectively manage disruption from an informed perspective, TC require a reliable method of identifying what the key factors are that determine use of bus services by current passengers.
6. Accurate and ongoing customer experience measures are also vital to inform how we improve TC bus services in a way that increases long term customer loyalty and ultimately increases patronage.
7. TC currently captures quantitative data on patronage numbers but not qualitative data that can provide insights and form a baseline to inform the Customer Plan.
8. With no survey for bus passengers, this means that 80% of public transport users are not currently being surveyed.

What is the customer satisfaction survey?

9. The customer satisfaction survey will be a detailed customer experience (satisfaction) survey tailored to TC's bus customers. The survey will consist of:
 - a. An in-depth set of questions aligned to evidence-based guiding principles of great public transport experience. The guiding principles are based on detailed research and thematic analysis of national and international best

practice and are reflective of other Australian public transport operators. A further presentation of the research-led guiding principles can be provided on request.

10. The proposed survey questions at Attachment A will provide a baseline of performance against each guiding principle and allow TC to prioritise service delivery improvements.

How will the survey be trialled?

11. The first step is to trial the proposed approach, evaluate the response levels and quality of responses received, revise where needed and then confirm future next steps.
12. The survey is designed and conducted in-house, through engagement with the CMTEDD Research and Insights team to support question design and privacy considerations.
13. The trial survey will be distributed through select ACT Government digital and social channels to be managed by the TCCS Communications team. If the trial is successful, distribution channels and frequency will expand to intercept customers at different access points of the service i.e., face to face, via QR codes on buses, flyers etc.
14. The TC Accessibility Reference Group will be included in reviewing the survey in order to seek any feedback.
15. Reporting of results will initially be static, with the possibility for expansion into a dashboard for future iterations.

Financial Implications

16. The survey will be conducted within existing resources and budget. The survey trial will be delivered fully in-house to test its viability long term.
17. Should the survey be approved for expansion, full costings and budget provision will be taken into account.

Consultation

External

18. Nil.

Work Health and Safety

19. Nil.

Benefits/Sensitivities

20. This survey will help TC deliver better bus services and more effectively manage disruption from an informed position.
21. It will also allow TC to better plan service delivery improvements that will increase long term loyalty and, ultimately, patronage.

- 22. The proposed survey will move beyond once-a-year audit-focused customer reporting to insights that are more operationally meaningful and useful.
- 23. It will also align with the customer measurement approach within light rail services to provide an integrated public transport approach akin to other interstate transport operators.

Communications, media and engagement implications

- 24. The Accessibility Reference Group members' input will be sought.
- 25. As this is a trial survey to establish baseline, TC does not foresee a need for a broader stakeholder engagement or communications at this stage.
- 26. This survey is not deemed likely to generate media coverage. Communications and distribution will be managed directly by the TCCS Communications team.

Signatory Name: Sarah Taylor-Dayus

Phone: 74593

Attachments

Attachment	Title
Attachment A	Proposed survey questions

Transport Canberra and City Services

OFFICIAL

To: Minister for Transport and City Services

Tracking No.: MIN S2022/01325

Date received in 14/07/2022

MO:

From: Director-General, Transport Canberra and City Services

Through Deputy Director-General, Transport Canberra and Business Services

Executive Group Manager, Transport Canberra

Executive Branch Manager, Transport Planning and Delivery

Subject: Transport Canberra Quarterly Data Report #11

Critical date: Normal course of business

Recommendations

That you:

1. Note Transport Canberra's 11th quarterly data report (Attachment A), reporting data for the period from 1 January to 31 March 2022, for publication on the Transport Canberra website.

Noted / Please Discuss

Chris Steel MLA



14/7/22

Minister's Feedback

Background

1. Transport Canberra prepares a quarterly report of public transport patronage and performance.
2. The purpose of this report is to provide a clear and consistent source of information about the performance and use of Transport Canberra services. These reports are published on Transport Canberra’s website.
3. Quarterly public transport patronage and performance reporting has recommenced following a pause due to the COVID lockdown in 2021 and a delayed restart to reporting due to an identified issue involving incorrect attribution of patronage to service type. This issue is now resolved.

Issues

4. This data report covers the period from 1 January to 31 March 2022.
5. During the quarter ending 31 March 2022, the number of journeys made on public transport was 32.29% lower than for the same period in 2020. This is due to the ongoing impact of COVID-19.
6. The number of paper tickets increased from 6.83% in March 2021 to 9.92% of all boardings in March 2022. Passengers continue to be advised that cash is not accepted on buses and are encouraged to use MyWay or purchase a paper ticket at ticket vending machines.
7. This report will be published on Transport Canberra’s website.
8. The next report is due to be prepared in July-August 2022, covering the period from 1 April to 30 June 2022.
9. Quarterly reports will also be prepared for those reporting quarters in 2021 that were missed due to the issues outlined in paragraph three to ensure continuity of reporting.

Signatory Name: Judith Sturman

Phone: x52639

Attachment	Title
Attachment A	Transport Canberra Quarterly Data Report #11 (1 January to 31 March 2022)

Transport Canberra and City Services

To: Minister for Transport and City Services

Tracking No.: S2022/01407

Date received 10/08/2022

in MO:

From: A/g Executive Branch Manager, Strategic Policy and Programs

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

Subject: Roadside electoral signage – options for corflute reduction

Critical Date: 19/08/2022

Critical Reason: To provide input into the Electoral Amendment Bill Cabinet Submission

Recommendations

That you:

1. agree to the recommended option for restricting electoral signage as outlined in this brief and discussed with your office.

Agreed / Not Agreed / Please Discuss

Chris Steel MLA  24/9/22

Minister's Feedback

Background

1. The ACT Government is committed to restrict roadside electoral advertising including further regulation of roadside corflutes under the Parliamentary and Governing Agreement for the 10th Legislative Assembly (PAGA) and Recommendation 24 of the Inquiry into the 2020 ACT Election and the Electoral Act (the Inquiry).
 - a. Item 18 of Appendix 2 of the PAGA states the Government will: *Further restrict roadside electoral advertising including further regulation of roadside corflutes and introduce specific offences for roadside advertising using illegally parked or idling vehicles for commercial or political purposes.*
 - b. Recommendation 24 of the Inquiry states: *The Committee recommends that ACT Government prohibit roadside signs for electoral advertising on public land. If Constitutional or human rights considerations present a barrier to this outcome, the Committee recommends that ACT Government consult with the community and report to the Assembly on the nearest alternative options by March 2022.*
2. Transport Canberra and City Services (TCCS) has policy responsibility for progressing the above commitments. As you would be aware, the Justice and Community Safety Directorate (JACS) is progressing an Electoral Amendment Bill to implement recommendations from the Inquiry. [REDACTED]
[REDACTED]
[REDACTED]
3. The component of the PAGA commitment relating to specific offences for roadside advertising using illegally parked or idling vehicles for commercial or political purposes will be addressed separately as part of a broader review of the *Public Unleased Land Act 2013* (PULA) led by TCCS.

Issues

4. A number of options have been discussed with your office [REDACTED]
[REDACTED]
[REDACTED]
5. In developing the recommended option consideration was given to driver safety, environmental impacts, effective enforcement, administrative burden on TCCS and candidates, fairness, visual pollution and advertising efficacy visibility.
6. [REDACTED]
[REDACTED]
[REDACTED]
7. [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



Suggest that this is only on request

CABINET

8. [REDACTED]
9. [REDACTED] ✓
9. [REDACTED] ✓
10. [REDACTED] ✓
10. [REDACTED] ✓
11. The environmental impact of high numbers of single-use corflute signs has been raised as a concern by stakeholders. While recognising a corflute recycling trial has been made available in the ACT with potential for expanding this service on an ongoing basis, avoiding waste in the first place is always better for the environment. ✓
12. Advice was sought from TCCS Licensing and Compliance [REDACTED] [REDACTED]
13. [REDACTED] [REDACTED]
14. Cabinet agreement to amending the Code will be sought through the JACS-led Cabinet Submission accompanying the Bill. Please discuss

Financial Implications

15. Nil at this stage.

¹ Based on the ordinary speed limit on a road so would apply regardless of whether variable speed limits were in place, such as for road works.

Consultation

Internal

16. TCCS Licensing and Compliance, NoWaste and Road Safety and Transport Policy were consulted in the development of the options for restrictions.

Cross Directorate

17. [Redacted]



18. The Human Rights Scrutiny team within JACS have provided preliminary advice that restricting electoral signage engages the right to freedom of opinion and expression under section 16 of the *Human Rights Act 2004* and the Constitutional implied right to freedom of political communication. [Redacted]

[Redacted]



External

19. The different options were discussed with ACT Electoral Commission who provided comment on potential concerns.



- a. There is potential for increased administrative burden resulting from complaints directed to the Commission requiring referral to TCCS City Rangers.
- b. There is potential for candidates to use the new regulations to penalise competitors; unsubstantiated complaints may complicate enforcement.
- c. Fairness and accessibility for candidates is currently managed through caps on electoral spending, however this doesn't address where candidates lack the funds to reach these maximum spending limits.

Work Health and Safety

20. Nil.

Benefits/Sensitivities

21. The benefits of the proposed change are as follows:

- a. It is responsive stakeholder concerns raised during the Inquiry about the environmental impacts of corflutes [Redacted]

- [REDACTED]
[REDACTED].
- b. It would address driver safety and driver distraction concerns and would support increased and more efficient sign management and enforcement [REDACTED]
[REDACTED]
 - c. It would encourage candidates to value each sign, allowing a higher level of upkeep and attention to individual signs by candidates.
22. There are mixed views on the enforceability of this policy.
- a. The Electoral Commission expressed concerns around potential challenges with enforcement, [REDACTED]
[REDACTED]
 - b. TCCS Licencing and Compliance support the proposed option as it allows for more responsive and efficient enforcement action [REDACTED]
[REDACTED] It also encourages candidates to take greater responsibility for their signs.

Communications, media and engagement implications

- 23. Nil at this time.
- 24. Electoral reform may generate public interest if pursued. TCCS will work with JACS in relation to any communications related to the roadside electoral advertising changes.

Signatory Name: Kirra Cox

Phone: x53407

Transport Canberra and City Services

To: Minister for Transport and City Services

Tracking No.: MIN S2022/01584

**Date received
in MO:** 24/08/2022

From: Executive Branch Manager, Strategic Policy and Programs

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

Subject: Active travel strategic project updates – Bowen Drive Pop up Lane,
Pedestrian and cyclist counters and bike barometer

Critical Date: In the normal course of business

Recommendations

That you note the information contained in this brief.

Noted / Please Discuss

Chris Steel MLA  29/8/22

Minister's Feedback

Early engagement with the NCA ahead of expenditure may reduce the risks of the proposal not being supported.

Background

1. The ACT Road Safety Taskforce was asked to nominate projects suitable for strategic funding in 2020-21 via the ACT Road Safety Fund.
2. TCCS submitted proposals for:
 - A separated bike lane to be trialled along the City-Queanbeyan cycling route at Bowen Drive (\$100,000).
 - The installation of two new bicycle and pedestrian counters – one in the City and one along the Belconnen Bikeway (\$30,000).
 - The installation of a bike barometer on Commonwealth Avenue Bridge (\$90,000).
3. A project plan is being prepared by City Services / Infrastructure Delivery (ID) to deliver the three strategic projects.

Issues

4. To minimise costs ID have opted to combine the three projects in the one project plan which will enable the engagement of one design consultant across the three projects.
5. The project plan has outlined several risks which may affect the delivery of the projects.
6. The funding requested in 2020-21 was estimated to be sufficient to complete each project. Due to the delays in commencing this work, increases in consultant and construction costs, extended time required for approvals, and current supply chain issues, the allocated budget may be insufficient to meet the project objectives and deliver the project outcomes.
7. The pop-up bike lane on Bowen Drive and the Bike Barometer on Commonwealth Avenue will require NCA works approval as they are within National Capital Plan Designated Areas.
8. [REDACTED]
9. This kind of project encounters common risks which may include design conflict with unknown subsurface conditions and unmapped subsurface utilities which could increase costs further and remain unknown until work commences.
10. Bike Barometer equipment is sourced from France and delivery may be impacted by current supply chain delays and cost of the equipment may increase.

11. The preliminary Project Plan indicates that it will take approximately three months after project start-up to finalise the design drawings and submit the documentation for NCA works approval. Further completion of the works will take approximately six months. However, NCA work approval processes can currently take up to 4 months.

Financial Implications

12. The Road Safety Fund is financed by a \$2.50 road safety contribution fee set by the Government and collected as part of ACT motor vehicle registrations. The Fund was established in July 2015 to fund projects and initiatives related to road safety research, education, and road trauma prevention, in support of the ACT Road Safety Strategy.

13. [Redacted]

14. [Redacted]

15. [Redacted]

Consultation

16. The Active Travel Office are working closely with Infrastructure Delivery to prepare the project plan to progress the projects.
17. The ACT Road Safety Advisory Board is aware that funding has been allocated to these projects.

Benefits/Sensitivities

18. The Bowen Drive project 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 improving the safety of vulnerable road users in the area. It will also help alleviate traffic disruption due to the Light Rail construction by offering improved alternative travel mode infrastructure.
19. The installation of two new counters to record both cyclist and pedestrian movements in the city and along the Belconnen Bikeway will gather ongoing continuous active travel data that could be used to inform future road safety initiatives.
20. A Bike Barometer will also be installed to record and display bike traffic numbers on both sides of the Commonwealth Avenue Bridge.

Communications, media and engagement implications

21. Nil

Signatory Name: Kirra Cox

Phone: X53407

To: Minister for Transport and City Services

Through: Director-General

From: EBM, Strategic Policy and Programs

Subject: Timing for release of the draft Design Guide: Best practices for urban streets in the ACT

Purpose

You requested advice on the timing of the release of the draft *Design Guide: Best practices for urban streets in the ACT* (the Design Guide).

Advice / Response

- The Active Travel Plan (including maps of priority walking areas and the cycle network) was open for public consultation from 14 July to 24 August 2022.
- The draft Design Guide was intended to be released during this period, however, given the audience for the draft Design Guide is largely limited to professionals and walking and cycling advocates, you agreed to a delay in finalising the guide to ensure a higher quality product.
- On reviewing the draft Design Guide, it was agreed that the 16 example images used to illustrate best practice intersection design (sourced from the Auckland Transport guide) be replaced with illustrations with a Canberra look and feel in the same style as the images used in communications for the LRS2/ RLC project, but without raising expectations that these were planned works in specific locations.
- This required TCCS to expand the scope and cost of the graphic design works beyond the initial procurement of three example images.
- Based on the quotation for the initial 3 images and then the next 13, the total to produce the images is [REDACTED]
- Given the quote exceeds the select procurement limit, the Strategic Policy and Programs Branch was required to seek approval for a limited procurement process in accordance with Section 6 of the Government Procurement Regulation 2007.
- Section 10 of the Regulation allows the relevant Director-General (or their delegate) to exempt a procurement from the requirement of Section 6 (to seek three quotes) only if satisfied, on reasonable grounds, that the benefit of the exemption outweighs the benefit of compliance with the requirement.
- Allowing two weeks for this procurement process and another two weeks production of the images, the draft Design Guide will now be ready to be released from 6 September.
- Given the audience for the draft Design Guide is largely professionals and walking and cycling advocates, and that community consideration of the Active Travel Plan is not contingent on it, TCCS will finalise the Active Travel Plan YourSay process according to the original schedule on 24 August.



ACT
Government

Transport Canberra
and City Services

Advisory Note- Minister Steel

- The draft Design Guide will be released separately through the YourSay page and stakeholder groups once it is finalised.
- The YourSay page will be updated to include a submission portal for feedback about the design guide and all other feedback mechanisms will be closed.
- An email will be sent to all contributors of the Active Travel Plan consultation to advise that the Design Guide has been released for comment.
- In addition, the Strategic Policy and Programs Branch anticipate hosting targeted discussions on the draft Design Guide with members of the Strategic and Technical Working Groups following its release or following the receipt of final comments. ✓
- Whilst both consultation processes will overlap in part, running them in sequence is beneficial and will allow TCCS to analyse and digest feedback on the plan and maps first which are strategic in intent. Subsequently, both TCCS and stakeholders can consider the more granular guidance within the strategic framework, including discussions with the Strategic and Technical Working Groups on the draft Design Guide.


 **Noted/Please Discuss**

Chris Steel MLA
Minister for Transport and City Services

5/9/22

Transport Canberra and City Services

UNCLASSIFIED

To:	Minister for Transport and City Services	Tracking No.: MIN S2022/01598
Date received in MO:	22/08/2022	
From:	Chief Financial Officer	
Through:	Director-General, Transport and City Services	
Subject:	Roads to Recovery – receipt of funds from the Commonwealth – advice to Federal Members of Parliament	
Critical Date:	25/08/2022	
Critical Reason:	To ensure compliance with Commonwealth’s funding requirements	

Recommendations

That you:

1. Note the information contained in this brief; and

Noted / Please Discuss

2. Sign the attached letters (x3) to Federal Members of Parliament.

Signed / Not Signed / Please Discuss

Chris Steel MLA *[Signature]* 23/8/22

Minister’s Feedback

Please provide a description of the type of work in each location in the attachment.

UNCLASSIFIED

Background

1. Transport Canberra and City Services (TCCS) is currently receiving funding from the Commonwealth under Roads to Recovery program 2019-2024. The program supports the maintenance of the nation's local road infrastructure assets, which facilitates greater access for Australians and improves safety and economic and social outcomes.
2. The Australian Government has amended Parts 4 and 5 of the Roads to Recovery Program Funding Conditions 2019. The Australian Government wants to ensure appropriate recognition of Roads to Recovery in light of additional funding provided to the program in the 2019-20 Federal Budget.
3. Local Governments, along with existing requirements to involve Ministers and the Department in any media opportunities, including events or media releases, are now also required to give relevant local Federal Members of Parliament the opportunity to participate in any media releases they plan to issue or events they plan to hold relating to any project funded under the Roads to Recovery Program.
4. Local Governments are now also required to email a summary of their quarterly expenditure report to relevant local Federal Members of Parliament in any quarter they are seeking a payment, after the payment has been approved.

Issues

5. As noted above, under the funding arrangements, TCCS is required to inform the three Federal Members of Parliament for the ACT of receipt of funds from the Commonwealth within seven days of receipt.
6. The required letters for your endorsement to the three local members are provided (Attachment A-C) along with details of the road projects funded in the ACT through this program (Attachment D).

Financial Implications

7. The funds received from the Australian Government for the Roads to Recovery Program in August 2022 amounted to \$4,041,798. These funds finance projects in construction. The current program of works listed is fully funded by the Roads to Recovery.
8. This is the first payment the ACT has received in 2022-23.
9. On a whole of program basis (2019-2024) the ACT has received \$27,948,048, including the August 2022 receipt. The program budget for (2019-2024) is \$39,843,750.

Benefits/Sensitivities

10. Nil.

Communications, media and engagement implications

11. Potential for joint opening events for select major sites; community advice on completion of various sites as applicable.

Signatory Name: Tassany Price

Phone: 59961

Attachments

Attachment	Title
Attachment A	Roads to Recovery letter – Leigh (August 2022)
Attachment B	Roads to Recovery letter – Payne (August 2022)
Attachment C	Roads to Recovery letter – Smith (August 2022)
Attachment D	Expenditure Report – June quarter, payment received in August 2022

Transport Canberra and City Services

To: Minister for Transport and City Services

Tracking No.: MIN S2022/00919

**Date received
in MO:** 31/07/2022

From: Executive Branch Manager, Transport Planning and Delivery

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

Subject: Term 4 Network Implementation

Critical Date: 03/08/2022

Critical Reason: To ensure that marketing material and driver shifts can be finalised.

Recommendations

That you:

1. Note the information contained in this brief; and

 **Noted / Please Discuss**

2. Agree to the recommended option for Term 4 – retain existing ‘interim’ network.

 **Agreed / Not Agreed / Please Discuss**

Chris Steel MLA 2./8./22

Minister's Feedback

Please brief on the Term 1 Disruption timetable, inc service frequencies, by the end of August (or earlier), to ensure there is enough time to review the changes and provide any feedback.

Background

1. Transport Canberra (TC) has been undertaking final preparations for a new bus network (Term 4 network). This had been planned to replace the current 'interim' COVID network that was implemented in October 2021, as part of the ACT's return to 'face to face' school learning.
2. The key elements of the planned Term 4 network were presented to you and your office on 24 June 2022. A summary of those proposed network changes is provided in Attachment A.
3. TC met with your office on 7 July 2022 to provide the outcome of the proposed changes and the resulting effect on service frequencies – refer to Attachment B.
4. The need for a review of network options for Term 4 is primarily driven by the proposed construction of the 'temporary' Woden Interchange – a recent change to the construction methodology and staging of the Woden CIT project. This will result in the loss of key bus layover facilities adjacent to the existing interchange and will require buses to circulate the Town Centre for alternative layover space.
5. This extra 'dead running' time has been estimated by the Transport Workers Union (TWU) and TC Scheduling to be 7 minutes. This extra time is required for each bus starting and finishing a service at the interchange (approximately 470 a day) and is not factored into the current interim network and timetable, or the pre-COVID-19 Network.
6. With the COVID-19 pandemic continuing to impact TC's driver workforce, in terms of availability of drivers and in terms of attrition and recruitment activity, service reliability remains an ongoing risk. This risk is further increased with increased frequency beyond the current interim timetable being implemented prior to the impacts of COVID-19 on driver numbers reducing to pre-COVID levels.
7. TC has a recruitment plan that is aimed at expediting the provision of new drivers. The recruitment training program that commenced on 29 July forecasts an extra 60 drivers will be in the workforce by the end of 2022, on the basis that all training classes can be filled.
8. TC continues to plan and develop a new network for Term 1, 2023. This network will allow for the estimated 'disruption' impacts associated with the early construction stages of Raising London Circuit (RLC) and the operation of the 'temporary' Woden interchange.

Issues

9. As a result of the ongoing driver availability concerns and initial feedback from the TWU on the planned Term 4 network, TC has undertaken investigations into the impacts, benefits and risks associated with two options. These options include the following and are detailed below:

- a. Option 1: **Recommended option** – Retain the current interim network in Term 4 and manage the additional time through Woden by daily operations and the utilisation of current stand by drivers (driver contingency created by the interim network, minus those impacted by COVID).
 - b. Option 2: Continue with the planned new Term 4 network, noting that ongoing negotiation with the TWU would be required.
10. The 'shift pick' timings required to finalise the process for Option 2 are currently now under pressure:
- a. Based on the timeline for bringing a new network in, option 2 could not now be delivered for the commencement of Term 4. Even if agreement could be reached with the TWU by mid-August, the network could not be implemented until the middle of Term 4 under current EA conditions. Therefore, effectively only in place for 5-6 weeks.
 - b. An alternative would be to negotiate agreement for the TWU for a condensed period of shift exposure and shift pick to meet the timeline.
 - c. Option 2 would also require the development and 'shift pick' for a new Christmas Holiday network. This network would be in place for 6 weeks during the Christmas School holidays.
11. Option 1 would utilise the existing Christmas Holiday network that was used last year.

Option 1 – Retain current interim network in Term 4, managing additional time through Woden via daily operations and current standby drivers and buses

12. Description

- a. Continue with the existing interim network that has been in place since October 2021. Provide 'standby' buses and drivers around the Woden Town Centre that can be quickly called upon to cover a late running service – thus assisting with service reliability.

13. Customer outcome

- a. A continuity of customer service that has been in place since October 2021.
- b. No increase in current service frequencies.
- c. All planned improvements would be deferred to the Term 1 network change in January 2023. Noting that schools are yet to be notified of planned improvements to their services.

14. Driver requirements

- a. Same as existing interim network (driver contingency remains in place).

- b. Driver numbers to increase via recruitment over coming months, which will assist with weekday and weekend reliability.

15. Risks

- a. Potential for an increase in delayed bus services due to the required additional dead running around the Woden Town Centre.

16. Risk mitigation

- a. TC would monitor delays around the Woden Town Centre and if required, locate standby buses and drivers in the area.
- b. These 'standbys' would be called upon to cover services that may be under threat of being 'dropped' due to late running caused by extra dead running around Woden. This will help with the reliability of services for customers.
- c. Operational observations made during Term 4 would be used to inform the development of the Term 1 'disruption' network, with knowledge and accuracy of additional time required.
- d. The TWU is supportive of retaining the existing 'interim' network in Term 4 (this option), acknowledging that a new network is required for Term 1, 2023. ✓

Option 2 – Continue with planned new Term 4 network including improvements and Woden timings – timings to shift pick would prevent implementation for the commencement of Term 4.

17. Description

- a. Continue with TC's current planned Term 4 network improvements. Improvements include localised route changes in Belconnen and Gungahlin, installation of new Lawson service and minor changes to school services.
- b. The network incorporates the required extra time for dead running around Woden.

18. Customer outcome

- a. Provides positive benefits to the community, incorporating a number of changes that have been requested by members of the public, schools and parents over the last 18 months (note: these are also included in the Term 1 'disruption' network).
- b. Effectively the same service frequencies as the current interim network.
- c. Implementation of this option would mean that customers experience three (3) different bus networks and timetables in the space of three (3) school terms. Moving from the existing Term 3 'interim' network, to the 'planned' Term 4 network and then onto the Term 1, 2023 'disruption' network.

- i. This has the potential to cause some angst amongst the community; in particular schools.

19. Driver requirements

- a. Major increase in daily driver requirements compared with the existing interim network (approximately 90 additional driver shifts each weekday).
- b. Driver requirements expected to be slightly higher than the pre-COVID network (approximately 20 additional driver shifts each weekday).
- c. Driver 'shift pick' would be required for this option.

20. Risks

- a. Major risk associated with driver availability and subsequent impacts on service reliability.
 - i. These service reliability impacts are most likely to be seen on weekends.
- b. Even with TC's current recruitment activities, total driver numbers are not expected to be at levels sufficient to operate this network reliably (see driver requirements above).
- c. TC is yet to reach agreement with the TWU on the draft Term 4 shifts, with negotiations ongoing. TWU have shown reluctance to approve given shift configurations and overall driver number requirements.
- d. The 'shift pick' process for the planned Term 4 network was originally planned to start on 18 July 2022, but is yet to begin due to the TWU's concerns of the draft shifts.

21. Risk mitigation

- a. TC to continue to negotiate with TWU on shifts. Ongoing negotiations and required re-modelling will reduce the 'shift pick' timeframe (via agreement), or require implementation beyond the start of Term 4.
- b. Initial discussions with TWU have indicated that they would be opposed to shortening their shift pick process to accommodate this option.

Financial Implications

22. The implementation of Option 1 (remain with interim network) could be absorbed within TC's existing operational budget.
23. The operational costs associated with the planned Term 4 network (Option 2) is yet to be calculated. This would be done if required and could only be undertaken once the network is finalised and agreed with the TWU. These costs will be tabled in a separate brief.

Consultation

Internal

24. TWU – preliminary discussions on Term 4 operating options and draft shifts.

External

25. NIL

Benefits/sensitivities

26. Given the operational and potential community impacts associated with the two Term 4 network options outlined in this brief, TC recommends that Bus Operations:

- a. **Continue with the interim network in Term 4 (Option 1)**, supplemented by the use of ‘standby’ buses and drivers situated around Woden Town Centre to maintain service reliability. By doing so, it will:
 - i. Limit the number of network changes experienced by the community in a short period of time. ✓
 - ii. Provide a more reliable service for the community. Making use of the ‘spare’ bus / driver arrangement around Woden, if required. ✓
 - iii. Allow TC to recruit and train additional drivers in preparation for the Term 1, 2023 ‘Disruption’ network. ✓
 - iv. Will fit within current Enterprise Agreement requirements (i.e. shift picks process is not condensed) and be more palatable with the TWU. ✓
 - v. Allow Transport Canberra to utilise all their scheduling resources to continue to develop the Term 1, 2023 ‘Disruption’ network.

27. The TWU are supportive of retaining the existing ‘interim’ network for Term 4 (Option 1). This is reinforced by their recent initiation of a voluntary ‘shift pick’ process for shifts in the current ‘interim’ network. This would allow the driver workforce to choose a different shift for Term 4, under the current interim network.

Communications, media and engagement implications

28. Nil response

Signatory Name: Sarah Taylor-Dayus Phone: 6207 4593

Action Officer: Tim Rampton Phone: 6205 3053

Attachments

Attachment	Title
Attachment A	Term 4 Network Elements, July 2022
Attachment B	Term 4 Frequencies

Transport Canberra and City Services

To: Minister for Transport and City Services

Tracking No.: MIN S2022/01088

**Date received
in MO:** 20/07/2022

From: Executive Branch Manager, Roads ACT

Through: Director-General
Deputy Director-General, City Services
Chief Finance Officer
Executive Group Manager, City Operations
Executive Branch Manager, Infrastructure Delivery

Subject: Community Path Investment and Works Programming

Critical date: Normal course of business

Recommendations

That you:

1. Note the information contained in this brief; and

Noted / Please Discuss

2. Note that additional investment for existing community paths through BIF up to 2024-25 provides the opportunity for Roads ACT to increase maintenance focus for the next three financial years (2022-23 to 2024-25) on resurfacing principle and main paths (predominantly asphalt paths).

Chris Steel MLA

Noted / Please Discuss

10/8/22

Minister's Feedback

Regarding point 4 - this is explicitly to support the implementation of the active travel plan action: Using condition data to inform a new strategic asset renewal program of our community path network including shared paths and cycle paths.

Background

1. This brief was requested during discussions following Advisory Note titled ‘ACT Community Path Audit’ (Reference: MIN S2022/00544). Further information has been provided within this brief regarding investment and works programming for ACT’s community path network.
2. As at 30 June 2021, TCCS managed 2,577 kilometres of footpaths. Concrete paths make up approximately 87 percent of the community path network by length (See Table 1). The remaining 13 percent comprise of asphalt paths. (**Note this figure does not include paved or verge/shop front pedestrian areas*).

Table 1: Breakdown of path surface type for the current hierarchy.

Surface Type	Path Hierarchy			TOTAL
	Local	Main	Principal	
Asphalt	11%	82%	84%	13%
Concrete	89%	18%	16%	87%

3. The community path maintenance program is informed through the TCCS Asset Management System, which includes developing a works program to address the list of defects identified from community feedback as well as proactive and reactive path inspections by TCCS Officers.
4. A discussion paper is intended to be developed for the consideration through the Planning Subcommittee, which will discuss findings from the recent path maintenance audit and the ongoing work regarding road maintenance funding.

Internal path maintenance budget

5. The average annual budget allocation for community path maintenance, over the six-year period from 2016-17 to 2021-22 was \$5.4 million. The average breakdown of this budget allocation is summarised at Table 1.

Table 1: Breakdown of the TCCS path maintenance budget between 2016-17 and 2021-22.

Path surface type	Works description	Percent of path maintenance budget
Asphalt	Preventative maintenance such as resurfacing	12%
Concrete	Cold-mix repairs and grinding trip hazards and short-segment panel replacement*	75%
Both	Design and investigation works associated with paths	13%

*Note that short segment path replacement works are generally undertaken through the maintenance program when below the capitalisation threshold (e.g. less than \$5,000 or less than 20 metre segments for concrete paths).

6. The primary focus for the community path maintenance program is to reduce the risk of injury for path users by addressing priority safety concerns.
7. Asphalt path maintenance involves defect rectification and preventative works such as resurfacing. Concrete path maintenance is mostly focused on defect rectification. Renewal works are subject to capital funding (e.g. when a concrete path reaches end-of-life it is disposed and the replacement path is constructed, with its value accounted for as a new asset).
8. Further detail has been provided at Attachment A, which identifies the differing focus between 2020-21 and 2021-22 maintenance programs.

External path renewal budget

9. External budget for community path renewal works has been attained through both Local Roads and Community Infrastructure (LRCI) and the Better Infrastructure Fund (BIF) programmes. This includes:
 - a. the multi-year ACT Budget investment (\$4,000,000) into cycle and shared path maintenance (reference: 2021-22 ACT Budget). This investment follows an election commitment to invest more than \$3.7 million in cycle path maintenance (reference: LAB068-b); and
 - b. grant funding through the LRCI program includes \$2.6 million (LRCI 2 for 2021-22) and \$680,000 (LRCI 3 for 2022-23).
10. Path renewal sites currently planned for the 2022-23 financial year are listed at Attachment B. These sites were identified primarily within Canberra's Inner South and Inner North, using data from the 2021 path audit, with the intent to support active travel and minimise disruption associated with the construction of light rail from Civic to Woden.

Issues

11. The identified routine maintenance workload will be impacted by the path audit findings;
 - a. There are currently approximately 3800 defects identified within the Asset Management System for concrete paths. This represents around two years' workload based on current funding allocation. (*Note this doesn't include works confirmed by inspectors as safety trip hazards as these are generally made safe within 10 working days).

- b. Approximately 5,100 additional defects (8,900 in total) were identified through the 2021 path audit. The two data sets are yet to be reconciled to eliminate duplicate records.
12. Additional investment for existing community paths through BIF up to 2024-25 provides the opportunity for Roads ACT to increase focus for the next three financial years (2022-23 to 2024-25) on resurfacing principle and main paths (predominantly asphalt).
13. Roads ACT intends to demonstrate the increase in asphalt path resurfacing works through the TCCS Annual Report from 2022-23 to 2024-25.

Financial Implications

14. The works delivered through Infrastructure Delivery, funded through external capital works budget would continue to focus primarily on concrete paths with a view to capitalise associated new replacement paths.
15. It is intended that planned adjustments to accounting treatments for road pavement resurfacing (MINs 2021/01835) would also consider accounting treatments for community paths.

Consultation

16. Nil beyond Roads ACT.

Work Health and Safety

17. Nil.

Benefits/Sensitivities

18. The AN titled 'ACT Community Path Audit' and follow-up demonstration of the 2021 audit finding showed how this information is currently being used by TCCS.
19. The 2021 Audit finding are actively being sought by cycling lobby groups such as Pedal Power.
20. Roads ACT are currently working on loading additional defects identified through the 2021 path audit into the TCCS asset management system.
 - a. Records captured through the 2021 audit need to be cross checked against recently completed works and known defects prior to loading the new defects into the asset management system.
 - b. This work will estimate the total area and inform routine, preventative and renewal works programs.
21. TCCS is currently investigating how to enrich data collected through the 2021 path audit to identify the condition of asphalt paths on main and principal routes.

Communications, media and engagement implications

22. Path renewal sites at Attachment B are intended to be identified on the City Services website under the Infrastructure Projects webpage following award of the construction contract.

Signatory Name: Shelly Fraser Phone: 6207 9020

Action Officer: Owen Earl-King Phone: 0419982075

Attachments

Attachment	Title
Attachment A	Community path maintenance program (Summary for 2020-21 and 2021-22)
Attachment B	External Budget - Path renewal sites planned for 2022-23

To: Minister for Transport and City Services

Through: Director-General

Deputy Director-General, Transport Canberra and Business Services
Executive Group Manager, City Operations

From: Executive Branch Manager, Roads ACT

Subject: Speed Management Devices

Purpose

- To provide advice regarding the installation of speed humps requests and relevant policies for guiding these issues.

Advice

Number and type of requests for speed management

- TCCS receives approximately 20 public requests each month for traffic calming devices to be considered. Approximately 10 per cent result in further investigations that lead to recommendations of speed management measures. These may include speed humps or raised pedestrian crossings, historically adopted as the most cost-effective treatment.
- In 2020-21, Roads ACT completed traffic studies on the following streets, which also include speed humps as part of their Local Area Traffic Management masterplans (Refer to MIN S2021/00771):
 - Bugden Avenue, Gowrie
 - Antill Street, Knox Street and Aspinall Street, Watson
 - Boddington Crescent and O'Halloran Circuit, Kambah
 - Marconi Crescent, Summerland Circuit and Livingston Avenue, Kambah
 - Kosciuszko Avenue, Palmerston
 - Beasley Street, Torrens/Mawson
 - Theodore Street and Carruthers Street, Curtin
 - Knoke Avenue and Jim Pike Avenue, Gordon

Speed management policy context

- Safe Systems Approach: The ACT Government, in line with the latest national guidelines, prioritises the Safe System approach to road safety and the commitment to *Vision Zero*. The Safe System approach focuses on safe speeds, safe vehicles, and safe people and behaviours.
- The Safe System approach means that efforts must be made to manage the combined effects of the speeds at which we travel, the safety of the vehicles we use, and the level of protection provided by our roads.

Advisory Note- Minister Steel

- Speed management is a critical activity in managing the road network to ensure that roads are safe for all road users and can operate efficiently. Speed management is achieved by a combination of policy approaches typically grouped around:
 - Enforcement: by ACT Policing; and also Access Canberra via the mobile and fixed speed detection cameras.
 - Education: including campaigns to remind drivers of appropriate speed limits; and the graduated driver licencing scheme.
 - Engineering / Infrastructure: through the setting of speed limits; the design of roads to engender safe driving speeds and the introduction of speed management devices.
- Safety around schools: The ACT has a well-established program of speed management around schools and was one of the first jurisdictions to introduce school time 40km/h speed limits. Speed management devices are typically used around schools to address compliance with the intention to achieve vehicle speed below 40km/h without the need for enforcement.
- Active Travel: Walking, cycling and other active travel modes prefer to be separated from motorised traffic, but where they need to share road space, some form of speed management is often required. Research has shown that the risk of serious injury and death to active travel users increased significantly for traffic speeds above 40km/h. Guided by the strategy to increase the use of active travel, speed management devices play a critical role in managing the area of the road where vehicles and active travellers interact. These can include local roads where cyclists and pedestrians may need to share the road with vehicles and in locations where active travel routes cross traffic lanes. The current draft 'Active Travel Plan' reinforces the need for safe and active streets as a priority, based on their 'movement and place value'.
- Place making projects: Guided by the Movement and Place framework, speed management devices can be used to change the character and feel of a place by reducing community severance, increasing accessibility, and reducing the dominance of the car within the street environment. An example of such a project is Bunda Street in the City which uses raised crossings and other speed management devices to create a more connected city centre and encourage pedestrian movement across the street.
- Future Multimodal Network Plan: The 'Multimodal Network plan', currently being developed by TCCS and consultants, will give clarity to the future transport needs for each road section in the ACT.
 - From this piece of work, TCCS will be able to develop road stereotypes that define typical cross sections; the desired travel speeds; desirable travel facilities and road allocation; and the desirable travel volumes.
 - Future infrastructure programs will be developed to prioritise imbalances between road stereotypes and existing provisions and forecast future transport need.



ACT
Government

Transport Canberra
and City Services

Advisory Note- Minister Steel

- The current design standards and specifications for speed management measures used in the ACT are contained in the Municipal Infrastructure Standards (MIS), the Austroads guides and the Australian Standards.
- Roads ACT is currently reviewing the potential 'next steps' to complement road safety and active travel programmes, following the completion of the Multimodal Network Plan in 2023.

Please brief me on the proposed LATM designs in an in-person briefing.

Noted / Please Discuss

Chris Steel MLA
Minister for Transport and City Services

21./..8/.22

To: Minister for Transport and City Services

Copy: Treasurer
Minister for Police and Emergency Services

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

From: Executive Branch Manager, Development Coordination

Subject: Relocation of ACT Policing/ ACT Ambulance Services Car Parking from Knowles Place to London Circuit

Purpose

- To inform you that TCCS will relocate 10 ACT Policing vehicle parking spaces and one ACT Ambulance Services space (indicated in red on Attachment A) from Knowles Place as part of ongoing works to support the next stage of construction associated with the Morris Property Group (MPG) development.
- TCCS will relocate the displaced Police and Ambulance parking to existing on street parking along the London Circuit frontage of the Police Station (indicated by yellow on Attachment A).

Advice

- As part of the DEED of agreement associated with the site, MPG is required to construct a public carpark with 750 spaces (however this will be closer to 850 initially) and maintain 100 secure spaces for AFP use at all times. ACT Policing have advised TCCS that all these 100 spaces were not suitable for their most high priority response requirements. The 100 on site spaces are currently utilised for staff parking and other AFP vehicles and are being moved around the site until a permanent location is confirmed.

ACT Emergency Services Operational Risks

- ACT Policing have further explained that not having immediate access to its vehicles during a shift poses a major risk to the daily operations.
- These high priority call outs currently rely on response vehicles parked in immediate proximity opposite the city station in Knowles Place and this access has been described to TCCS as an operational necessity.
- ACT Policing advise that they require 24/7 access to the watchhouse and that utilising the 100 secure parking space in the MPG development would add unacceptable response times to these top priority incidents (gaining access and waiting for vehicle gates to open/close etc). To exit the carpark after hours there is a roller door which will add a delay to policing response times. If the door breaks down



Advisory Note- Minister Steel

ACT Policing will face an operational risk. Therefore, ACT Policing is seeking alternative arrangements to park high priority operational vehicles on street.

- Similarly, ACT Ambulance Services accessing the watchhouse currently park their vehicles on Knowles Place near the ramp to the holding area and will still require access to parking within this immediate area.
- These existing on street parks are planned to be removed due to the duplication of Knowles Place, hence ACT Policing is seeking assistance in identifying replacement parking for its operational needs. Actual line marking changes on Knowles Place were scheduled to take place by 30 June 2022 however TCCS negotiated with MPG to extend this until 7 July 2022 and this has now been completed.

Interim Solution - London Circuit on-street parking adjustments

- TCCS proposes to relocate the displaced police parking to existing on street parking along the London Circuit frontage of the Police Station (indicated by yellow on Attachment A). These modifications will effectively displace 7 x 30-minute ACT Government pay parking spaces and one pick up and set down bay.
- To give effect to these changes, TCCS will be required to amend London Circuit parking controls. The changes are essentially relocating 'Emergency Services Vehicles', 'No Stopping' and various pay parking signage plus decommissioning of a paid parking meter.
- The maximum loss of parking revenue from the displaced pay parking will be approximately \$32,000 / annum and the Under Treasurer has been notified.
- Given the urgency of relocating the spaces, TCCS are informing rather than consulting with all the affected nearby businesses/ lessees.
- This issue occurred due to inadequate consultation between the developer and ACT Policing. In light of this, TCCS is working with NCA to ensure proper consultation arrangements are undertaken with affected ACT agencies for future Works Approvals.
- TCCS has written to the Chief of Police and the Under Treasurer on this matter and recommends that you pass a copy of this AN to the Minister for Police and Emergency Services and the Treasurer for their information.

Long Term Solution

- Ultimately the LRS2A construction program will displace all the existing kerbside parking on London Circuit however MPC have advised this won't commence in the northern section of London Circuit prior to 2024.
- TCCS will work with ACT Emergency Services and MPC to establish a permanent solution post LRS2A.

Noted/Please Discuss

Chris Steel MLA
Minister for Transport and City Services

11./..7./..22

Transport Canberra and City Services

To:	Minister for Transport and City Services	Tracking No.: MINS2022/01254
Date received in MO:	18/07/2022	
From:	Executive Branch Manager, ACT NoWaste	
Through:	Director-General, Transport Canberra and City Services Deputy Director-General, City Services Executive Group Manager, Infrastructure Delivery and Waste	
Subject:	Waste disposal and waste transporter registration fee waiver for charities	
Critical Date:	In the normal course of business	
Critical Reason:	To seek your decision on waste disposal and waste transporter registration fee waivers for charitable organisations for 2022-23.	

Recommendations

That you:

1. Note the information regarding contained in this brief; and

 **Noted / Please Discuss**

2. Agree to waive waste disposal fees and waste transporter registration fees for 2022-23 under *DI2022-63 Waste Management and Resource Recovery (Fees) Determination 2022 (No 1)* for the charitable organisations listed in Attachment B of this brief.

 **Agreed / Not Agreed / Please Discuss**

Chris Steel MLA  26./7./22

Minister's Feedback

Background

1. The *Waste Management and Resource Recovery (Fees) Determination* made under section 126 of the *Waste Management and Resource Recovery Act 2016* sets out the fees payable:
 - a. For disposal of material at a Territory waste management facility;
 - b. To be a registered waste transporter; and
 - c. To be a licenced waste facility.
2. Under the Fees Determination a registered charity or ACT Government agency may apply to the Minister to waive, completely or partially, a fee listed in schedule 1 and schedule 2 of the Determination.

Issues

3. The following criteria provides you with a reasonable basis to determine granting fee waivers to charities:
 - a. Charity organisations that have applied for a fee waiver, support waste management in the Territory through their charity stores, op shops, and garage sales by promoting reuse and salvage of items that would otherwise be sent to landfill;
 - b. Charities that manage littering and safely dispose of illegally dumped items at their sites, that otherwise could have posed environmental and amenity issues to the community; and
 - c. Charities that do not receive any funds from the government to manage their waste management activities.
4. In addition, the mission of the charities that are included in this brief provide services to the ACT community, including disadvantaged people.
5. Waived waste disposal fees reduce the operating costs of charities, and these savings may then be available to provide more services to the community and disadvantaged people. If these fees are not waived, there may be an impact on the volume and or quality of services provided, such as low income and homeless support, emergency food, shelter, aged care, mental health, disadvantaged children and youth support etc.
6. Waste disposal fee waivers do result in the loss of revenue that would otherwise be available for public purposes.
7. Granting fee waivers is consistent with the objectives of the *Waste Management and Resource Recovery Act 2016* ([Attachment A](#)) as it contributes to the viability of charities that contribute to the ACT's resources recovery efforts and in doing so diverts waste

that might otherwise go to landfill.

8. A summary of the fee waiver applications is at [Attachment B](#). In total 19 organisations are seeking fee waivers for 2022-23 including three new applicants:
 - a. MAARS Australia provides a range of services for migrants, refugees and asylum seekers.
 - b. Ngunnawal Street Pantries collects clothes, household goods, children's toys, women and babies' need that are distributed to disadvantaged members of our community.
 - c. Whisker Woods Sanctuary is a 120 acre no kill sanctuary which offers a safe and caring home to both domestic and farmed animals. The sanctuary is located at Williamsdale, NSW.
9. ACT NoWaste has not quantified the loss of revenue to the territory if the above three fee waiver applications are granted but estimate that the amount would be negligible.
10. The following organisations that received fee waivers in 2021-22 are not applying for a fee waiver for 2022-23: Smith Family, YMCA of Canberra, and EveryMan Australia.

Financial Implications

11. The total foregone revenue due to granting for waivers to charitable organisations over the past six years is estimated to be:

	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
Total value in \$ excluding GST	\$168,884	\$204,299	\$251,210	\$211,391	\$179,587	\$124,898
Total quantity in tonnes	1,151	1,398	1,550	1,314	1,054	885

Data Source: Territory managed resource management centre weighbridge records

Consultation

Internal

12. Nil.

Work Health and Safety

13. Nil.

Benefits/Sensitivities

14. Nil.

Communications, media and engagement implications

15. Nil.

Signatory Officer: Michael Trushell

Phone: 6207 2840

Attachments

Attachment	Title
Attachment A	Objects and principles of the <i>Waste Management and Resource Recovery Act 2016</i> (sections 8 and 9)
Attachment B	A summary of landfill fee waiver applications from charitable organisations for 2022-23

Transport Canberra and City Services

To: Minister for Transport and City Services

Tracking No.: MINS2022/01265

**Date received
in MO:** 29/07/2022

From: Executive Branch Manager, Roads ACT

Through: A/g Director-General
A/g Deputy Director-General, City Services
Executive Group Manager, City Operations
Executive Branch Manager, Infrastructure Delivery
Chief Financial Officer

Subject: Brindabella Road Upgrade Proposal

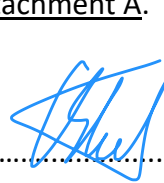
Critical Date: In the normal course of business

Recommendations

That you:

1. Note the TCCS recommendation to upgrade the unsealed sections of Brindabella Road as per the draft concept brief at Attachment A.

Chris Steel MLA



Noted / Please Discuss

4/8/22

Minister's Feedback

Background

1. During the May 2022 Federal election campaign, the Australian Labor Party made an election commitment to provide \$17.4 million towards safety upgrades to the 10.6km section of Brindabella Road in NSW between Brindabella Valley and the ACT border.
2. On 21 June 2022 the Chief Minister met with the Hon Kristy McBain MP, Minister for Regional Development, Local Government and Territories where they discussed rural road projects.
3. Advice provided to TCCS indicated interest in a proposal from the ACT Government to upgrade the remaining unsealed section of Brindabella Road in the ACT on an 80:20 funding (AG:ACT) basis.
4. Further engagement is expected with the Commonwealth in the next month to work collaboratively to achieve the outcomes of the the motion put to the Legislative Assembly on funding for rural roads. TCCS will continue to brief you on progress of these discussions.
5. The TCCS recommended option reflects a total project value of \$18.4 million, with the Australian Government to contribute \$14.7 million and the ACT Government to contribute \$3.7 million (Attachment A).

Issues

6. Existing cost estimates to upgrade the ACT section of Brindabella Road are based on Snowy Valley Council (SVC) unit rates per km for road reconstruction. This estimate is subject to change following the proposed feasibility study and preparation of preliminary designs.
7. Whilst the main focus of works would likely be on the unsealed segment of Brindabella Road, the feasibility study would investigate safety improvements from the NSW border to the intersection of Brindabella Road and Uriarra Road. ✓

Financial Implications

8. Nil at this stage.
9. At this stage the Australian Government has not committed funding to upgrade the remaining unsealed section of Brindabella Road in the ACT. It is anticipated that the ACT Government will have the opportunity to propose this project with 80:20 funding for consideration through the Australian Government's mid-year, economic and fiscal update, which could be in October 2022. ✓
10. If funding is committed by the Australian Government, TCCS would then need to prepare a 2022-23 mid-year budget review business case, to seek an ACT Government contribution towards upgrading the 8.5km unsealed segment of Brindabella Road in the ACT.

Consultation

Internal

11. Nil.

Cross Directorate

12. Nil.

External

- 13. TCCS officers met with officers of the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDC) on 29 June 2022, which included a discussion about how all projects within the ACT are considered as 'urban'. DITRDC appeared to reflect positive support to further discuss the matter with their new portfolio Minister.
- 14. Senior officials within TCCS have previously liaised with Matthew Hyde, Chief Executive Officer SVC, regarding support for the proposed works within NSW.
- 15. The TCCS Infrastructure Planning Unit has contacted the project lead within the SVC, John Osland, Executive Director Infrastructure. [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
- 16. The discussions and material previously provided by SVC have been used to develop the ACT proposal.

Work Health and Safety

17. Nil.

Benefits/Sensitivities

18. An Executive Motion has been drafted (22/476), titled 'Rural Roads Funding', which is intended to support the ACT Government's case to be considered for 80:20 funding (from the Australian Government) for regional/rural road projects.

Communications, media and engagement implications

19. Nil.

Signatory Name: Shelly Fraser Phone: (02) 2607 9020
Action Officer: Owen Earl-King Phone: (02) 2607 6871

Attachments

Attachment	Title
Attachment A	2022-23 Budget Concept Brief - Brindabella Road Upgrade Project

Advisory Note- Minister Steel

Objective Reference: MIN S2022/01266

To: Minister for Transport and City Services

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

From: Executive Branch Manager, Infrastructure Delivery

Subject: Emu Creek Belconnen - ACT Healthy Waterways program

Purpose

- Emu Creek Belconnen was raised at the Minister's meeting on Monday 27 June 2022 with an action for TCCS to share the list of future sites once provided by EPSDD.

Advice

- EPSDD has shared with TCCS the list of new sites and associated assets to be delivered under the ACT Healthy Waterways program. Refer to Attachment A.
- TCCS has sought advice from EPSDD who have confirmed the funding allocation is for the design and construction of the healthy waterway assets only.
- The initiative has not provisioned funding for TCCS to maintain the assets. Therefore, TCCS will need to revisit the maintenance budget to accommodate these new assets.

 **Noted/Please Discuss**

Chris Steel MLA
Minister for Transport and City Services

17./8./22

Transport Canberra and City Services

Justice and Community Safety Directorate

To: Minister for Transport and City Services
Attorney-General

Tracking No.: MINS2022/01324

**Date received
in MO:** 14/07/2022

From: A/g Executive Branch Manager, Strategic Policy and Programs, TCCS

Through: A/Director General
Deputy Director General, Transport Canberra and Business Services

Date of Meeting: Friday 15 July 2022

Time of Meeting: 2.15pm-3.00pm

**Location of
Meeting:** ACT Human Rights Commission

Subject: Meeting with Mr Tom McLuckie

Purpose of the meeting

Tom McLuckie has requested a meeting with Government to discuss the circumstances and consequences of his 20 year old son's death, Matthew McLuckie.

Minister's Feedback

Please draft a letter to Mr McLuckie outlining the scope of the penalties review, its broad timing, that it intends to cover matters raised by him including racing offences, aggravated offences, repeat offences, licence suspension and vehicle seizure and impoundment, and provide a TCCS contact officer for the review.

The letter should incorporate MAIC's response to matters raised in their responsibilities.

The final draft letter should be provided to me for signing by 29 July 2022 as committed to the families.

Purpose of the meeting:	To consider the experiences by Mr Tom McLuckie and other parents who are victims of motor vehicle crimes.
Attendees:	<ul style="list-style-type: none"> • Mr Tom McLuckie • Chris Steel MLA, Minister for Transport and City Services • Shane Rattenbury MLA, Attorney General <p>Possible other attendees (invited by Mr McLuckie):</p> <ul style="list-style-type: none"> • [REDACTED] • [REDACTED] • [REDACTED]
Directorate representative required:	<ul style="list-style-type: none"> • Kirra Cox, A/Executive Branch Manager, Strategic Policy and Customer, TCCS • Nicola Clark, Executive Branch Manager, Insurance, CMTEDD
Day / date:	Friday 15 July 2022
Time:	2.15pm-3.00pm
Venue:	ACT Human Rights Commission
Background:	<p>On 19 May 2022, 20 year old Matthew McLuckie, Tom McLuckie's son, was killed in a high-speed, head-on crash which occurred on Hindmarsh Drive around 10.55pm. Matthew McLuckie was studying computing at ANU and was saving to buy his first home. Matthew is survived by his father, Tom, his mother, Amanda, and his younger brother, Joe.</p> <p>Mr McLuckie has started a social media campaign, titled ACTnowforsaferroads, and will be petitioning the ACT Legislative Assembly to investigate whether legislation could be strengthened, with the goal to prevent further deaths like his son's.</p> <p>Mr McLuckie has invited families who lost loved ones in other motor vehicle accidents, including the [REDACTED]. Additional information about Matthew McLuckie's motor vehicle accident and the accidents involving the three other families that may be attending the meeting is at Attachment A.</p>
Discussion:	<p><i>Mr McLuckie's concerns</i></p> <ul style="list-style-type: none"> • Mr McLuckie contacted the Chief Minister, wishing to discuss the amount of administrative burden he has been required to deal with in the aftermath of his son's death and to discuss his family's experiences and reality of loss, shortcomings in interactions with Territory agencies and directorates and impact on his family due to recent legislative changes to <i>Motor Accident Injuries Act 2019</i>. • Additionally, Mr McLuckie would like to discuss how significant improvement in relation to public safety can be achieved, how there can be a reduction on the administrative burden being placed on victims due to current legislation, and effective legislation in regard to mandatory sentencing regarding certain types of motor vehicle crimes (particularly wilful and purposeful reckless driving crimes such as purposefully driving on the wrong side of the carriageway).

	<ul style="list-style-type: none"> • Mr McLuckie has started a social media campaign (ACT now for safer roads) on Facebook and TikTok calling for changes to legislation. Mr McLuckie has advocated for mandatory minimum sentencing with no parole for serious motor vehicle crime and loss of licence, and the impounding of vehicles for excessive speeding and other reckless driving. (Cars can be impounded in certain circumstances. TCCS will provide information on this.) • Police can also detain a vehicle under s 209 of the Crimes Act for the purposes of ascertaining the circumstances of a collision if the vehicle is believed to have been involved in a serious collision. • Additionally, Mr McLuckie has advocated for greater policing and tougher charges and penalties as well as a tougher approach to parole for offenders. Mr McLuckie questioned why offenders are receiving bail and good behaviour bonds yet go on to re-offend. • Mr McLuckie has commented that he felt the legal system in the ACT is geared towards the human rights of the offenders rather than finding justice for victims and their families. • On 12 July 2022, Mr McLuckie made a post on his social media campaign pages on how the ACT judiciary is not meeting community expectations with their decisions and judgements. In his post, Mr McLuckie calls for an independent review of the sentencing practices of the ACT judiciary and whether they meet public expectations, including whether undue political influence on the judiciary is occurring due to capacity concerns regarding the prison system and whether this is influencing judicial decisions. • In this post, Mr McLuckie mentioned that he will be providing JACS with a Freedom of Information request “on re-offending for those people free to continue to threaten the safety of our community who are known repeat offenders and are being granted bail parole and good behaviour bonds.” <p><i>Coronial Inquest</i></p> <ul style="list-style-type: none"> • TCCS’ view is that it is likely there will be a coronial inquest into Matthew’s death as his cause of death is attributable to the car crash. A Coroner must hold an inquest into the manner or cause of death of a person who dies after an accident where the cause of death appears to be directly attributable to the accident.
Consultation internal:	Nil
Cross directorate:	<ul style="list-style-type: none"> • Insurance Branch, Economic and Financial Group, Treasury, Chief Minister, Treasury and Economic Development Directorate • Criminal Law Group, Legislation, Policy and Programs, Justice and Community Safety Directorate
External:	<ul style="list-style-type: none"> • ACT Policing

Media implications:	<p>As mentioned above, Tom McLuckie has launched a social media campaign, “ACTnowforsaferroads” which has generated significant media attention. It is likely that this will continue, reports indicate that a petition will be launched on 16 July 2022.</p> <p>Tom McLuckie also gave an interview to ABC News in which he was critical of the ACT’s current penalties, stating that he believes they need to be stronger.</p> <p>ABC News also interviewed the ACT Victims of Crime Commissioner, Ms Heidi Yates, who sighted timeliness and bureaucratic “red tape” as the main issues facing families such as the McLuckie’s. Mr Alex Caruana, of the Australian Federal Police Association (AFPA) also criticised the perceived leniency of ACT penalties, stating that offenders should face sentencing rather than just a penalty for reckless driving.</p> <p>Ms Yates and Mr Caruana may be involved in future media coverage of this situation.</p>
----------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Items to be discussed

1 Hooning/dangerous driving (TCCS)

Matthew McLuckie's father, Tom McLuckie, wants to discuss how we can work together to ensure that significant improvements in relation to public safety.

Mr McLuckie's social media campaign, "ACTnowforsaferroads" outlines a number of goals:

- to raise awareness of the dreadful consequences of risk-taking behaviour;
- to work towards harsher fines and criminal convictions for perpetrators, via changes in legislation;
- to get an e-petition signed to support said changes in legislation; and
- to reach out to the community because this affects all Canberrans.

1.2 Policy position

- Dangerous driving as a road safety concept covers a broad range of behaviours that are prohibited under the Territory's Road transport legislation and other Territory legislation. Dangerous driving offences include culpable driving, furious reckless or dangerous driving, hooning offences and negligent driving. A summary of these offences, including the maximum penalties is at Attachment B.
- The offence involving the culpable driving of a motor vehicle is in section 29 of the *Crimes Act 1900* (Crimes Act) for which the Attorney General has policy responsibility. The Attorney General also has policy responsibility for murder and manslaughter in the Crimes Act. Please see paragraph 2.2 for further information about these offences.
- The Minister for Transport and City Services has policy responsibility for the remaining dangerous driving offences in the road transport legislation, including furious reckless or dangerous driving, negligent driving, and hooning offences are in the *Road Transport (Safety and Traffic Management) Act 1999*.
- Hooning refers to the act of using a vehicle in an irresponsible and dangerous manner in public places.¹ It encompasses a broad range of behaviours, including illegal street racing, burnouts, donuts, drifting, speed trials and failing to stop a motor vehicle for police.
- A range of penalties apply to hooning offences, including the power for police to seize and impound vehicles prior to the matter being heard in court, if they believe on reasonable grounds that the vehicle has been used to commit certain hooning offences, including:

¹ Centre for Accident Research & Road Safety – Queensland, [State of the Road](#), 2012
Tracking No.: MINS2022/01324

- Races, attempts on speed records, speed trials etc); or
- Improper use of motor vehicle); or
- Failing to stop motor vehicle for police).
- Other penalties for hooning and dangerous driving include mandatory minimum licence disqualifications that must be issued by the Court and the power for the court to seize and impound vehicles following a conviction. These are also outlined at Attachment B.
- See MIN2021/01331 as a previous brief about the hooning framework and associated penalties.
- Furious, reckless or dangerous driving and negligent driving are more subjective offences that requires the discretion of individual police officers to determine if an offence has been committed. These offences are not currently included in the seizure and impounding framework.
- Driving at a speed that exceeded the speed limit by more than 30% is an aggravated offence for furious, reckless or dangerous driving with a mandatory licence disqualification and maximum penalty of 200 penalty units and/or imprisonment for 2 years. However, there is no specific offence for exceeding the speed limit by 45km/h or associated seizure and impounding for excessive speeding over 45 km/h hour. It is proposed that immediate licence suspensions and impounding and seizure for excessive speeding offences is considered as part of the penalties review.
- There are practical difficulties with enforcing fail to stop offences that police agencies across the Australia face every day. ACT Policing reported that there are a number of occasions where a vehicle is signalled to stop for police, the vehicle pulls over and comes to a stop and as the police approach the vehicle on foot, the vehicle departs. Police advised that they do not pursue the vehicle if it is dangerous. Further, often vehicle's that fail to stop are stolen and there are difficulties with identifying offenders.

1.3 Suggested talking points

- I would like to start our meeting today by first acknowledging the senseless and tragic circumstances that have brought you all here today. This is a truly sad and shocking outcome for all of your families and our community.
- On behalf of the ACT Government, I would like to offer my sincere condolences for all of your losses and to assure you that the Government is committed to listening to your concerns.
- Like you, I await the outcome of police investigations into what occurred to cause the death of Matthew McLuckie. In any case dangerous driving and hooning behaviour is unacceptable.
- The *ACT Road Safety Action Plan 2020-2023* includes a range of measures aimed at saving lives, reducing injuries and strongly prioritising Vision Zero. There is an action item under the Action Plan to review the road transport penalties framework to

ensure that the penalties are commensurate with the road safety risk associated with the unsafe behaviour and support behavioural change.

- The ACT Government has commenced this review of road transport offences and will implement changes based on evidence that improves safety for all road users.
- The review will consider the whole hierarchy of offences that might apply for dangerous driving and work out whether the penalties are appropriate or if we should provide a broader range of penalties.
- The Attorney General and I will work together to consider the penalties for culpable driving as part of the penalties review.
- The ACT Road Safety Action Plan 2020-2023 also includes drink and drug driving as a focus area. Despite there being general awareness in the community about drink driving laws and the effects of alcohol on driving, alcohol is still unfortunately a major contributor in fatal crashes in the ACT.
- I acknowledge that drink and driving is a significant road safety issue as it affects judgement and decision making and is often involved with other unsafe habits such as speeding. Measures to address these unsafe behaviours also need to be considered holistically.
- I recognise that education and awareness activities form a key component for improving road safety outcomes and ensuring compliance with road transport laws. Education campaigns encourage safe road use by changing driver behaviours. The ACT Road Safety Action Plan 2020-2023 also includes a commitment to develop and distribute community awareness campaigns through a variety of means to support compliance with road transport laws, promote safe behaviours and improve road safety outcomes.
- Thank you for all of your dedication and effort to bring these matters to the Government's attention during your time of significant grief and trauma. The Government is committed to working with you to improve road safety and again, please accept my sincere condolences for your losses.

2.1 Mandatory minimum sentencing (Attorney-General's portfolio)

- Mr McLuckie has called for mandatory minimum sentencing with no parole for serious motor vehicle crime.
- It is likely there will be a coronial inquest into Matthew's death as his cause of death is attributable to the car crash. A Coroner must hold an inquest into the manner or cause of death of a person who dies after an accident where the cause of death appears to be directly attributable to the accident.

2.2 Policy position

- The ACT Government has been consistent in its view that mandatory sentences, and mandatory non-parole periods, fetter judicial discretion and that this impedes the

delivery of individualised justice, which can take into account the particular circumstances of an offence and an offender.

Culpable driving of motor vehicle

- Section 29 of the *Crimes Act 1900* (Crimes Act) makes it an offence for a person, who, by the culpable driving of a motor vehicle, causes the death of another person. On conviction, this offence carries a penalty of 14 years imprisonment, or a maximum penalty of 16 years for an aggravated offence (offence against pregnant women).
- For the offence of culpable driving, a person is taken to drive a motor vehicle culpably if the person drives the vehicle:
 - negligently; or
 - while under the influence of alcohol, or a drug, to such an extent as to be incapable of having proper control of the vehicle.
- A person is taken to drive a motor vehicle negligently if the person fails unjustifiably and to a gross degree to observe the standard of care that a reasonable person would have observed in all the circumstances of the case.
- If a person is convicted, or found guilty, of culpable driving of a motor vehicle, under section 62 of the *Road Transport (General) Act 1999*, the person is automatically disqualified from holding or obtaining a driver licence. For a first-time offender the disqualification is for 12 months and for a repeat offender it is 24 months. The court can order a longer period for a first or repeat offender.
- If a person is convicted of the offence of culpable driving of a motor vehicle, they are not liable to be convicted of any other offence against the Crimes Act on the same facts or substantially the same facts (this would include murder, manslaughter).
- Additionally, if a person is convicted of any other offence (for example, murder or manslaughter), they are not liable to be convicted of the offence of culpable driving of motor vehicle on the same facts or on substantially the same facts.

Murder and manslaughter offences

- Under section 12 of the Crimes Act, a person commits murder if they cause the death of another person:
 - intending to cause the death of any person; or
 - with reckless indifference to the probability of causing the death of any person;
 - or intending to cause serious harm to any person.
- A person who commits murder is guilty of an offence punishable on conviction by maximum life imprisonment.
- An unlawful homicide that is not murder shall be taken to be manslaughter. This carries a penalty of imprisonment for a maximum 20 years.

2.3 Suggested talking points

- The Coroner decides if a hearing should be held. As this inquest could raise matters of public safety, the Coroner may decide to hold hearings.

- While Matthew's death can be referred for an inquest, it is difficult to determine when this inquest may begin. If criminal proceedings begin against the people accused of causing or being involved in Matthew's death, the Coroner may be hesitant to begin the inquest until the criminal proceedings have been finalised.

How are repeat offenders able to receive parole or non-conviction orders (such as good behaviour orders) despite continued offending?

- Decisions on parole are made by the Sentence Administration Board, and decisions on the sentencing of offenders, including non-convictions orders, are made by judicial officers. It is their role, as independent bodies and officers, to consider all the facts and circumstances in making a decision. Legislation can guide the considerations that a decision-maker should or must take into account in particular circumstances, but the decision is made independent of government. This independence is a vital element of our justice system.

Additional supports for the McLuckie family

- If Matthew's death is referred for a coronial inquest, Relationships Australia Canberra & Region provide the ACT Coronial Counselling Service. This is a free service which provides counselling for anyone affected by a death being investigated by the ACT Coroners Court. Relationships Australia provide support to family and friends throughout the coronial process and up to three months after the inquest process has finished.
- At the Coronial Reform Roundtables held in 2021, family members told of the exceptional support they have received from Relationships Australia and highly recommend them to family members and friends.
- Victims Support ACT (VSACT) is providing case coordination and counselling support to the McLuckie family. VSACT will be attending the meeting on Friday to support Mr McLuckie and his family.
- VSACT have been supporting the family to submit applications under the Victims of Crime Financial Assistance Scheme (FAS), which are being prioritised, due to the sensitivity of the circumstances and the difficulties in accessing the MAI Scheme. However, if the family does receive a reimbursement for funeral expenses under the MAI Scheme, they will be required to reimburse the funds to the FAS.

3.1 Administrative burden (Minister Steel's portfolio)

- Mr McLuckie wants to discuss the impact from the recent legislative changes by the Government, including from the *Motor Accident Injuries Act 2019*, and how this administrative burden can be reduced.
- Mr McLuckie and his family have entitlements under the *Motor Accident Injuries Act 2019*. The Funeral Director provided Mr McLuckie with information on the

entitlement and the form, following a communication campaign by the MAI Commission.

- It is understood that Mr McLuckie was advised by GIO, the workers compensation insurer and the MAI insurer for the vehicle driven by Matthew, “he was better off” making an application for defined benefits to the MAI insurer but that he had a limited time to make an application and required the at-fault vehicle registration so the relevant insurer for the application is identified.
- This is where Mr McLuckie became stuck, as registration information is held by ACT Policing and the Coroner’s Court following a death on ACT roads. He subsequently found out the registration number and established the vehicle was unregistered, preventing him identifying the relevant insurer.
- After the MAI Commission made contact, he was steered towards the Nominal Defendant, who is the default insurer if there is no MAI insurer.
- Mr McLuckie was also provided the contact details for the Defined Benefits Information Service (DBIS), a free service funded by the MAI Commission and operated by CARE Inc.
- [REDACTED]

Policy

- A vehicle can become unregistered at the time inquiry is made to Access Canberra to establish the MAI insurer due to a vehicle becoming a write-off. However, in this case the vehicle had its registration voluntarily cancelled on 26 May 2022 and backdated to 17 May 2022, two days prior to the accident. Access Canberra is currently looking into how the at-fault vehicle registration for the accident was voluntarily cancelled.
- During implementation the MAI Commission worked with the Coroner’s Court on procedures for motor accident coronial matters and intends to now work with the newly appointed Dedicated Coroner, the Victim Support Commissioner and ACT Policing to identify improved pathways to support relatives following a motor accident death.
- Discussions will also be had with Suncorp (AAMI, GIO and APIA) and NRMA on having the first insurer that is approached regarding a funeral benefit application to accept and pay (currently \$15,980) with details about the correct insurer dealt with between insurers rather than by the family member.

- A further action for the MAI Commission is for the funeral benefit form to be updated with the DBIS phone number and provided again to Canberra's funeral directors.

To: Minister for Transport and City Services

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

From: Executive Branch Manager, Roads ACT

Subject: Pedestrian safety on Ibbott Lane, near Belconnen Markets

Purpose

To provide you information about Belconnen Markets traffic issues and short-term solutions to better manage the precinct following the City Services briefing on 25 July 2022.

Advice / Response

- A recent development has established several popular new businesses, alongside Ibbott Lane in Belconnen. The new businesses include, Pet Barn, Toyworld, Elements 4 Life, Chemist Warehouse and others.
- These businesses have allocated underground parking with external footpaths and ramps to provide access to the community. The parking and pedestrian access for this development is functioning safely and providing good accessibility to these businesses.
- Belconnen Markets, located on the northside of Ibbott Lane, has recently begun a major redevelopment. Currently, approximately half of the market site area is closed off as a construction site with the remaining part of the site open for business during market days (Wednesday to Sunday).
- Access for heavy construction vehicles and to service the markets is via Ibbott Lane.
- Construction of the new markets and the consolidation of the markets to the east of the site has reduced car parking within the markets significantly. However, adequate parking is still provided via a public car park located to the north of the markets and an existing gravel car park located on the eastern end of Ibbott Lane.
- The existing gravel car park is now being used by a greater number of market customers who access the market from the rear. This is the closest access point to the market site other than the limited number of spaces within the site itself.
- The developer has constructed a temporary path from the markets to Ibbott Lane and installed seating and food trucks to activate this access.
- The combination of new shops on Ibbott Lane, and the reduction of parking within the market site, has made the gravel car park at the eastern end of Ibbott Lane a more popular parking destination for shoppers using the new development and the markets.
- Ibbott lane is a low-speed environment with a posted speed limit of 40km/h. Observations of traffic would suggest that most vehicles are travelling at speeds well



Advisory Note- Minister Steel

below the posted limit at times when pedestrians are likely to be present. A speed survey will be undertaken to confirm this observation.

- Pedestrian crossing between the gravel car park and the markets is facilitated by a pram ramp crossing at a safe location and a path direct into the markets. This is an established route that has been in place for many years.
- A footpath is not provided between the gravel car park and the new shopping development, and no crossing has been provided between the new shopping development and the rear entry to the markets.
- TCCS officers are working with the developer and requesting that they update their Temporary Traffic Management Plans to better cater for the increased pedestrian use of Ibbott Lane. ✓
- Possible solutions could include: the provision of a temporary pedestrian crossing facility, additional kerb ramps and a temporary path. Speed limit reminder signs and other speed management measures could also be considered if vehicle speed is found to be excessive. ✓
- Any measures installed will need to be temporary as the gravel car park will be closed soon to facilitate the imminent development of this site. ✓
- The removal of the gravel car park will change parking behaviour and it's likely that shoppers will return to using the car park to the north of the markets, which is well connected to the markets via two zebra crossings.
- TCCS will continue to work with the developer to ensure suitable pedestrian facilities are provided and will monitor pedestrian behaviour as these developments proceed.

CC Minister Cheyne


Noted / Please Discuss

Chris Steel MLA
Minister for Transport and City Services

29/8/22

Transport Canberra and City Services

To:	Minister for Transport and City Services	Tracking No.: MIN S2022/01498
Date received in MO:	29/08/2022	
CC:	Chief Minister Minister for Water, Energy and Emissions Reduction	
From:	Executive Branch Manager, Development Coordination	
Through:	Director-General, Transport Canberra and City Services Deputy Director-General, City Services Executive Group Manager, City Operations	
Subject:	Electric Vehicle Charging Policy – updated for approval	
Critical Date:	In the normal course of business	

Recommendations

That you agree to:

1. Release the updated draft Electric Vehicle Charging Infrastructure Operational Policy (Attachment B) for select industry consultation;

With edits

 **Agreed / Not Agreed / Please Discuss**

2. Issue public unleased land permits for up to three years initially – to allow installation of electric charging stations in ACT Government car parks as part of the Territory's current project to procure public charging stations;

 **Agreed / Not Agreed / Please Discuss**

3. Take a future Submission to either the Planning sub-committee or Climate Change sub-committee detailing options for a long-term fee framework; and

Agreed / Not Agreed / Please Discuss

Minister's Feedback

Background

1. You were previously briefed on the proposed approach to the Electric Vehicle Operational Policy (MIN S2021/01983 - Attachment A). You requested further advice on the legislative framework for fees and charges and suggested amendments to the policy on maintenance requirements and minimum car parks to be serviced by electric charging stations.

Issues

Updated policy

2. The draft Electric Vehicle Charging Infrastructure Operational Policy (EVCIOP) has been updated to include a clause which states that –
“a minimum of two parking spaces are provided per charging station at any given location, and a minimum of four spaces per charging station, where space and infrastructure permits.”
3. The flexibility provided by this clause is consistent with advice from Environment, Planning and Sustainable Development Directorate (EPSDD) that lack of demand, space and grid capacity limitations at some locations would be barriers to mandating two chargers and four car parks per location.
4. Regarding maintenance, the updated draft EVCIOP now has a requirement for the applicant to include an asset management and maintenance plan in the application.
5. The updated draft EVCIOP is provided at Attachment B. Subject to your agreement, it is proposed to release the draft document to selected industry members for review and comment.
6. The consultation would be targeted at proponents that have either directly approached TCCS with proposals or industry members who have previously worked with EPSDD (Climate Change) to develop zero-emission policy.

Fees and charges

7. To ensure there is no delay to the installation of public charging stations from nominated providers via the current EPSDD electric vehicle public charging procurement, subject to your agreement, TCCS will immediately apply the draft EVIOCP and proceed to issue permits of up to three years under section 45 of the *Public Unleased Land Act 2013 (PULA)*. Initially, the existing fee structure under the PULA will also be implemented. The process for the issuing of permits is addressed in the updated draft EVIOCP.
8. Pending your agreement, TCCS and Treasury will develop a specific fee framework, including provision for longer term land tenure for EV chargers in ACT Government car parks. As part of this process, there will be an opportunity to assess the market conditions following the EPSDD procurement and seek wider evidence to inform work on amounts to be charged within the fees framework.
9. The appropriate legislative framework for fees and charges will also be confirmed (e.g. amendment to PULA).

Financial Implications

10. As advised previously, CMTEDD (Treasury) considers it would be appropriate to charge fees akin to the opportunity costs of a car park and more closely reflect the benefit to the charging company. It's suggested an annual fee of \$8,500 a year, based on the loss of forgone parking revenue for premium pay parking spaces. Applying a flat rate of \$8,500 per space rather than existing land use fees under the PULA will require an update to the PULA to introduce a new item. Without a new PULA item this will likely create further confusion on this matter.

Consultation

11. City Presentation (Licensing and Compliance) and Roads ACT (Traffic Management and Safety) were consulted in the development of the draft EVCIOP.

Cross Directorate

12. EPSDD Climate Change, EPSDD Urban Policy, CMTEDD (Treasury and Climate Action) and Access Canberra Parking Operations have reviewed the draft EVCIOP.
13. CMTEDD (Treasury) have agreed to work with TCCS on developing an appropriate longer-term fee framework.
14. The CRA have also been consulted on the intention to apply the draft policy within its boundaries. The CRA support the EPSDD push to deliver EV chargers and the move to support sustainable modes of transport but have raised concerns regarding the proposed EV Chargers on CRA land. CRA oppose any commercial advertising within its boundaries.

Transport Canberra and City Services

To: Minister for Transport and City Services

Tracking No.: MIN S2022/01508

**Date received
in MO:** 29/08/2022

From: Executive Branch Manager, Development Coordination

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

Subject: Lawson Fire Trail Car Parking Option Costings

Critical Date: In the normal course of business

Recommendations

That you:

1. Note the costings for the provision of new parking on the Lawson fire trail, and that TCCS will continue to monitor parking in Lawson; and

Noted / Please Discuss

2. Agree to no further action to progress new parking for the Lawson fire trail.

Agreed / Not Agreed / Please Discuss

Chris Steel MLA 30/8/22

Minister's Feedback

CC Minister Cheyne

Background

1. You were previously briefed on parking in Lawson (Brief MIN S2022-01038: Attachment A). You asked for further advice on construction of a car park off the fire trail.

Issues

2. On the Lawson fire trail, 36 new parking spaces could be constructed at an approximate cost of \$280,128 according to the 2021 Cardno Lawson Residential Parking Review. A diagram of the opportunity for additional parking on the fire trail is included at Attachment B. A breakdown of costs, including construction, relocating existing services, earthworks and landscaping is at Attachment C. ✓
3. The construction of new parking on the fire trail is unlikely to resolve the underlying parking issues in the area. Residents may still prefer to park in the most convenient parking closest to their front door, rather than in the fire trail spaces. Visitors may find it difficult to find the fire-trail parking spaces, over more visible on-street parking spaces. ✓
4. Additionally, if the new parking spaces were to be free and unrestricted, they may be used as overflow parking for the nearby University of Canberra, quickly filling up with students, staff and visitors seeking a free alternative to the paid parking on campus. ✓
5. Wanderlight Avenue parking surveys from 2021 did not indicate an immediate need to invest in parking in this area. However, the parking survey was not undertaken during peak university periods, and during a time of COVID disruption, so the consultant recommended a future survey be undertaken. ✓
6. TCCS will undertake an updated parking survey in future to review the situation, which will include monitoring in the evenings and on weekends. ✓

Financial Implications

7. Budget funding would need to be sought were the project for new parking on the Lawson fire trail to proceed. It is anticipated that the project would have a low-cost benefit ratio.
8. Monitoring of parking and future parking surveys may be met within existing TCCS resources, or additional funding may be sought if required.

Consultation

Internal

9. The Cardno Lawson Residential Parking Review was commissioned by Roads ACT.

Cross Directorate

10. None required to develop this brief. Access Canberra will be updated on this issue.

External

11. Nil.

Work Health and Safety

12. Nil.

Benefits/Sensitivities

- 13. The creation of new parking on the fire trail may be viewed favourably by residents, however, it is unlikely to resolve underlying parking issues. It may also create other unintended consequences around parking behaviour in the area.
- 14. Creating new parking in this area may also set a precedent, inducing requests for new parking in other residential areas with high demand for on-street parking.

Communications, media and engagement implications

- 15. There has been ongoing interest in this matter from residents. A letterbox drop was previously undertaken to remind Lawson residents about parking road rules.

Signatory Name: Geoffrey Davidson Phone: 62059799
Action Officer: Lauren Hendriks Phone: 6205 0637

Attachments

Attachment	Title
Attachment A	Brief MIN S2022-01038
Attachment B	Lawson Fire Trail Parking Option Diagram
Attachment C	Lawson Fire Trail Parking Cost Estimate

Transport Canberra and City Services

To: Minister for Transport and City Services

Tracking No.: MIN S2022/01667

**Date received
in MO:** 07/09/2022

From: Executive Branch Manager, Strategic Policy and Programs

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

Subject: Taxi age and use requirements

Critical Date: 09/09/2022

Critical Reason: To provide advice to taxi operators about the taxi vehicle age and use requirements.

Recommendations

That you:

1. agree to invite submissions from the taxi industry to consider extending the taxi age and use requirements for exceptional circumstances, where new vehicles have been purchased and supply issues can be demonstrated; and

Agreed / Not Agreed / Please Discuss

2. note the information in this brief, in particular regarding the *Road Transport (General) Application Order 2020 (No 2)* (DI2020-253) expiring on 12 September 2022.

Noted / Please Discuss

Chris Steel MLA



9./9./22

Minister's Feedback

Background

1. Taxis provide an essential service to the ACT community, especially for our vulnerable community members including people with a disability and the elderly. Data from Access Canberra shows that the taxi industry is continuing to feel the effects of a significant reduction in standard taxi hirings and vehicles on the road from pre-COVID levels. This trend is not replicated in rideshare bookings, which appear to have rebounded.
2. The taxi industry is heavily regulated compared to rideshare. An overview of the regulatory framework for taxis and rideshare is at Attachment A.
3. One of the requirements to be registered as a taxi in the ACT is that vehicles must meet maximum use or age requirements in section 32B of the *Road Transport (Vehicle Registration) Regulation 2000* (the Regulation).
4. Considering the impact of COVID-19 in 2021, you agreed to extend the taxi vehicle and use limits, providing a two-year extension to the requirements under section 32B of the Regulation. This was one of a number of temporary measures you implemented in response to COVID-19 last year.

Issues

5. The *Road Transport (General) Application Order 2020 (No 2)* (DI2020-253) is due to expire on 12 September 2022. Operators were advised about the extension in September 2021 and reminded on 19 August 2022 that the extension was expiring.
6. Access Canberra has received five requests for a further extension. ACT Cabs advised that it has also received a large number of verbal requests to extend the vehicle age but were unable to provide evidence of this in writing. ✓
7. Requesting an extension due to the impact of COVID-19 is not considered sufficient to justify a further use of the power under section 32B. Operators have been aware of the extension and 159 taxi vehicles have established registration since 1 July 2021. This includes new and second-hand taxi vehicles but does not include registration renewals for existing vehicles.
8. Access Canberra advised that 22 standard taxi vehicles received an extension under the current instrument and if the instrument expires, 23 vehicles will need to be replaced up until the end of September. A further 21 vehicles will need to be replaced by the end of this financial year. There are currently 218 standard taxi vehicles registered. ✓
9. Three vehicles registered in 2022 were new vehicles and 11 vehicles registered in 2021 were new. A further blanket extension could be considered unfair by operators who have recently purchased vehicles to meet the taxi age and use requirements in the regulation. ✓

10. Further information about the taxi age requirements, including a jurisdictional comparison, is at Attachment A. South Australia, Northern Territory and Tasmania are the only other jurisdictions with these requirements.
11. An individual exemption from the taxi age and use requirements could be considered under section 13 of the *Road Transport (General) Act 1999* (General Act) if operators can demonstrate supply issues or exceptional circumstances. If agreed, TCCS will write to operators and invite submissions with supporting evidence to demonstrate that an exemption is required this week. However, a further blanket exemption under section 14 of the General Act is considered appropriate as several operators have established the registration of new vehicles and they were aware that it was a temporary extension ending this month. ✓
12. Taxis vehicles will be able to continue to operate while they are registered under the *Road Transport (Vehicle Registration) Act 1999*, however, there is a risk that the registration of some vehicles will expire before a new disallowable instrument can be prepared.
13. The potential safety concerns associated with permitting vehicles that have exceeded the taxi age are mitigated to a large degree as taxis are required to undergo an inspection to re-establish the vehicles registration and obtain an annual roadworthy inspection. Furthermore, police have the power to ensure vehicle compliance with the *Road Transport (Vehicle Registration) Act 1999*.
14. Further information about the taxi age and use issue is at Attachment B.

Financial Implications

15. Nil.

Consultation

16. Access Canberra has provided statistics for this brief.
17. As outlined above, TCCS has received several submissions from local rideshare drivers regarding taxi age and use issues.

Benefits/Sensitivities

18. Before any legislative reform prohibits the onboarding of new internal combustion engine (ICE) vehicles to rideshare and taxi networks by 2030, it is recommended that the regulatory framework of the taxi industry is holistically reviewed with this policy intention in mind. A brief will be provided to you regarding the prohibition of ICE vehicles, and the introduction of Zero Emission Vehicles (ZEV) shortly. ✓
19. TCCS and Access Canberra have received a number of submissions from taxi operators around the issue of taxi age and use requirements.

20. It is important that the taxi industry remains viable to provide essential services to our most vulnerable Canberrans, or other measures are put in place to ensure that the elderly and people with a disability have access to transport.
21. TCCS is considering a number of matters around taxis including taxi fares and how to operationalise the requirement for taxis to be zero emissions vehicles by 2030, as announced in the ZEV Strategy. You will be briefed on this separately.

Communications, media and engagement implications

22. The Canberra Taxi Industry Association is the peak body which represents taxi drivers in the ACT, and they have been vocal in the media in the past about worker conditions and the impact of rideshare vehicles.

Signatory Name: Kirra Cox

Phone: 53407

Attachments

Attachment	Title
Attachment A	An overview of the regulatory framework for taxis and rideshare
Attachment B	Further information about the taxi age and use

Transport Canberra and City Services

To: Minister for Transport and City Services

Tracking No.: MIN S2022/00888

**Date received
in MO:** 15/08/2022

From: Executive Branch Manager, Strategic Policy and Programs

Through: Director-General, Transport Canberra and City Services

Subject: Speeding fine waivers – comparison of NSW and ACT frameworks

Critical Date: In the normal course of business

Recommendations

That you:

1. Note the information regarding the comparison of NSW and ACT speeding fine waiver frameworks contained in this brief.

Chris Steel MLA



Noted / Please Discuss

17/8/22

Minister's Feedback

[Cc Minister Rattenbury](#)

Background

1. On Monday 2 May 2022, Cabinet considered the Government Response to the “Inquiry into the impact of revised speed limits in Civic – Petitions 31-21 and 38-21”.
2. During this discussion, you provided advice that the ACT’s current approach to speeding fine waivers for offences incurred within 40km/hr zones closely mirrors the framework in NSW.
3. Following this discussion, Minister Rattenbury’s office contacted your office to seek clarification of the advice that you provided to Cabinet. Specifically, Minister Rattenbury highlighted that NSW offers an automatic 50% reduction for people who are in the receipt of Centrelink payments.
4. In addition, Minister Rattenbury noted that a “combination” arrangement for payment of fines is available in NSW, that is, fines can be settled through a combination of work orders, payment plans and waivers.

Issues

5. In response to your request for advice on this matter, the following outlines the extent to which the ACT and NSW speeding fine waiver schemes are similar.
6. Importantly, NSW will generally not consider a *50% reduction of fine amount* for speeding offences, as these are considered to be serious offences, and any reduction is not automatic.
7. A detailed table comparing the ACT and NSW frameworks is at **Attachment A** for your information. A summary is outlined below.

Table 1: Comparison of NSW and ACT infringement notice management scheme

	ACT framework	NSW framework
1	<i>Infringement notice management plan</i>	<i>Payment plan</i>
2	Apply for <i>Community work or social development order</i> , a person may be eligible if they have one of the following relevant circumstances: <ul style="list-style-type: none"> • mental illness and/or mental disorder • physical or intellectual disability, disease or illness • addiction to drugs, alcohol or another substance • family violence • homelessness, or living in crisis, transitional or supported accommodation. 	<i>Work Development Order (WDO)</i> , a person may be eligible if they are unable to pay a fine due to: <ul style="list-style-type: none"> • mental illness, intellectual disability or cognitive impairment; • addiction to drugs, alcohol or other substances; • homelessness; and/or • extreme financial hardship. Participants can complete unpaid work, take a course or receive treatment.
3	Apply for a <i>withdrawal</i> – a withdrawal results in the offence in its entirety being withdrawn, including financial penalty and any demerit points. Grounds for withdrawal include: <ul style="list-style-type: none"> • good driving record for a period of 5 years preceding the infringement notice; • emergency medical situation or similar event; • vehicle breakdown or mechanical issues. 	Apply for a <i>withdrawal</i> –there are several grounds that can be relied upon, including: <ul style="list-style-type: none"> • good driving record for 10 years • administrative reasons • if the person was otherwise hindered by accident, illness misadventure or other cause

CABINET

4	<p>Seek waiver – a waiver can be applied to the financial penalty but not any other penalties, for example demerit points. A person may be eligible if they are experiencing:</p> <ul style="list-style-type: none"> • mental or intellectual disability or mental disorder; • physical disability, disease or illness; • addiction to drugs, alcohol or another substance; • being subjected to domestic violence; • homelessness, or living in crisis, transitional or supported accommodation; and • anything else prescribed by regulation. 	<p>Apply for a debt write-off – if a person is unable to pay by instalments or complete a WDO, they may apply for a debt write off. Write-off means the person will not have to pay part or all of their overdue debt but demerit points (if applicable) will still be applied. The hardship policy considers, among other criteria, economic hardship as a result of:</p> <ul style="list-style-type: none"> • a mental illness, intellectual disability or cognitive impairment • a serious addiction to drugs, alcohol or volatile substances • domestic violence; • homelessness; or • being affected by a natural disaster;
5	Dispute liability	Dispute liability
6	There is no ACT equivalent to the 50% fine reduction in NSW.	Apply for a 50% reduction in the fine amount (Eligibility criteria apply) – a person can be considered for a 50% reduction of their fine if they are, at the time of the offence, a recipient of a Government Benefit.

8. NSW does offer a 50% fine reduction for people receiving government benefits, however this is not automatic and is subject to eligibility criteria. Offences that generally will be considered under this scheme are minor public transport offences (such as not producing proof of concession entitlement), some parking offences (such as not displaying a ticket or parking after a meter expired), some animal and fishing offences, and pedestrian offences such as jaywalking. Fine reductions are outlined under Part 4 of the NSW *Minister for Finance and Small Business Guidelines* of July 2020.
9. In the ACT, instead of offering a 50% reduction in fine for offences that do not involve a motor vehicle, applicants may be eligible to have the infringement penalty withdrawn completely if they have had a prior good driving record for the preceding 5 years. A 'prior good driving record' is defined in the *Road Transport (General) Withdrawal of Infringement Notices Guidelines 2019 (No 1)*¹ as having no offence committed under the road transport legislation, excluding parking offences (or a corresponding law of another jurisdiction) in the previous 5-year period.
10. In addition, if a person receiving Government benefits applies for an infringement notice management plan, their application must be accepted. The minimum fortnightly payment amount is \$10 and there is no timeframe in which the infringement has to be repaid.
11. The two schemes are well aligned most aspects, except for the 50% reduction of fine amounts.

¹ DI2019-211
Tracking No.:

Next steps

12. A review of the ACT road transport penalties is underway. It is proposed that the infringement notice management scheme is considered as part of this work. You will be briefed on the penalties review separately.

Financial Implications

13. There are no financial implications arising directly from this brief. If amendments to the ACT's infringement notice management scheme are progressed in future, financial implications will be considered.

Consultation

14. Access Canberra was consulted in the development of this brief.

Benefits/Sensitivities

15. Infringement notice management schemes in other jurisdictions will be used to inform the work of the penalties review.

Communications, media and engagement implications

16. No media is expected from this brief.

Signatory Name: Kirra Cox

Phone: X53407

Transport Canberra and City Services

To: Minister for Transport and City Services

Tracking No.: S2022/01038

**Date received
in MO:** 18/07/2022

From: Executive Branch Manager, Development Coordination

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

Subject: Lawson Parking

Critical Date: In the normal course of business

Recommendations

That you:

1. Note the information contained in this brief

 **Noted / Please Discuss**

Chris Steel MLA  28/7/22

Minister's Feedback

Please monitor parking demand continue to be monitored on Wanderlight Avenue. In addition to surveying over a standard working week, a school holiday period/or public holiday and include weekends can night periods please be included.

Background [Please brief on cost of the Fire Trail Car Parking Option.](#)

1. Cardno was engaged by Roads ACT, Traffic Management and Safety (TMS) to undertake a parking study and provide recommendations for additional parking within the vicinity of Section 21 (Wanderlight Avenue) and Section 45 (Jumbuck Crescent) in Lawson in 2021 ([Attachment A](#)). The investigation responded to several community requests to TMS for additional parking in those areas.

OFFICIAL

2. On-street parking was surveyed in the vicinity of Wanderlight Avenue and Jumbuck Crescent on Wednesday 28 April 2021 to determine utilisation. The survey indicated that parking utilisation at Wanderlight Avenue was nearing capacity, however there was sufficient parking available at Jumbuck Crescent.
3. Given the isolated timeframe of the survey, and that it was during a time impacted by COVID-19 travel pattern changes, Cardno indicated that parking requirements could possibly exceed the available car parking opportunities provided along Wanderlight Avenue.
4. The Cardno study recommended that parking demand continue to be monitored on Wanderlight Avenue. Future surveys and/or CCTV to monitor parking should be in place for a minimum of three weeks. They should include a standard working week, a school holiday period/or public holiday and include weekends. ✓ NIGHTTIME?
5. The study did not recommend further investigations or construction of new parking for Jumbuck Crescent.
6. A letterbox drop to many Lawson households was completed in mid-2021. The content provided information about parking road rules and encouraged courteous behaviours. It promoted the opportunity for residents to notify the ACT Government via Fix My Street if parking activities present a danger to motorists or pedestrians.

Issues

7. The fundamental design of the suburb of Lawson and its road curtilage is like that of other ACT suburbs developed in a similar era, such as Harrison, Taylor and Jacka. This style of street layout and parking was a popular policy approach at the time of the development of these suburbs. The combination of narrow streets, and medium to high density housing has meant that on-street parking is highly subscribed in many areas, since these suburbs have been built and populated.
8. Across all jurisdictions, residents can share parking on public roads in accordance with the road rules. Unrestricted street parking in Lawson has encouraged lots of Lawson residents to park resident vehicles on the street. It appears that some households have multiple cars and are using the street as overflow parking.
9. Timed parking restrictions can be implemented within suburbs. The process for changing existing parking arrangements includes advising local property owners about the proposed changes. Owners are then asked to respond whether they wish to proceed with changes or to retain the current arrangements. A majority would need to be represented for any changes to be implemented.
10. As many residents of Lawson moved in with the expectation of using the street as resident overflow parking, new timed parking restrictions are unlikely to be supported by the majority of Lawson residents.

11. Transport Canberra is planning to implement the first bus service into the suburb of Lawson in late 2022. The service will provide residents the opportunity to travel via bus to the Belconnen Town Centre and the City, improving public transport connections to the suburb.
12. The Government will also be undertaking design work this year for a path connecting onto the existing path network on the western side of Solong Street in Lawson, running adjacent to the creek line and connecting with the path network at Wanderlight Avenue near the Ginninderra Drive traffic lights.
13. This connection will provide residents in the western side of Lawson with access to the bus stops at the nearby Pantowora Street stops, as well as more direct access to the University of Canberra and new Rehabilitation Hospital.
14. TCCS will continue to monitor parking usage in Lawson and Access Canberra Parking Operations will continue patrols of the suburb. Parking Operations uses a risk-based compliance model to encourage safe parking practices. Officers monitor pedestrian access driveways and adjoining residences to check that vehicles are not obstructing footpaths. Line of sight to road entry and adjacent intersections, and pedestrian access are considered in this assessment.
15. There is the options for TCCS to recommend to the Suburban Land Agency that timed parking restrictions are included for on-street parking in the next development stage of Lawson, noting that this would be inconsistent with other estate developments.
16. Another option could be to recommend that additional public parking be required, noting that may impact, yields, development costs and housing affordability in the next stage of Lawson.

Financial Implications

17. Nil.

Consultation

Internal

18. Traffic Management and Safety procured the 2021 Cardno Parking Study of Wanderlight Avenue and Jumbuck Crescent.

Cross Directorate

19. Access Canberra Parking Operations agreed to continue patrols in Lawson.

External

20. Nil.

Work Health and Safety

21. Nil.

Benefits/Sensitivities

22. Residents in Lawson have mixed views about parking in the area. Some may be unsatisfied with a time parking restriction approach.

Communications, media and engagement implications

23. Several residents have written you about parking in Lawson.

Signatory Name: Geoff Davidson

Phone: 59799

Action Officer: Lauren Hendriks

Phone: 50637

Attachments

Attachment	Title
Attachment A	Cardno Parking Study Wanderlight Avenue and Jumbuck Crescent Lawson

Transport Canberra and City Services**To:** Minister for Transport and City Services

Tracking No.: MIN S2022/01249

**Date received
in MO:** 11/08/2022**From:** Executive Branch Manager, Infrastructure Delivery**Through:** Director-General
Deputy Director-General, City Services
Executive Group Manager, Infrastructure, Delivery and Waste**Subject:** RSPCA Relocation – Next steps**Critical Date:** In the normal course of business**Recommendations**

That you:

1. Note the information regarding next steps for the relation of the RSPCA contained in this brief.

Noted / Please DiscussChris Steel MLA  17/8/22

Minister's Feedback

Background

1. In May 2021, the ACT Government engaged a specialist consultant to undertake site investigation on Blocks 2 and 3 Section 14 Pialligo (the Pialligo site), as the preferred site for RSPCA ACT relocation, to confirm it is viable for development of a facility of this kind through a number of studies and site investigations.
2. The Site Investigation and Site Options Report for RSPCA ACT Project Home found that there is an appropriate area of the Pialligo site that is a viable location for the RSPCA ACT facility.
3. In February 2022 Cabinet approved the area at the Pialligo site, as the preferred site for the new RSPCA facility. The new site was announced publicly in March 2022.
4. Funds were allocated in the 2021-22 ACT Budget to progress site studies and concept design for the new RSPCA ACT facility at the preferred site.

Issues

Progress update RSPCA new facility design and site investigations

5. Seasonal environmental surveys were undertaken at the end of 2021 and found two Matters of National Environmental Significance (MNES) in the study area. The advice provided by the ecological consultant was that this will trigger the need for a referral under the EPBC Act and an EPBC referral has been prepared for the site and submitted for assessment. Refer survey report at [Attachment A](#).
6. While development would have direct impact on the MNES, it is unlikely that this is a significant impact.
7. Additional surveys and detailed site investigations (these include intrusive works) cannot occur until UXO survey and remediation is complete, which cannot be undertaken prior to receiving advice through the EPBC Referral.
8. The tender to engage a lead design consultancy was released on 14 July 2022 and is scheduled to close on 11 August 2022. The successful consultant will finalise site investigations, planning approval pathways and preliminary designs for the facility to meet the requirements of the RSPCA, be specific to the site and align with the ACT Government's preferred funding envelope.
9. TCCS has been coordinating with CMTEDD (Treasury) on the development of the RSPCA relocation package which is to inform the Business Case for construction funding.

Financial Implications

10. The 2021-22 ACT Budget allocated \$1.025m over two years to undertake detailed site investigations and preliminary design.
11. The preliminary design and the relocation package information will be used to develop a Business Case for delivery of the new facility.

Consultation

12. The following stakeholders were consulted throughout initial stages of the project. These consultations will be ongoing during life of the project.

Internal

13. Territory and Business Services, Transport Canberra, Roads ACT, Development Coordination Branch, ACT No Waste and Urban Treescapes

Cross Directorate

14. EPSDD - Strategic Planning and Policy, EPSDD - Biosecurity and Rural Services, EPSDD - ACT Parks and Conservation Service, EPSDD - Conservator Liaison and JACS - ACT Emergency Services Agency (ESA).
15. Major Projects Canberra are the contract managers.

External

16. The RSPCA ACT is the end user of the facility and as such is a key stakeholder. Communication with the RSPCA is managed through the TCCS Territory and Business Services Group.
17. Department of Defence, Canberra Airport, Territory Agistment (holds the license to manage the agistment area), Duntroon Paddock users, ACT Equestrian Association and Leaseholder of adjoining land.

Benefits/Sensitivities

18. There are sensitivities around current users of the land (Duntroon Paddock users).
19. Coordination with Defence on the Canberra Defence Precinct Plan (CDPP) is important to the success of this project.
20. The outcome of EPBC Referral assessment is important for the successful delivery of this project. As no significant impacts for EPBC listed threatened ecological communities or threatened species are anticipated, no offsets are currently proposed for these MNES. If there were to be significant offset requirements for

development of the Pialligo site through EPBC Referral this may impact the financial viability of the site.

21. At this stage this is considered an unlikely outcome. However, if the worst-case scenario arises, feasibility of the Symonston site will need to be investigated which will likely delay the proposed North Weston land release.

Communications, media and engagement implications

22. There is a 10-day public notification period for the project, as part of the EPBC Referral assessment process.
23. Due to sensitivities around paddock users, there is a medium risk of negative media coverage regarding this relocation.
24. A draft media release will be prepared if required.

Signatory Name: Jeremy Smith

Phone: 6207 2738

Attachments

Attachment	Title
Attachment A	Biodiversity Survey Report

To: Minister for Transport and City Services

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

From: Executive Branch Manager, Development Coordination

Subject: Traffic Volumes/ Movement Patterns

Purpose

- Your office sought advice on traffic volumes and changes seen in movement patterns within exclusive regions, and between various regions across the Territory.

Advice

Background

- The Sydney Coordinated Adaptive Traffic System (SCATS) data allows TCCS to obtain insight on actual traffic volumes as well as historical traffic data along the road network with signalised intersections.
- In parallel to monitoring SCATS data, TCCS are undertaking ACT budget funded activities involving more detailed data analysis to gain better understanding of travel patterns, now and into the future. These include ABS Census Data Analysis, Household Travel Survey and Recalibration of Canberra Strategic Transport Model.

SCATS Data

- TCCS analysed daily traffic volumes for the month of April in 2019, 2020, 2021 and 2022 corresponding to pre, during and post-COVID-19 pandemic periods, respectively (Attachment A). Comparative analysis showed that the 2022 SCATS data along sections of Horse Park Drive and John Gorton Drive show higher traffic volumes than the 2019 values by 3-7% and 30%, respectively, which could be attributed to continuing residential developments during the pandemic.
- However, the 2022 traffic volumes are lower by around 6-14% on most of the roads compared with the 2019 pre-Covid traffic volumes, and even slightly less than the 2021 traffic volumes.
- The reduction in traffic volumes could be attributed to combined partial return to workplace and working from home arrangements still currently in place. With the recent announcement that Australia is heading for its third Omicron wave, it is anticipated that the traffic volumes may decrease further in the upcoming months.

Analysis of ABS Census Data

- TCCS is working with EPSDD and CMTEDD in understanding the demographic changes (e.g., population growth) across the ACT geographies between census years to inform transport assessment, planning and modelling.



Advisory Note- Minister Steel

- The 2021 ABS Census demographic information released on 28 June 2022 shows that there were 454,000 Canberrans counted as usual residents on the Census night, a 14.4% increase from the 397,000 residents in 2016.
- More detailed analysis on travel patterns between suburbs and within districts during the pandemic will be undertaken once the ABS release the journey to work data in October 2022.

Household Travel Survey (HTS)

- Procurement is underway to engage a consultant to undertake a household travel survey across the ACT and Queanbeyan. Tender submissions are being evaluated with the contract anticipated to be awarded in August.
- The survey aims to gather information on travel demand patterns (why, where, when and how residents travel) for use as input into strategic transport modelling and better inform transport infrastructure investments.
- The survey outcomes including a summary data dashboard will be completed by mid- 2023. The previous household travel survey, which showed that there are more local trips within Belconnen, North Canberra and South Canberra compared with the ACT average, was undertaken in 2017.

Recalibration of the Canberra Strategic Transport Model (CSTM)

- Procurement of consultancy services to recalibrate the CSTM based on 2021 conditions including the ABS Census demographics and journey to work data and travel trends based on the 2022 HTS will commence in August 2022.
- Transport modelling forms the basis of forecast travel demand to inform business cases for transport infrastructure investment. CSTM generates transport demand forecasts for future land use and infrastructure scenarios, and to provide estimates of traffic growth for operational models.
- The model simulates where people are coming from and going to based on trip purposes, land use, generalised costs, and trip propensities; how people make the trips (e.g., by car, public transport and/or bicycle); and which route of the network are people likely to take.
- It simulates traffic using various assumptions including land-use (population, employment, retail space and enrolments), transport network (road, public transport, and bicycle) and transport cost parameters (parking, fuel, and PT fares).
- Recalibration of 2021 model scenario and development of future model scenarios up to 2051 at five-yearly intervals, incorporating Treasury population projections and the forthcoming Multimodal Network Plan, will be completed by mid-2023.

Noted/Please Discuss

Chris Steel MLA

Minister for Transport and City Services

4/8/22
.../.../....

To: Minister for Transport and City Services

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

From: EBM, Transport Planning and Delivery

Subject: Corrected patronage data

Purpose

- To provide you an update on the resolution of incorrect patronage data.

Advice / Response

- In March 2022, Transport Canberra identified that bus route patronage data was being incorrectly allocated to inappropriate service types.
- Transport Canberra uses filters in NetBI, for example “service type,” to categorise and group routes that share a common attribute. Service types reflect the route hierarchies as outlined by Government Public Transport Strategies and Plans. Rapid, Local, School, Peak Express, and Shuttle are each a service type.
- As a result of this misallocation, approximately 263,000 less passenger trips were attributed to rapid bus routes, and over 270,000 additional trips attributed to local bus routes for the period between August 2021 and February 2022 (and into March 2022).
- Once this issue was identified, Transport Canberra removed public transport patronage data from the Open Data ACT website until the issue could be resolved.
- The findings from the work undertaken to resolve the issue has been extracted in Table 1 and Table 2.

Table 1. Monday - Friday patronage excerpt by Service Type: 2 August 2021 - 28 February 2022

Service Type		Rapid	Light Rail	Local	School	Peak	Special	Other*	Total
A	Pre-Correction	1,502,666	795,806	1,948,476	348,071	17,559	5,619	31,212	4,649,409
B	Corrected	1,766,475	795,806	1,672,329	348,130	17,559	17,995	31,212	4,649,506 [#]
Difference (A-B)		- 263,809	0	+ 276,147	- 59	0	- 12,063	0	

* Other includes data allocated to “TVM” and “Unknown” service types.

Some deviation between total patronage pre-correction and post-correction is attributed to additional patronage data captured by Transport Canberra systems in the reference time period since the data issue was first identified.



Advisory Note- Minister Steel

Table 2. Local route patronage week ending 4 March 2022.

Date/Local routes	Pre-correction	Corrected
28-Feb-2022	26,408	19,704
01-Mar-2022	25,190	18,613
02-Mar-2022	26,372	19,494
03-Mar-2022	27,585	20,436
04-Mar-2022	28,004	20,583

Local route data is thus roughly 75-85% of what had previously been reported pre-correction.

- Most public transport patronage data has now been made available on Open Data ACT, with the exception of Service Types patronage. Service type patronage data remains 'hidden' because the code used to 'call' the service type data from NetBI into Open Data ACT is no longer correct. This is mainly due to school bus route data having been consolidated into a single service type that was not originally part of the coding, and thus school patronage is presently reporting as "0". Transport Canberra is working with the TCCS Data Capability Team to effect this change, however action on this is delayed due to staff unfamiliarity with the underlying code. Once the code is updated to bring all data together, and Open Data ACT reproduces NetBI data, this data report will be made available to the community.
- The following attachments are provided for more detail on the issue:
 - Attachment A – is a NetBI Service Type Paper that provides detailed background to the issue, its identification, and resolution.
 - Attachment B – Service Type Data Extract provides a high-level output of patronage data prior to and post correction to demonstrate the impact of the issue on Rapid versus Local route patronage data.
- In the course of addressing the service type issue, Transport Canberra received a query from the Canberra Times in relation to the missing reports in Open Data ACT. An explanation was provided at the time with an undertaking that updated data would be provided once the issue was resolved. Data provided in Attachment B will be shared with the Canberra Times.



Noted/Please Discuss

Chris Steel MLA
Minister for Transport and City Services

26./.../22

Advisory Note- Minister Steel

Objective Reference: MIN S2022/01406

To: Minister for Transport and City Services

Through: Director-General

From: Executive Branch Manager, Strategic Policy and Customer

Subject: Jump racing in the ACT

Purpose / Minister's Question

- Following an [announcement from South Australia](#) that they were banning Jump Racing you asked if jump racing was explicitly banned in the ACT.

Advice / Response

- In the ACT Horse Racing is regulated by the *Racing Act 1999* (the Racing Act). The *Animal Welfare Act 1992* (the Welfare Act) also applies to racehorses.
- The Racing Act does not specifically allow or prohibit certain kinds of racing.
- The Welfare Act allows you, as Minister, to make Codes of Practice.
- The Welfare Act also establishes the Animal Welfare Advisory Committee (AWAC) to provide you advice.
- Following a Four Corners story about the mistreatment of ex-racehorses several years ago you asked AWAC to review the Code of Practice relating to horses and provide advice on whether any changes were needed.
- The majority of AWAC members support a ban on Jump Racing in the ACT due to significant animal welfare issues. The Committee is finalising a Position Statement on this matter for you.



Noted/Please Discuss

Chris Steel MLA
Minister for Transport and City Services

1/9/22

Transport Canberra and City Services

To: Minister for Transport and City Services

Tracking No.: S2022/01413

**Date received
in MO:** 04/08/2022

From: Executive Branch Manager, Roads ACT

Through: Director-General, Transport Canberra and City Services
Deputy Director-General, City Services
Executive Group Manager, City Operations
Chief Financial Officer

Subject: 2022-23 Australian Budget - ACT Response

Critical Date: 09/08/2022

Critical Reason: To commence delivery against the 2022-23 NPA schedule

Recommendations

That you:

1. Note the information contained in this brief; and

 **Noted / Please Discuss**

2. Sign the attached letter (Attachment B).

Signed / Not Signed / Please Discuss

Chris Steel MLA  10/8/22

Minister's Feedback

As per note on draft letter.

Background

1. Each year, following the announcement of the Australian Government Budget, the ACT Government receives a letter with the proposed update to the National Partnership Agreement (NPA) Schedule.
2. Additional investment by the Australian Government following their 2022-23 Budget is referenced in the letter (Attachment A) and NPA schedule (Attachment B).
3. The ACT NPA Schedules contain Land Transport Infrastructure projects with the identified total project cost, total Australian Government Funding and relevant State or Territory contribution.

Issues

4. The 2022-23 Schedule is yet to be published on the website provided below as the ACT Government hasn't yet acknowledged the 2022-23 Budget commitments by the Australian Government. This means that funding is not yet available for the ACT Government. Web link: <https://federalfinancialrelations.gov.au/agreements/land-transport-infrastructure-projects-2019-2024>.
5. A letter has been drafted at Attachment C to acknowledge the 2022-23 Australian Government Budget commitments.
6. It is anticipated that the ACT 2022-23 NPA Schedule will be updated on the link listed above after the letter has been received.

Financial Implications

7. Each of the additional projects committed by the Australian Government are funded based on a matched funding co-contribution (50:50) between the Australian Government and the ACT Government.
8. ACT co-contributions for projects listed in the NPA Schedule are considered through the ACT Budget process.

Consultation

Internal

9. Roads ACT, Infrastructure Delivery, City Presentation, Finance.

External

10. The Deputy-Secretary, Department of Infrastructure, Transport, Regional Development and Communications (DITRDC) provided advice to officers of TCCS that the ACT Government will need to acknowledge the relevant 2022-23 Australian Government Budget commitments before the proposed 2022-23 NPA Schedule is adopted and published.

Work Health and Safety

11. Nil.

Benefits/Sensitivities

12. Nil.

Communications, media and engagement implications

13. Nil at this stage.

Signatory Name: Owen Earl-King

Attachments

Attachment	Title
Attachment A	22-23 Budget NPA Schedule - ACT
Attachment B	LETTER - MC22-000750 - DPM to Steel - 22-23 Budget
Attachment C	Letter to Minister King - MIN S2022/01413

Transport Canberra and City Services

To: Minister for Transport and City Services

Tracking No.: MINS2022/01427

**Date received
in MO:** 31/08/2022

From: Executive Branch Manager, Transport Planning and Delivery

Through: Director-General
Deputy Director-General, Transport Canberra and Business Services
Executive Group Manager, TC Operations
Executive Branch Manager, Bus Operations
A/g Executive Branch Manager, Light Rail Operations

Subject: Development of a policy options paper that articulates best practice for the management of special event public transport in the ACT

Critical Date: In the normal course of business

Recommendations

That you:

1. Note the information contained in this brief; and

 **Noted / Please Discuss**

2. Agree to TCCS working with other Government directorates to develop a policy paper.

 **Agreed / Not Agreed / Please Discuss**

Chris Steel MLA   6/9/22

Minister's Feedback

Background

1. With COVID-19 restrictions easing, it is anticipated that Canberra will once again be providing venues for many special events across the calendar year. From high impact events over a short period, with high attendance, through to lower impact events over an extended period, there is a need to put in place a plan and policy that will cover all aspects of events that impact public transport, and the wider transport system, in Canberra in collaboration with Events ACT.
2. This brief seeks your endorsement to commence formal research and engagement activities across the ACT Government towards developing a policy paper that describes the best options for coordinating and managing special event transport in the ACT, with a particular focus on options for covering operating costs. This work will involve engagement with special event organisers, venues, and relevant Directorates within the ACT Government.
3. The outcome of this work will be a policy and if necessary potential legislative changes that articulate special event planning requirements that align with the operational objectives of Transport Canberra, and their operators, for the safe conduct of the event around public transport. In particular, the policy will capture requirements for adequate planning of additional light rail frequency and additional bus services, incorporating integrated ticketing components and how event ticketing may provide proof of entitlement for free travel. The policy would also include considerations around traffic management, crowd control and security as it relates to Public Transport.
4. If you agree with the plan of action, TCCS proposes to present to you within five months, a policy options paper that provides detailed policy response options that will enable the ACT Government to best service special event public transport in the ACT.

Issues

5. Canberra now operates an integrated multi-modal public transport network. Typically, large events attract visitors from interstate and in high volumes, meaning that they present a significant impact and opportunity on and for the public transport network.
6. Consistent and effective coordination and management of special events such as Spilt Milk and Groovin the Moo require a multi modal approach that encompasses both light rail and bus services.
7. It is critical that the approach to the provision of public transport for events is represented as a policy in collaboration with all Government directorates who have a role along with venue managers, and event organisers.
8. While bus network requirements for special events are relatively easier to manage and coordinate because Transport Canberra Bus Operations is a business unit of the ACT Government, light rail carries additional and more complicated requirements and

considerations. Light rail services are operated by Canberra Metro Operations (CMET), and the relationship between the ACT Government and the Operator is managed via the 'Project Agreement' contract between the parties. Any changes to contracted light rail frequencies, including suspension of service, must be managed and paid for in accordance with the Project Agreement, and any alterations to the adjacent road network or light rail corridor must also be managed safely and in accordance with CMET requirements (e.g. Permit to Work etc.).

9. Currently, special event management across the wider transport network is inconsistent, and while this presents a gap, it also presents an opportunity to re-evaluate and articulate best practices for the ACT and to streamline this process. In particular, to address specific critical issues including:
 - a. Notification to TCCS of a special event and the notice period that meets all stakeholders' requirements;
 - b. Determination of whether a Transport Management Plan is required, its form, including whether Temporary Traffic Management Plans, crowd control, traffic management and security are each required at the interface with transport (among other considerations);
 - c. Whether changes to the public transport system (frequency increase or additional services) are required across both modes;
 - d. Who is liable for the cost for augmentations, including increased light rail frequencies and additional buses, required for the public transport system to meet event patronage demands; and
 - e. Who is responsible for communication with the community as informed by the above.
10. The forthcoming introduction of the new ticketing system also presents an opportunity to simplify and offer event organisers options in regards to provision of inclusion of public transport in their ticketing.
11. Therefore, the resulting Policy as well as any changes to legislation will include, but not be limited to:
 - a. Supply/hire and set up of crowd control infrastructure, including but not limited to, barriers at or adjacent to stops to safely manage access, and crowd control barriers for separating, for example, city-bound and Gungahlin-bound queues at light rail stops;
 - b. Booking of security between venue and public transport stops;
 - c. Responsibility for preparation, dissemination, and moderation of digital communications on transport arrangements;
 - d. Wayfinding and signage between an event venue and stop; and

OFFICIAL

- e. Cost for integrated event ticketing for events without increased service levels, e.g. National Folk Festival or Canberra Racing Carnival.
12. A number of other tasks or work will follow the development of a policy response on special events. Potential issues or tasks include:
- a. Potential amendments to the Road Transport suite of legislation to align with (or enable) the requirements captured by a special event policy;
 - b. Development of information resources, guidance, process documents and other collateral that will support venues and event organisers with notifying and working with TCCS as part of organising and running a special event;
 - c. External communications, including content on the Transport Canberra website and supplementary e-forms; and
 - d. Updating and development of new processes for coordinating special event planning, implementation and financing likely required to cover Roads ACT, Light Rail Operations, Bus Operations, and Communications and Marketing costs.
13. If you agree, TCCS will conduct research into the experience of other jurisdictions in relation to special events. TCCS will also engage with key stakeholders both internal to TCCS (e.g. Bus Operations and Light Rail Operations) as well as cross Directorate stakeholders (e.g. Events ACT, Venues Canberra) and other large-scale commercial event organisers who are involved in arranging special events in Canberra. ✓
14. This resulting options paper will outline the potential options, informed by this work, with a preferred option indicated for your endorsement. This options paper will guide the work necessary to inform the implementation towards a Special Events Transport Policy or legislative changes, or both, that achieve the desired settings necessary to best manage special events within the ACT. ✓

Financial Implications

15. No financial implications.

Consultation

Internal

16. Transport Canberra Light Rail Operations and Bus Operations, and Roads ACT.

Cross Directorate

17. Nil.

External

18. Nil.

Work Health and Safety

19. There are no specific work, health or safety issues identified as arising from this business activity.

Benefits/Sensitivities

20. Conducting this work will enable Transport Canberra and City Services to better coordinate event transport, and to manage the costs and other public transport implications that arise from special events held within the ACT.

Communications, media and engagement implications

21. There is no communication plan developed as part of this brief. At this stage, this brief exists to raise awareness and outline the research and planning work to be undertaken towards proposing options to respond to the issues identified.

Signatory Name: Sarah Taylor-Dayus

Phone: 74593

To: Minister for Transport and City Services

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

From: Executive Group Manager, Transport Canberra

Subject: Executive Document Release

Purpose

To advise you on the impending release of a document under stage 1 of the Executive Document Release. It is expected this will be released in September 2022.

Advice



- Cabinet documents become accessible to the public after 10 years under Part 3A of the *Territory Records Act 2002* (the Act). Under section 31C of the Act the list of records that are available must be published electronically every Canberra Day.
- Following the release of the list of records from 10 years ago, CMTEDD has received requests for a large number of documents. CMTEDD have staged the release of these documents.
- Following a request and in accordance with the Act a review is required to determine if disclosure of information contained in the requested accessible Executive documents is contrary to the public interest. This review considers the following criteria and is undertaken at the time that a request for access is received:
 - if it is information that would, or could reasonably be expected to endanger the life or physical safety of a person; or
 - if it is information that would, or could reasonably be expected to be an unreasonable limitation on a person's rights under the *Human Rights Act 2004*; or
 - if it is information that would, or could reasonably be expected to significantly prejudice an ongoing criminal investigation; or
 - if it is protected private information. This is information that would, or could reasonably be expected to, disclose personal information about any person (including a deceased person) and is contrary to the public interest; or
 - if it is information that falls under Legal Professional Privilege in accordance with section 171 of the *Legislation Act 2001*.
- A request was received to access the *2010 ACTION Enterprise Bargaining Agreement Payment Offer*.
- Transport Canberra and City Services (TCCS) was provided a copy of the document that has been requested. The document is provided at [Attachment A](#).

Advisory Note – Minister Steel

- Following a review of the *11/119 - ACTION Enterprise Bargaining Agreement - Payment Offer* document, TCCS has confirmed that the contents do not meet the legislative description of information that should not be disclosed because it is contrary to the public interest. It has been recommended that the document be released in its entirety.

Benefits/Sensitivities

- It should be noted that the document may contain some industrial sensitivities related to options and commentary on bargaining strategies.
- The industrial sensitivities lie around the bargaining tactics used by the ACT Government in negotiations and continue to remain relevant to current negotiations being undertaken at present.
- Talking points can be provided if required.

Noted/Please Discuss

Chris Steel MLA
Minister for Transport and City Services

17/8/22

Transport Canberra and City Services

To: Minister for Transport and City Services

Tracking No.: MINS2022/00854

**Date received
in MO:** 18/07/2022

From: A/g Executive Branch Manager, People and Capability

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

Subject: Secure employment and insourcing – progress update

Critical Date: In the normal course of business

Recommendations

That you:

1. Note the information contained in this brief.

 **Noted / Please Discuss**

Chris Steel MLA  5./8./22

Minister's Feedback

Background

1. Transport Canberra and City Services (TCCS) remains committed to providing secure employment in line with the [ACTPS Secure Workforce Conversion Policy](#).
2. Furthermore, the Directorate continues to review its emerging service contracts in consultation with relevant unions to inform insourcing opportunities in line with the [Parliamentary and Governing Agreement](#).
3. In December 2021, TCCS provided a whole of Directorate progress update, refer to [Attachment A](#) informing both the workforce conversions as well as insourcing efforts.
4. Various business units across TCCS have provided separate briefs on progress since November 2021. This brief serves to summarise those actions and identify achievements to date.
5. On 26 May 2022, the Workforce Capability and Governance (WCaG) team within CMTEDD released, for consultation, the draft ACT Government Insourcing Framework (the Framework). Ken Marshall, the Executive Group Manager, City Operations represents TCCS on the Whole of Government Reference Group. Directorate feedback is due back mid-July.

Issues

Secure Workforce Conversions

6. Each quarter, TCCS examine all temporary or casual workers eligible for conversion to permanent employment under the Policy, with a specific focus on those workers who have incurred a total employment period of greater than or equal to one year.
7. In 2021 a total of 67 positions were identified and approved by the Head of Service (HoS) for workforce conversion. Of these, 55 workers were permanently appointed, with the remaining 12 either having been promoted or declining the offer. ✓
8. Year to date (2022), two cohorts have been submitted for HoS approval, with those identified in cohort one recently receiving endorsement (14) with cohort two (1) awaiting endorsement. Refer table 1 for the breakdown for cohort 1:

Table 1 – Workforce conversions 2022YTD

Branch	Classification	No.	Comments
Chief Information Office	TO4	1	
City Presentation	GSO3/4	6	These roles are across Place Management (6) and Urban Trees (2). [REDACTED]
	GSO5/6	1	
	TO3	1	
Libraries ACT	ASO5	1	Home Library Service (came in via JfC)
Roads ACT	GSO5/6	1	Both of these roles are within Roads Maintenance
	INFR3	1	
Strategic Policy and Customer	SOGA	1	Critical positions and opportunity to secure talented SMEs
	SOGB	1	
Total		14	

Insourcing efforts

9. In recognition that extensive consultation and piloting of the draft Framework is afoot, TCCS is taking steps to adopt and apply its principles when reviewing emerging service contract for insourcing opportunities. This is whilst ensuring due consultation occurs with the policy makers and unions alike.
10. Since November 2021, 17 proposed procurement actions were initially identified as ones where the Framework would apply and should therefore be reviewed. Reasons for procurements progressing upon review include ministerial agreement to continue contractual arrangements, insufficient specialist knowledge/equipment available inhouse or heightened risk and safety implications relevant to a change.
11. Efforts are continuing to ensure compliance to the Framework and observing the Government’s commitment within the Parliament and Governing Agreement. Table 2 below provides detail of the key insourcing opportunities under consideration.

Table 2 – Insourcing opportunities examined

Branch	Type	Current status	Brief reference
ACT NoWaste	Waste Management	COMPLETED - services not insourced Provision of outsourced services for household waste collection, landfill operations, transfer station operations and mattress recycling continuing.	MINS2022_00182; MINS2021_01286; MINS2021_1868
Capital Linen Service (CLS)	Calvary Hospital Linen and Laundry Service	ONGOING Complex policy discussion to address competitive neutrality issues. Notwithstanding this contract discussion, CLS have negotiated an improved roster resulting in 24 new ACTPS positions being established and significantly minimising the use of labour-hire.	N/A
Development Coordination	School Crossing Supervisor Program	IN PROGRESS – target insource outcome July 2023 Actively engaging with the WhoG Industrial Relations and Public Sector Employment team to address and resolve industrial issues relating to split shift	MINS2022_00635

OFFICIAL

		<p>arrangements and minimum number of hours worked.</p> <p>These issues, once addressed will be considered and, where practicable included in the 2022 Enterprise bargaining arrangements under the Infrastructure Services Enterprise Agreement.</p>	
Roads ACT	Pavement Assessment	<p>IN PROGRESS – will be insourced</p> <p>Two roles approved for insourcing – x1 ASO4 and x1 IO2. Union consultation completed and support received.</p> <p>Recruitment underway.</p>	MINS2022_00287
Roads ACT	Road and Path Condition Data Collection	<p>COMPLETED – service not insourced</p> <p>Contract service provision continuing. The insourcing analysis indicated that significant capital costs would be required to acquire a range of specialised equipment and operator skills.</p>	MINS2021_01069
Roads ACT	<u>Concrete Grinding</u>	<p>UNDER REVIEW</p> <p>An assessment and consultation is currently being undertaken to determine the viability of insourcing this service.</p>	N/A
City Presentation	Urban Treescape – urban seasonal tree planting services panel arrangement	<p>UNDER REVIEW</p> <p>Opportunities to insource were considered to inform a strategic review by the Government Procurement board. Partial insourcing equating to 4 FTE identified as viable. However <u>further scaling up would incur capital costs for depot expansion.</u></p>	MIN S2022/00994
City Presentation	Graffiti services	<p>COMPLETED - services not insourced</p> <p>Provision of outsourced services for graffiti inspection, removal and reporting services continues</p>	N/A

OFFICIAL

City Presentation	<p>Cleaning of Sportsground, depot and BBQs</p> <p style="text-align: center;">and</p> <p>Irrigation maintenance at sportsgrounds</p> <p style="text-align: center;">and</p> <p>Pump maintenance that supports irrigation, sewers and fountains within land managed by City Presentation</p>	<p>UNDER REVIEW</p> <p>Consultation/assessment is currently being undertaken to determine the viability of insourcing these services in 2023</p>	N/A
Infrastructure Delivery	Infrastructure Delivery Specialist	<p>UNDER REVIEW</p> <p>The existing service contract is due to expire Oct 2022. The work performed through the existing consultancy has been independently assessed and sized by MERCER.</p> <p>The sizing has returned a remuneration that is <u>not currently catered for</u> within the existing Enterprise Agreement classification range.</p> <p>Further consultation with WCaG and Professionals Australia to be undertaken.</p>	N/A
ACT NoWaste	Weighbridge administration	<p>UNDER REVIEW</p> <p>Assessment is currently being undertaken to determine the viability of insourcing these services in 2023</p>	N/A, a briefing is currently being prepared.

Financial Implications

12. Financial implications are assessed on a case-by-case basis using the principles and guidelines outlined with the draft Framework.
13. TCCS Finance are also routinely consulted when undertaking any assessments.

Consultation

Internal

- 14. Cross-directorate consultation to assure correct representation of information described in tables 1 and 2.

Cross Directorate

- 15. N/A

External

- 16. N/A

Work Health and Safety

- 17. N/A

Benefits/Sensitivities

- 18. Union interest and engagement remains high, requiring sound forward planning and adoption of an early management strategy to avoid negative attention.

Communications, media and engagement implications

- 19. N/A

Action Officer: Sue Marriage, A/g EBM,
People and Capability

Attachments

Attachment	Title
Attachment A	Previous update brief - MINS2021_01758

Transport Canberra and City Services**To:** Minister for Transport and City Services

Tracking No.: MIN S2022/01151

**Date received
in MO:** 08/07/2022**From:** Executive Branch Manager, City Presentation**Through:** Director-General
Deputy Director-General, City Services
Executive Group Manager, City Operations**Subject:** Successful Adopt-a-Park Grants 2021-22**Critical Date:** 15/07/2022**Critical Reason:** To finalise grant recipients as soon as possible.**Recommendations**

That you:

1. Note the information contained in this brief; and


Noted / Please Discuss

2. Agree and sign Attachment A endorsing the grants awarded.


Agreed / Not Agreed / Please DiscussChris Steel MLA  11/7/22

Minister's Feedback

Background

1. As part of the 2021-22 Budget process, *Protecting Canberra's unique environment - Growing our urban forest*, \$200,000 was made available for community Adopt-a-Park grants.

Issues

2. Following a recent grant application process, utilising the *Smartygrants* software platform, 22 grant applications were received, and all were able to receive either full or partial funding within the budget envelope. Attachment A provides information on the amount requested against the suggested grant payment.

Financial Implications

3. It is proposed the full amount of \$200,000 be allocated for the 22 projects across the city.
4. Note that an expense allowance has been made in the 2021/22 financial year accounts to acquit funds against that year should you agree to the proposed grant recipients.

Consultation

Internal

5. Place Management Operations Managers and Urban Treescapes have been engaged and agreed to the concepts.

External

6. City Presentation is working with all the successful groups to refine the details of the planned works to ensure successful outcomes for each project, while considering public safety, hard infrastructure, cultural, heritage and environmental impacts and other park users.

Work Health and Safety

7. All proposals have been considered with WH&S in mind, to protect the safety of staff, volunteers and the public.

Benefits/Sensitivities

8. All grant applicants received money for at least a proportion of their request. All projects help improve environmental resilience or education.
9. Successful grants include activities like:
 - a. planting native plants to restore habitat in Weston Creek and Harrison;
 - b. interpretive and educational signage in Holder and Griffith; and
 - c. weed control in Fraser and Hughes.

Communications, media and engagement implications

10. There will be an opportunity to announce the successful grants to the community.

Signatory Name: Daniel Iglesias

Phone: 0412 215 754

Attachments

Attachment	Title
Attachment A	List of successful projects

Transport Canberra and City Services

To: Minister for Transport and City Services

Tracking No.: S2022/01281

**Date received
in MO:** 31/08/2022

From: Executive Branch Manager, ACT NoWaste

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

Subject: Proposed approach to banning a third tranche of single-use plastic items

Critical Date: 02/09/2022

Critical Reason: This will enable ACT NoWaste to plan and commence a 12-week period of public consultation from September 2022.

Recommendations

That you:

1. Note the information contained in this brief;

 **Noted / Please Discuss**

2. Agree to the proposed approach and timeline for delivering Tranche 3 and a Plastic Reduction Plan at Attachment B; and

 **Agreed / Not Agreed / Please Discuss**

3. Agree to the commencement of the 12-week public consultation required under legislation in September 2022, including the release of the public notice at Attachment C.

Agreed / Not Agreed / Please Discuss

Chris Steel MLA 31/8/22

Minister's Feedback

Thank you for this work. The approach is sound.

For the future scoping work on the Plastic Reduction Plan can we consider problematic Plastic coming through the MRF which are receiving low values for sale in the commodity market such as tinted plastic eg green Sprite/Mountain Dew bottles and blue tinted bottles eg Mount Franklin.

Background

1. The *Plastic Reduction Act 2021* commenced on 1 July 2021, with a first tranche of items banned from supply in the ACT including single-use plastic cutlery, beverage stirrers and expanded polystyrene containers for serving food or beverages, as well as lightweight plastic shopping bags.
2. [REDACTED]
3. Following community consultation and regulatory impact assessment, the *Plastic Reduction Regulation 2022* commenced on 1 July 2022, with a second tranche of items - plastic straws, cotton buds with plastic stems and oxo-degradable plastics prohibited from supply in the ACT from this date.
4. [REDACTED]
5. The items identified in the *Next Steps Policy 2021*, to be considered for banning from 1 July 2023, are microbeads, expanded polystyrene products and packaging (with potential exemptions for white and brown goods), and plastic takeaway containers.
6. The ACT Government has experienced resource and timing pressures in delivering previous tranches of single-use plastic bans, due to the rigorous requirements of legislative development and the extensive stakeholder consultation period required to develop regulations. Industry stakeholders have indicated that sufficient time is

required between regulations being made public and the commencement of implementation.

Issues

Changing national policy context

7. Action on single-use plastics continues to occur at the sub-national level, in the absence of a coordinated and consistent national approach.
8. Since the release of the *ACT Next Steps Policy 2021*, other jurisdictions have commenced new bans and signalled higher levels of ambition. A full summary of current and future items to be banned in other jurisdictions is provided at Attachment A. ACT NoWaste continues to work closely with colleagues in other jurisdictions and New Zealand through the SUP Interjurisdictional Taskforce.
9. [REDACTED]
10. ACT NoWaste continues to engage with Commonwealth colleagues to understand whether progress is being made towards the objectives of the Plan and how it may impact the ACT's priorities for phasing out single-use plastic items. There may also be opportunities for advocacy at the national level.

Key priorities for 2022-23

11. In order to continue delivering on the ACT's plastic reduction commitments, while also taking a long-term strategic approach to banning plastics where appropriate, ACT NoWaste proposes to work towards delivery of the following key priorities in 2022-23:
 - a. Undertaking public consultation, regulatory impact assessment and development of regulations to ban a third tranche of single-use plastic items from under the *Plastic Reduction Act 2021*.
 - b. Research into possible future items and developing an evidence-based methodology for prioritising items for phase out, based on the ACT context.
 - c. Incorporating circular economy principles and concepts identified in the draft Circular Economy Strategy into analyses and decision-making on potential single-use plastics to be banned in future.
12. [REDACTED]



Items proposed for consideration

13. The *Next Steps Policy 2021* outlined items that would be considered for Tranche 3. ACT NoWaste has undertaken initial research and consultation with the ACT Plastic Reduction Taskforce, which has identified the following opportunities and potential issues.

a. Microbeads



- i. Opportunities – there has already been a voluntary industry phase out of microbeads in rinse off person care, cosmetic and cleaning products, however there may be an opportunity to make this mandatory under regulation. The items to be banned would likely be domestic products that contain microbeads that are washed down the sewerage system and would likely not include medical or industrial applications. New South Wales has design standards and New Zealand has legislation that could be referred to in developing this ban.
- ii. Potential issues – it may be difficult to identify all relevant products containing microbeads. Advocacy at the national level for a cohesive approach may be another effective way of generating action on these problematic products.

b. Expanded Polystyrene (EPS) packaging (with potential exemptions for white and brown goods)

- i. Opportunities – the greatest opportunities for addressing EPS are likely to be in preventing the supply of unnecessary products such as packaging pellets and bean bag filling. This is closely related to an action of the National Plastics Plan to phase-out of expanded polystyrene (EPS) in loose fill and moulded consumer packaging. The Australian Packaging Covenant Organisation is currently developing a national EPS roadmap, which may help to inform the development of the ban.
- ii. Potential issues – addressing food-related EPS packaging (such as meat trays) may give rise to food safety concerns and issues around the thermal properties of EPS. Some products (such as furniture and whitegoods) are packaged with moulded EPS by necessity to protect them from damage and are typically imported through national-scale supply chains and markets which the ACT may have limited ability to influence. These types of products will likely need to be exempt.


c. Plastic takeaway containers

CABINET






- i. Opportunities – Transitioning to reusable alternatives and avoiding single-use is the key opportunity for these items. There may be opportunity to investigate legislative changes recently adopted by South Australia, to protect businesses who provide their food in customers’ own takeaway containers from civil liability.
 - ii. Potential issues – given that some plastic options are already recyclable and anecdotally reusable, banning this item and transitioning to single-use compostable alternatives, for example, may not be environmentally beneficial, especially in the context of the circular economy.
14. In addition to the items identified above, ACT NoWaste also proposes to bring forward the following items originally flagged for future consideration in the *Next Steps Policy 2021*. While some of the items listed in the policy (such as coffee cups) will need further work in coming years, plastic plates, bowls and heavyweight plastic bags are already being considered by a number of other jurisdictions (Attachment A) and are therefore likely suitable for consideration in an ACT context. 
 - a. Plates and bowls
 - i. Opportunities - these items have been banned or signalled for consideration in most other jurisdictions (notably New South Wales, who will ban these from 1 November 2022). These items have already been banned at many government and non-government declared public events in Canberra.
 - ii. Potential issues - plastic-lined novelty items containing images (e.g. those used for children’s parties) do not have a suitable alternative at this stage and would be removed from supply altogether. Time-limited exemptions may need to be considered for this type of product.
 - b. Heavyweight and boutique plastic bags
 - i. Opportunities - reusable and paper alternatives are already available, however these vary in their quality and durability. Queensland has signalled the adoption of a reusability standard for shopping bags from September 2023, which could be utilised in an ACT context and harmonised. In June 2022, Woolworths became the first major supermarket to pledge to permanently remove plastic shopping bags with all stores in Australia expected to phase them out by the end of 2023. 
 - ii. Potential issues - further work is required to understand the suitability of alternative products in all circumstances, but initial consultation

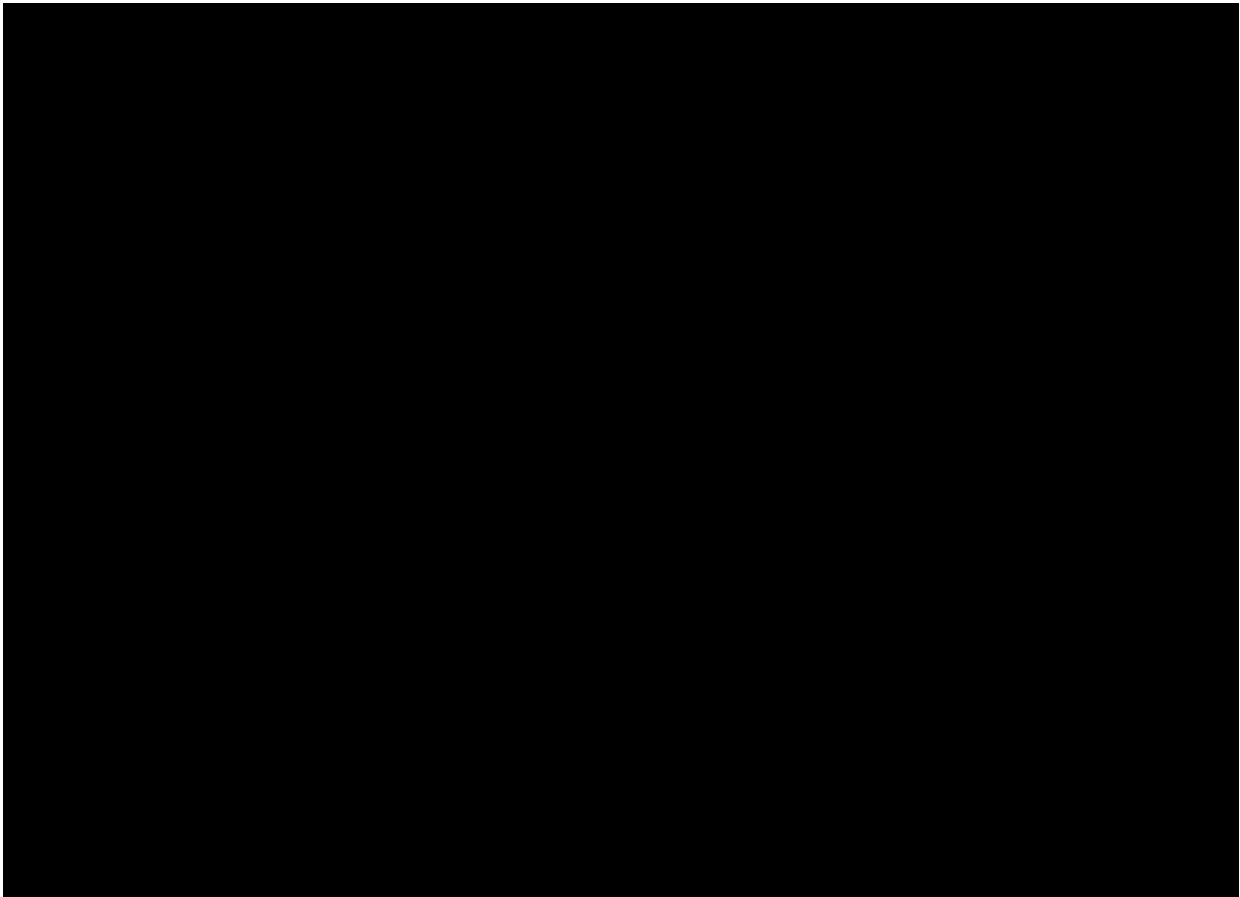
CABINET

with the Taskforce suggests that these items could be considered for inclusion in Tranche 3.

15. Under s 42 of the Act, before a regulation is made under section 7 (1), the Minister must give public notice of the proposed regulation and invite public submissions. The public notice must state the products proposed to be prescribed, state the reason for prescribing them, and include any proposed exemptions. It must state that anyone can give a written submission to the Minister, and that submissions may only be given in the period between the notice being published and a stated day at least 12 weeks later. A draft public notice is provided for your approval at Attachment C.
16. In addition to the 12-week notice period inviting written submissions, ACT NoWaste will carry out a limited number of stakeholder meetings with key industry peak bodies and businesses to ensure sufficient consideration of the issues and opportunities. These stakeholders are likely to include:
 - a. National Retail Association
 - b. Australian Packaging Covenant Organisation
 - c. A smaller number of supermarkets, retailers and suppliers
 - d. Consumer Electronics Suppliers Association and large retailers.
17. ACT NoWaste will continue to have discussions with the ACT Plastic Reduction Taskforce and seek their further feedback on proposed items. ACT NoWaste will also consider any previous feedback relating to Tranche 3 items received as part of the Tranche 2 consultation. 

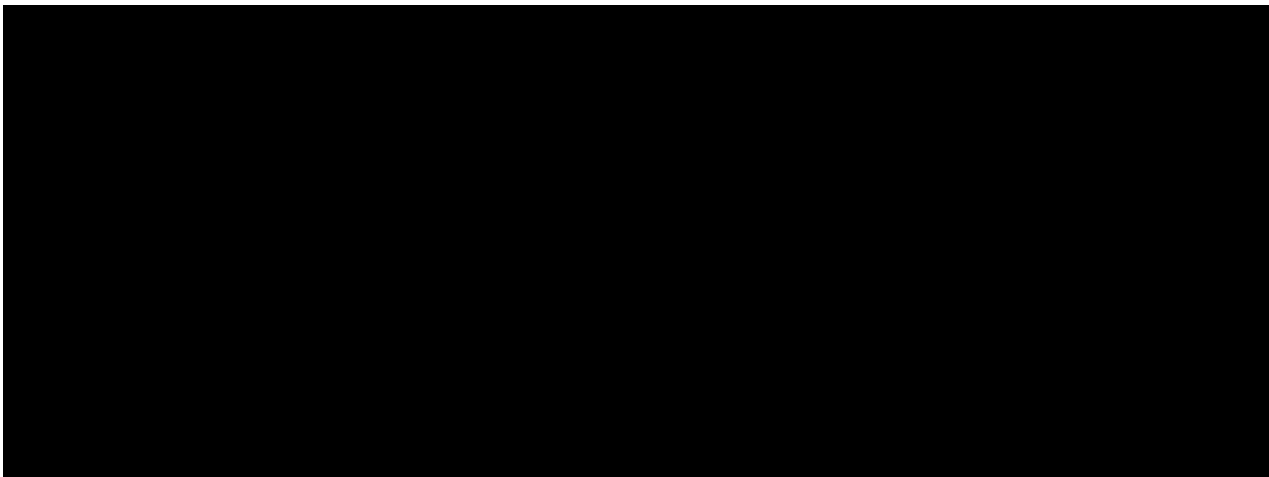
Future research and analysis

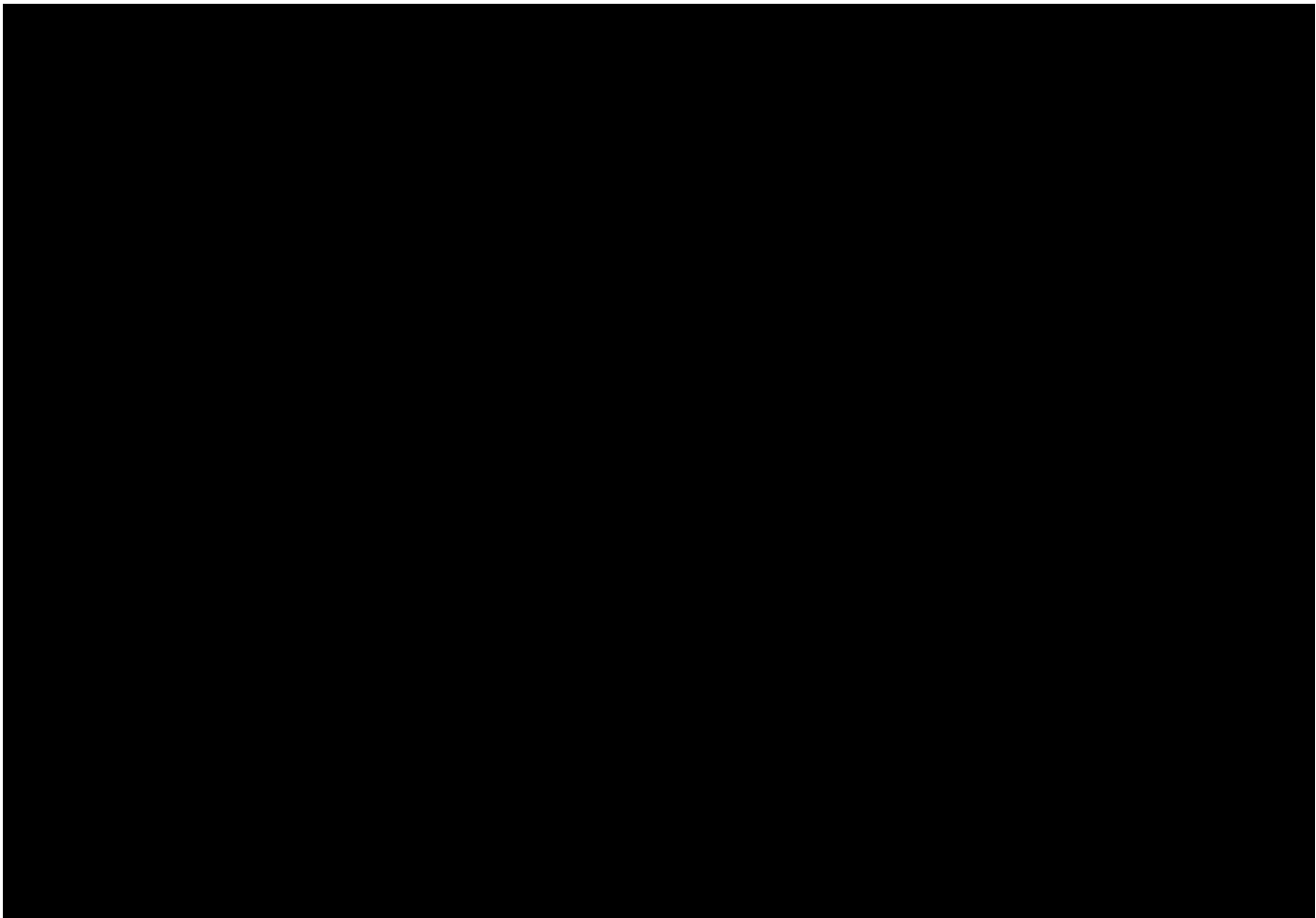
18.  
19.  
20. 



21. Undertaking this body of work would allow the ACT Government to apply a more consistent lens to the selection of potential future items and allow us to be flexible and responsive to new and emerging single-use plastic items. The decision-making process would also assist compliance and enforcement, allowing the regulatory agencies to determine the extent to which certain items cause environmental harm or social issues, thus informing the risk-harm approach to regulatory decision-making.
22. There will be increased efficiency in the development of regulations under the *Plastic Reduction Act 2021* through relevant policy analysis already being completed as part of this work, rather than undertaking it on an annual basis.

Developing a new plan





29. Overall, this approach will see a change from the current annual process of carrying out policy research and analysis, a 12-week notice period and consultation, and regulatory impact assessment for potentially banning a single tranche of single-use plastic items to a more efficient, robust and flexible approach to banning single-use plastics over the long-term. ✓

Proposed timeline

30. The proposed timeline for delivering these actions is at Attachment B. Key project dates include:
- a. A 12 week notice period of public consultation, as per legislation, anticipated to occur from 12 September to 5 December 2022.
 - b. [REDACTED]
 - c. Commencement of regulatory ban of a third tranche of items in July 2023.
 - d. [REDACTED]
31. In developing this timeline, ACT NoWaste has considered feedback gathered from previous consultation on the Act and Regulation indicating that industry requires sufficient lead time between the announcement of a ban and its commencement, to deal with existing stock, source alternatives and make changes to supply chains.

32. This proposed timeline allows ACT NoWaste to deliver the publicly announced commitment to banning Tranche 3 items from 1 July 2023, while simultaneously engaging external consultants to provide advice for potential items to be banned under a future plan beyond the Tranche 3 items.

Financial Implications

33. The costs related to the development of Tranche 3 items for banning will be covered within existing ACT NoWaste resources, including costs associated with communications, engagement and development of legislation. [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Final costs will be determined during the procurement process for these services.

34. ACT NoWaste contributed \$10,000 in 2021 to the lifecycle analysis work being led by Western Australia. An advisory note will be prepared for you soon providing more details of this work, following the public release of the proposed procurement documents.

Consultation

Internal

35. Nil

Cross Directorate and External

36. Initial consultation on items that could be included as part of the 12-week consultation period has been undertaken with the ACT Plastic Reduction Taskforce. The Taskforce membership includes internal stakeholders from relevant areas of ACT Government (e.g. Environment Protection Authority, Policy and Cabinet Division, Health Protection Service and Office for Disability) as well as industry, business and community representatives (e.g. National Retail Association, Waste Management and Resource Recovery Association and Conservation Council ACT Region).

Work Health and Safety

37. Nil.

Benefits/Sensitivities

38. Considering additional items as part of consultation for Tranche 3 will demonstrate to the ACT community that the ACT Government is signalling a higher level of ambition.
39. Members of the ACT Plastic Reduction Taskforce have provided advice that the list of items listed above, when taken as a whole, will affect many different customer

journeys and supply chains, thus potentially generating multiple significant changes for certain businesses or sectors in a single regulation.

40. Engaging consultants to undertake additional research and analysis will significantly increase the ability of ACT NoWaste to provide evidence-based recommendations and thorough assessment of single-use plastic items.

41. [REDACTED]

Communications, media and engagement implications

42. Consultation on the third tranche of single-use plastic items will include the release of a public notice (at Attachment C) as well as web page content and direct communication with key stakeholders seeking written submissions. Information received during previous consultation about the upcoming items will also be considered, as well as publicly available guidance and position statements from organisations such as Boomerang Alliance.

43. The future YourSay Conversations page for Circular Economy, expected to be developed later in 2023, may also include a link to the proposed third tranche consultation.

44. There is likely to be significant interest in the development of Tranche 3 from peak bodies and advocacy groups. ACT NoWaste will continue proactively engaging with these stakeholders through the ACT Plastic Reduction Taskforce and limited individual meetings to ensure that stakeholder views are incorporated into this work.

45. [REDACTED]

Signatory Name: Michael Trushell

Phone: 72840

Attachments

Attachment	Title
Attachment A	Comparison of ACT plastic reduction activities with other jurisdictions
Attachment B	Timeline of 2022-23 plastic reduction activities
Attachment C	Draft public notice text

Advisory Note- Minister Steel

Objective Reference: MIN S2022/01506

To: Minister for Transport and City Services

Through: Director-General
EGM, Territory and Business Services

From: Senior Director Domestic Animal Services

Subject: DAS Business Practices to Maintain Effective Operations

Purpose

To advise you of Domestic Animal Services (DAS) Business Practices implemented to maintain operational effectiveness in a surging COVID-19 environment.

Advice

- Ranger teams are rostered for duty as normal and are attending call outs for dog attacks, roaming dogs, veterinary pickups of stray or roaming animals, animal welfare support as needed, management of nuisance / noise complaints and finalising investigations to enable dog to be returned home as quickly as possible.
- Teams follow strict non-contact guidelines such as mask and gloves and cleaning guidelines for shared resources such as vehicles.
- Work Instructions are in place to articulate requirements in the COVID environment.
- Ongoing kennel management for dogs at the DAS facility will continue as normal.
- Behavioural assessments will continue as normal.
- Dog adoption process will continue with COVID-19 mitigations.
- A majority of the staff have moved to work from home protocols with the Customer Service team still responding to calls through Access Canberra.
- Investigators are working remotely with minimal attendance at DAS for respective cases and hearings.
- Volunteer dog walking for enrichment will continue with COVID-19 mitigations.


Noted/Please Discuss

Chris Steel MLA
Minister for Transport and City Services

19/08/22

To: Minister for Transport and City Services

Through: Director-General
DDG, City Services
EGM, Infrastructure, Delivery and Waste

From: EBM, Infrastructure Delivery

Subject: Pialligo Avenue Duplication Project- Detailed Design-
Planning/Environmental Approvals Works

Purpose

- To provide you with advice about the reasons for not undertaking the EPBC (*Environment Protection and Biodiversity Conservation Act 1999*) referral or progressing the Striped Legless Lizard seasonal field survey on the project.

Advice / Response

- The Pialligo Avenue Duplication project has completed its Preliminary Sketch Plan (PSP) works for the whole length of the road in the 2020/2021 financial year.
- As a part of the staging arrangement, the PSP proposed the whole length of road to be split into five packages of work (named Packages A through E).
- To prioritise the use of remaining funds (\$1.75M) in the project budget for detail design works, packages A and D were chosen as the priority packages. Prioritisation was based on a range of factors including traffic drivers, road safety and matching the design scope to remaining available project funding.
 - Package A is the section of the road from Brindabella Circuit intersection to Molonglo Drive intersection; and
 - Package D is the section of the road from the Oaks Estate Road intersection to Sutton Road intersection.
- The detailed design works commenced in early 2022 with completion of works expected by the end of the 2022/23 financial year. The overarching intent behind the detailed design works is to progress design and approvals as far as is practical towards being shovel ready, such that if funding is committed in future for construction the project would be able to commence construction swiftly. This includes preparation and submission of any environmental approvals, and preparation (but not submission) of required planning approvals. ✓
- Preliminary environmental investigation works for the approvals has identified potential impacts on Striped Legless Lizard (listed as a threatened species) habitat. Significant impacts on this habitat from the project may trigger an Environmental Impact Statement. To confirm this, submission of an EPBC referral for both Packages A and D is required. ✓
- Preparation of the EPBC referral documents has been completed (though not submitted). These referral documents can be potentially used for submission in the ✓



ACT
Government

Transport Canberra
and City Services

Advisory Note- Minister Steel

future if/when construction funding becomes available. However, it will likely require checking for any significant change to the project environment prior to submission.

- Submission of the EPBC referrals for the project will trigger a public notification period and may raise expectations in the community around delivery/construction of the duplication. ✓
- Environmental approvals can take between 12-24 months, particularly if seasonal ecological surveys such as for the Striped Legless Lizard are required. This introduces a potential significant time risk to future construction project delivery if this approval is undertaken at the commencement of the construction stage and will delay the potential for construction activities if government priorities change in relation to this road. ✓
- The progression of any approval processes that result in public notifications may create false public expectation that the works will proceed in the near term. This risk could be mitigated through stakeholder engagement. ✓


Noted / Please Discuss

Chris Steel MLA
Minister for Transport and City Services

1/9/22

Transport Canberra and City Services

To:	Minister for Transport and City Services	Tracking No.: MINS2022/01536
Date received in MO:	17/08/2022	
From:	Executive Branch Manager, Strategic Policy and Programs	
Through:	Director-General	
Cc:	Minister for Business and Better Regulation	
Subject:	Targeted increases to Road Transport fees and charges	
Critical Date:	18/08/2022	
Critical Reason:	To have the instruments notified on the ACT Legislation Register by 18 August 2022 to give Access Canberra some time to advise of new fees and charges prior to commencement of new fees on 1 September.	

Recommendations

That you:

1. note the information contained in this brief;

 **Noted / Please Discuss**

2. sign the attached determinations to give effect to road transport fees and charges to apply from 1 September 2022:
 - a. *Road Transport (General) Vehicle Registration and Related Fees Determination 2022 (No 2)* at Attachment A;
 - b. *Road Transport (General) Driver Licence and Related Fees Determination 2022 (No 2)* at Attachment B;
 - c. *Road Transport (General) Numberplate Fees Determination 2022 (No 2)* at Attachment C;
 - d. *Road Transport (General) Refund and Dishonoured Payments Fees Determination 2022 (No 2)* at Attachment D;
 - e. *Road Transport (General) (Parking Permit Fees) Determination 2022 (No 2)* at Attachment E;

OFFICIAL

- f. *Road Transport (Vehicle registration) Authorised Examiner Scheme Inspection Fees Determination 2022 (No 2)* at Attachment F; and

Signed / Not Signed / Please Discuss

3. note the Explanatory Statements for these fee determinations (Attachments G to K)

Noted / Please Discuss

Chris Steel MLA 17/9/22

Minister's Feedback

Background

1. This brief seeks your signature on the attached determinations to increase selected road transport related fees from 1 September 2022. These increases were agreed by Cabinet on 13 July 2022 and are recorded in Cabinet minute 22/357-2/CAB.
2. This increase in fees is in addition to the regular annual increase Road Transport Fees and Changes that came into effect on 1 July 2022. Road Transport fees and charges were increased by the Wages Price Index (WPI) for the previous year (2021-22) of 2.75%, based on Treasury advice to use rates published in the 2021-22 Budget Review.
3. The fee increases in the Determinations attached are to assist in addressing ongoing demand-driven service pressures and increased market-driven costs, including for numberplates within Access Canberra as outlined in the Expenditure Review Committee item CMTEDD E02 - 'Access Canberra service Pressures' within Cabinet Submission 22/357.
4. Light vehicle registration fees will increase by 0.26% and there will be an increase of 0.29% to regulatory fees.
5. Road transport fees are usually increased separately from other Directorate fees to allow the fee instruments to be notified and commenced in time to send renewal notices as early as possible before fees are due.

Issues

6. The Cabinet decision doesn't appear to define registration or regulatory fees. The 2021 fees and charges guideline Developed by CMTEDD/Treasury does have some guidance. The guideline defines regulatory service fees as *those payable for activities associated with the regulation and administration of applications and licenses by the*

OFFICIAL

Government. For example, this includes fees for regulatory services such as transport regulation, waste acceptance, road safety, building levies and development applications. While user charges are defined as revenues which are directly related to the sale of goods, or the provision of services to other entities or individuals. User Charges are generated by consumer demand, are market related and have a commercial nature. They are non-regulatory in nature, in that they are not a policy instrument that Government uses to regulate an activity. The fee changes within the attached determinations seek to align with these definitions.

7. TCCS has reached agreement with Treasury officials on which fees are to be increased by which amounts and the way those increases are calculated as well as agreement on which fees are not to increase. The instruments and ESs are in line with those agreements.
8. The only variance to this is in relation to the Residents' parking permit fee for residents of Havelock House. Previous adjustments to parking permit fees have not increased this fee in support of those residents who have limited capacity to pay increased fees and charges. Treasury has suggested we seek your offices guidance in relation to this fee. In light of the time constraints, it is proposed this fee not be increased. Should you wish to increase this fee another instrument can be prepared separate to this package to give effect to an increase in this fee.
9. Following notification of the instruments, Access Canberra will program the revised fees and charges into the vehicle registration and driver licensing rego.act system prior to renewal notices being sent out to vehicle owners and licence holders.
10. To assist Access Canberra, copies of the proposed instruments you are asked to sign have been provided to Access Canberra. Access Canberra would usually only progress programming once the instruments are notified on the Legislation Register.
11. Vehicle registration and driver licence renewals are normally sent out six weeks in advance. Many registration renewals require the payment of substantial amounts of money and six weeks' notice assists clients to manage and plan for these payments. Further, in respect of driver licence renewals, many of the renewals may require the client to arrange medicals and/or police character checks before their driver licence can be renewed.
12. As these changes are being implemented shortly after they have been approved by Cabinet, there will need to be some cases where the fee increase is not applied to fees payable after 1 September 2022, such as where reminder notices have been sent prior to the fee increases being approved.
13. Fees that are non-regulatory in nature such as training course fees and supply of inspection or certification books are not being increased. Additionally, some regulatory fees have not increased as the increase of 0.29% is less than ten cents and thus is rounded down in line with current practice for fee increases.

14. There is no Explanatory Statement for the *Road Transport (Vehicle registration) Authorised Examiner Scheme Inspection Fees Determination 2022 (No 2)* as this is a Notifiable Instrument.

Light Vehicle Registration and Related Fees

15. Within Attachment A, the light vehicle registration fees contained in Schedule 1, Part 1 have been increased by 0.26%, rounded down to the nearest ten cents. The regulatory fees, administration and surcharge fees, transfer of registration fees, inspection fees and appointment and authorisation fees relating to registration and the authorised examiner scheme are increased by 0.29%, rounded down to the nearest ten cents. The authorised examiner course, book and replacement of certificate fees and other fees about extracts and searches of records, replacement of certificates and labels and hourly fees for complex record searches are not increased. The Road Rescue fee and the unregistered vehicle permit fee are below the level at which an increase would occur. The short-term registration surcharge is below the level at which an increase would occur but was not considered for an increase in line with previous decisions to reduce this fee from \$25 to \$15 and then to \$10 several years ago.

Registration Fees for Heavy Vehicles (gross vehicle mass over 4.5 tonnes)

16. Heavy Vehicle related fees and charges are agreed nationally by the Infrastructure and Transport Ministers Meeting (ITMM), were adjusted with effect from 1 July and have not been further adjusted.
17. While heavy vehicle registration fees are payable to the road transport authority, an amount equivalent to the Regulatory component of heavy vehicle fees is transferred to the National Heavy Vehicle Regulator Fund.

ACT Driver Licence Fees

18. Within Attachment B, the driver licence fees are increased by 0.29% rounded down to the nearest 10 cents. The fees for driving assessments, replacement of driver licences, extracts and search of records, certificate of competency books and second or subsequent hazard perception tests have not been increased. A number of these would not increase, if that was considered, as they are below the level at which an increase would occur.

Numberplate Fees

19. Within Attachment C, all the number plate fees with the exception of the fees for storage of numberplates, sale of numberplates to collectors and the National Heavy Vehicle numberplate are increased by 0.29% rounded down to the nearest ten cents. The storage of numberplate fee and the sale of numberplates to collectors fee are below the level at which an increase would occur if that was considered.
20. The National Heavy Vehicle numberplate fee is set nationally and is adjusted in line with advice from the National Transport Commission (NTC). This fee was adjusted with effect from 1 July and has not been increased further.

Refund and Dishonoured Payment Fees

21. Within Attachment D, the fees in schedule 1 are increased by 0.29% rounded down to the nearest ten cents. The fee for refunding the cancellation of a practical driving assessment is not at a level at which an increase would occur.

Parking Permit Fees

22. Within Attachment E, the parking permit fees in schedule 1 and the fees for giving a refund for the cancellation of a parking permit and the fee for dishonouring a payment in schedule 2 are increased by 0.29% rounded down to the nearest ten cents. Work will be undertaken next year in the usual fee and charges indexation process to roll the refund and dishonoured fees into the overarching refund and dishonoured payment fees instrument. At present these two fees are below the fees for refunding and dishonouring payments for most other road transport fees and charges. Following previous increases to parking permit fees, the 0.29% increase was applied to the unrounded figures for fees from the previous instrument contained in Schedule 1 of the Explanatory Statement to the instrument being revoked.
23. In line with previous parking permit changes and outlined above it is proposed that the Residents' parking permit fee for residents of Havelock House not be increased. The fee is currently \$13. If it had been indexed in line with other fees it would have increased been \$14 after 1 July and would now increase to \$14.10 from 1 September.

Authorised Examiner Inspection fees

24. Within Attachment F, the examiner inspection fees in schedule 1 are increased by 0.29% rounded down to the nearest ten cents. This aligns with the increases in item 24 of Schedule 1 of Attachment A.

Financial Implications

25. The proposed fee increases summarised below are consistent with advice received in relation to road transport fees and charges for 1 September 2022:
 - a. *Road Transport (General) Vehicle Registration and Related Fees Determination 2022 (No 2)* at Attachment A:
 - i. the light vehicle registration fees in the determination are increased by 0.26%, rounded down to the nearest 10 cents.
 - ii. the heavy vehicle fees in this determination are set nationally and are amended in line with an ITMM vote and advice from the National Transport Commission.
 - iii. Regulatory fees are increased by 0.29%, rounded down to the nearest ten cents.
 - b. *Road Transport (General) Driver Licence and Related Fees Determination 2022 (No 2)* at Attachment B:
 - i. driver licence fees in the determination are increased by 0.29%, rounded down to the nearest ten cents.

OFFICIAL

- ii. other regulatory fees are increased by 0.29%, rounded down to the nearest ten cents.
 - c. *Road Transport (General) Numberplate Fees Determination 2022 (No 2) at Attachment C:*
 - i. the regulatory fees in the determination are increased by the 0.29%, rounded down to the nearest ten cents.
 - d. *Road Transport (General) Refund and Dishonoured Payments Fees Determination 2022 (No 2) at Attachment D:*
 - i. the fees in the determination are increased by 0.29%, rounded down to the nearest ten cents.
 - e. *Road Transport (General) (Parking Permit Fees) Determination 2022 (No 2) at Attachment E:*
 - i. the regulatory fees in the determination are increased by 0.29%, rounded down to the nearest ten cents.
 - f. *Road Transport (Vehicle registration) Authorised Examiner Scheme Inspection Fees Determination 2022 (No 2) at Attachment F:*
 - i. the regulatory fees in the determination are increased by 0.29%, rounded down to the nearest ten cents.
21. The ERC recommendation indicates these measures will provide an increase in revenue of \$888,000 in 2022-23.

Consultation

22. Access Canberra and Treasury have provided advice and been consulted and Treasury has agreed (with the exception of the Havelock House residents' parking permit fee) on the fees that require changing, the quantum of those changes, how those changes are to be calculated and which fees are not to increase.

Work Health and Safety

23. There are not considered to be any Work Health and Safety issues arising from this matter.

Benefits/Sensitivities

24. Adjusting the fees as proposed will assist in maintaining the real cost of vehicle registration, driver licences and other road transport related fees and charges.
25. Registered operators of vehicles and driver licence holders are sensitive to increases in fees and charges and there would be expected to be some criticism of fees and charges being increased.
26. Due to the short lead time in implementing the fee changes, there are some people who will have payment of fees due after 1 September 2022 who have been or will be issued with reminder notices for payment prior to the adjustment of fees within ACT Government systems. Access Canberra are proposing to charge the amount identified on the reminder notice, rather than the increased fee that would apply after

OFFICIAL

1 September 2022. Reminder notices will be updated immediately after your decision relating to the fees. It is considered that the foregone revenue in fees would be less costly than the potential administrative cost in liaising with affected parties and confusion that may occur if increased fees were to be charged after the notice had been issued.

Communications, media and engagement implications

27. In addition to the usual advice to vehicle operators and driver licence holders through renewal reminder notices, public information provided by Access Canberra since the Budget release and announcements has included information on both the increases that were progressed with effect from 1 July and the proposed fees increases from 1 September.

Signatory Name: Kirra Cox Phone: x53407

Action Officer: Rod Paule Phone x77115

Attachments

Attachment	Title
Attachment A	<i>Road Transport (General) Vehicle Registration and Related Fees Determination 2022 (No 2)</i>
Attachment B	<i>Road Transport (General) Driver Licence and Related Fees Determination 2022 (No2)</i>
Attachment C	<i>Road Transport (General) Numberplate Fees Determination 2022 (No 2)</i>
Attachment D	<i>Road Transport (General) Refund and Dishonoured Payments Fees Determination 2022 (No 2)</i>
Attachment E	<i>Road Transport (General) Parking Permit Fees Determination 2022 (No 2)</i>
Attachment F	<i>Road Transport (Vehicle registration) Authorised Examiner Scheme Inspection Fees Determination 2022 (No 2)</i>
Attachment G	<i>Explanatory Statement - Road Transport (General) Vehicle Registration and Related Fees Determination 2022 (No 2)</i>
Attachment H	<i>Explanatory Statement - Road Transport (General) Driver Licence and Related Fees Determination 2022 (No2)</i>
Attachment I	<i>Explanatory Statement - Road Transport (General) Numberplate Fees Determination 2022 (No 2)</i>
Attachment J	<i>Explanatory Statement - Road Transport (General) Refund and Dishonoured Payments Fees Determination 2022 (No 2)</i>
Attachment K	<i>Explanatory Statement - Road Transport (General) Parking Permit Fees Determination 2022 (No 2)</i>

Transport Canberra and City Services

To:	Minister for Transport and City Services	Tracking No.: MINS2022/01594
Date received in MO:	30/08/2022	
From:	Executive Branch Manager, Development Coordination	
Through:	Director-General Deputy Director-General, City Services Executive Group Manager, City Operations	
Subject:	Update on Household Travel Survey and Transport Modelling Work Program	
Critical Date:	02/09/2022	
Critical Reason:	The pilot survey is planned to commence on 5 September 2022.	

Recommendations

That you note:

1. That Ipsos Australia has been awarded the contract to undertake the 2022 household travel survey. The project program aims for the main survey to take place in October/November 2022;

 **Noted / Please Discuss**

2. The attached package of survey materials; and

 **Noted / Please Discuss**

[Note suggested edits to form.](#)

3. Other updates on transport modelling initiatives including that Veitch Lister Consulting (VLC) Pty Ltd has been awarded the contract to develop the Gungahlin Reference Traffic Model by the end of 2022.

 **Noted / Please Discuss**

Chris Steel MLA



30/9/22

Minister's Feedback

Note suggested edits to form.

Background

1. The 2021–22 ACT Budget provided funding to undertake an updated household travel survey, develop a Gungahlin traffic model and complete enhancements and re-calibration of the Canberra Strategic Transport Model (CSTM).
2. Transport Canberra and City Services (TCCS) has provided you with regular updates on the progress of these transport modelling initiatives. The most recent update included advice that procurement of services was progressing.

Issues

Household Travel Survey

3. TCCS recently awarded a contract to Ipsos Australia. Ipsos also undertook the previous household travel survey for TCCS in 2017.
4. As per the program at Attachment A, the pilot survey is planned to be completed in September 2022 to enable the main survey to be undertaken in October/November 2022. This program timelines are tight and will require strong project governance and contract arrangements. For example, any delay in the production, approval and distribution of survey materials could result in the main survey being pushed back to February 2023.
5. The survey will gather information on travel demand patterns (why, where, when and how residents travel). Like the 2017 household travel survey, the pilot survey will involve releasing a package of survey materials to the community, including:
 - a. An introductory letter to be jointly signed by the Director-General, TCCS and General Manager, Queanbeyan Palerang Regional Council (copy at Attachment B).

- b. The survey questionnaire and associated survey advice and instructions (copy at Attachment D to Attachment J).
6. Regarding the survey questionnaire, this has been strategically developed by Ipsos based on proven methodology to ensure it meets the primary project objective – which is to support the recalibration of the CSTM and its integrated traffic models. The recalibrated CSTM will then be used as a tool for policy development (e.g. testing policy scenarios), infrastructure planning and design and project appraisal, including land development proposals.
7. The household travel survey is not intended to be a customer survey. However, a project output will include a dashboard which will assist with gaining customer insights and development of future media and communications materials.
8. Any customer insights questions which are not included in the survey questionnaire can be added to future Transport Canberra customer surveys or specific consultation activities using the YourSay panel.

Gungahlin Traffic Model

9. TCCS has awarded the contract to Veitch Lister Consulting (VLC) Pty Ltd to develop the Gungahlin Reference Traffic Model. VLC has commenced data collection and other required work to develop the base model. The model development is programmed to be finalised by the end of 2022 including a 2022 base model, and future year scenarios for 2026, 2031 and 2041.
10. Development of the Gungahlin traffic model was an ACT Labor election commitment. It will be used to inform infrastructure planning and prioritisation in Gungahlin, including traffic studies and scenario testing.

Enhancements and re-calibration of the CSTM

11. Stage 1 of the enhancements and re-calibration project of the CSTM is nearing completion. This stage involves structural improvements to the model including the zoning system and modal assignment algorithm.
12. The second and final stage of this project will involve re-calibration of the model based on 2021 ABS Census demographic and journey to work data and the 2022 household travel survey being undertaken by Ipsos.
13. The re-calibrated CSTM will provide future year scenarios for 2026, 2031, 2036, 2041, 2046 and 2051. The CSTM growth rates are then used and applied within integrated operational traffic models including the completed City and Inner North and Woden Valley models.
14. TCCS is currently finalising a statement of requirements for the re-calibration, in readiness for procurement of services later this year to align with the household travel survey outcomes.

Financial Implications

15. As noted above, the 2021–22 ACT Budget provided funding for the transport modelling initiatives. The combined budgeted cost of the household travel survey, Gungahlin traffic model and CSTM projects is approximately \$2.9 million. The contract price with Ipsos and VLC is within the allocated budget. QPRC has committed to provide a funding contribution to cover the variation in scope and sample size.

Consultation

Cross Directorate

16. TCCS has established a cross-agency transport modelling governance group. This group undertakes work to confirm and endorse model input assumptions. TCCS is keeping members of this group up to date on the progress of new transport modelling initiatives.

External

17. Queanbeyan Palerang Regional Council is being consulted in preparing the draft household travel survey materials. TCCS is also looking to strengthen governance arrangements to ensure quality of ACT transport model inputs for Queanbeyan and other surrounding areas.

Work Health and Safety

18. A Risk Assessment Register is part of the procurement process. For the household travel survey, a Risk Register including a Work Health and Safety Plan has been prepared to enable safe face-to-face delivery of the survey.

Benefits/Sensitivities

19. The transport modelling initiatives will assist the ACT Government in forecasting travel demand and associated future transport infrastructure requirements.
20. In particular, the outcomes of the household travel survey will help the Government better understand the travel patterns and the associated impact of the pandemic.

Communications, media and engagement implications

21. TCCS Communications Branch will liaise with your office on any media requirements to support these projects.

Signatory Name: Geoff Davidson

Phone: 59799

Attachments

Attachment	Title
Attachment A	Household Travel Survey Program
Attachment B	HTS Introductory Letter
Attachment C	Pre-contact Letter
Attachment D	A Survey of Day to Day Questionnaire
Attachment E	Travel Day Questionnaire
Attachment F	Information Booklet Guide
Attachment G	Frequently Asked Questions
Attachment H	We missed you postcards
Attachment I	Reminder Letter
Attachment J	Thank you postcard

Sport & Recreation
ISSUE: Sport and Recreation Facilities Infrastructure
Talking Points
Sport and Recreation Facilities (TCCS) infrastructure works in 2020/21
BIF Facilities Improvement Program 2021/22

- Works completed under the 2021/22 BIF program include sportsground lighting upgrades at the Hawker Softball Centre, drainage improvements to the Nicholls and Higgins ovals, pavilion upgrades at Curtin District Playing fields and Greenway enclosed oval, an irrigation booster pump upgrade at Amaroo District playing field and construction of a new water meter pit at Boomanulla Oval.
- Planning for installation of shade structures at Phillip Enclosed Oval has commenced.

Capital funding 2021-22 (as per Budget papers, \$0.95m plus ongoing recurrent)

- Works completed under the capital funding program in 21/22 included installation of new sportsground lights at ovals in Mawson and Kambah and cricket pitch facilities were upgraded at Melba Oval.
- Works to construct new cricket nets at Taylor District Playing fields are ongoing.

Arrangements are being made for TCCS to deliver a community recreation park in Casey, utilising \$3m funding in 2021/22 ACT Budget currently allocated to CMTED.

Additional priority oval renovation works funded by SRF recurrent (\$0.15m recurrent funding)

Works are completed for Calwell 204 and Wanniasa 1 oval renovations and Wanniasa 2 and Kambah 2 oval renovation and sand slitting works.

Project Name	Project Description	Estimate (GST exclusive)	Commitment Type
Calwell 103	Priority oval renovation	\$0.04m	Operational priority
Calwell 204	Priority oval renovation	\$0.05m	Completed
Wanniasa 1	Priority oval renovation	\$0.01m	Completed
Wanniasa 2	Priority oval renovation sand slitting improves drainage	\$0.03m	Completed
Kambah	Priority oval renovation sand slitting improves drainage	\$0.02m	Completed

Sport and Recreation**ISSUE: Sportsground Fact Sheet****Talking Points:**

Sport and Recreation manages a range of ovals and facilities to support sporting groups' participation at a fit for purpose standard, including the maintenance of playing surfaces, irrigation systems and amenities and floodlight maintenance.

- This activity contributes to the ACT's proud position of having the highest physical activity participation rates in the country.
- There are 127 separate oval sites across Canberra which contain approximately 444 hectares of public land, including 284 hectares of irrigated grass and 160 hectares of dry land grass. There are 890 individual hireable sporting fields.
- Usage for 2020-21 included 149,519 hours hired with 39,997 hours of those under lights over the 66 sites that have floodlights.
- TCCS also manages three Community Recreational Irrigated Parks at Crace, Franklin and Moncrieff.
- The annual survey of visitors to sportsgrounds in 2020-21 found that 87 per cent of respondents were satisfied with the overall management of these sportsgrounds, a small increase on the previous result of 85 per cent. There were no substantial differences in results from categories of age, gender or regions of Canberra. Comments on reasons for dis-satisfaction included long grass and improvement in maintenance levels.
- The ACT Government funds around 86 per cent of the cost of maintaining sportsgrounds, with the remainder generated from user fees and charges. Fee revenue has been impacted by fee waivers provided as a result of the health emergency.
- All revenue received from the hire of ACT Government sportsgrounds offsets the costs associated with the ongoing maintenance of these valuable community assets.
- Increases to sportsground fees and charges are normally implemented each year in the period between the end of the winter season and the start of the summer season. The intent is to introduce those increases on the 1 October 2022
- Fees and charges for 2020-21 did not increase from the previous year to assist sporting clubs offset loss of income and costs due to the health emergency.

Portfolio/s: Transport and City Services

ISSUE: Bus driver numbers and driver recruitment

Talking Points:

- Transport Canberra continues to experience an average of 35 operational staff being unavailable due to COVID-19 leave.
- In addition, Transport Canberra are experiencing a high usage of personal leave within the driving workforce. On average, 93 drivers were unavailable each day during the four-week period between 13 June 2022 through to 8 July 2022 due to unplanned personal leave, inclusive of COVID.
- The impacts of COVID-19 have adversely impacted the regular recruitment and training of bus operators which has led to difficulties in maintaining required driver numbers.
- Transport Canberra have been working on an enhanced recruitment and training schedule to address the current driver shortage and aim to hire 60 new recruits by the end of 2022 to address the current shortage.
- The recent recruitment round that closed in April 2022 attracted a total of 226 applications. Of this, 55 applicants made it through the various pre-employment checks. It is anticipated a high level of these applications will be successful in securing employment, following the relevant employment checks being undertaken.
- In response to the current establishment shortage and forecast attrition, a further recruitment round has been advertisement for both Part-Time and Casual Bus Operators which is due to close 24 July 2022.

Portfolio: Transport and City Services

INTERIM PUBLIC TRANSPORT NETWORK, INCLUDING SERVICES FOR SCHOOL STUDENTS

Talking Points:



- On Monday 31 January 2022, Transport Canberra reintroduced school services and 's' trip diversions for the return of school students in Term 1, 2022.
- This Interim network is the same modified school network that was provided in Term 4, 2021, but also includes the new '47' route connecting Belconnen and Denman Prospect (via Whitlam) as well as an 's' trip into the Evelyn Scott School.
- The network provides 4,523 services each weekday, including 233 school services.
- This is a reduction of 303 services each weekday compared to the regular school term timetable.
- The interim network enables workforce contingency planning, which allows for up to 68 drivers to be available to fill the increase in unplanned absences from the workplace due to COVID-19. This number was reduced from 73 due to the introduction of Whitlam services in Term 1. 2022.
- The interim network will remain in place for Term 3 to ensure reliable bus services across the network.
- Transport Canberra is currently experiencing an average of 35 operational staff per day being unavailable due to COVID-19 leave.
- Weekend timetables continue to remain unchanged with Saturday providing a total of 1,727 services and Sunday providing a total of 1,184 services across the bus network.
- Special Needs Transport and the Flexible Bus Service continue as normal.
- Light Rail services continue to operate to the regular timetable.
- The impacts of COVID-19 on recruitment and attrition of drivers has also contributed to the ability to maintain driver numbers.

- Actions are in place to address this, including the launch of a driver recruitment campaign in July.
- Transport Canberra are experiencing a high usage of personal leave within the driving workforce. On average, 93 drivers were unavailable each day during the four week period between 13 June 2022 through to 8 July 2022 due to unplanned personal leave, inclusive of COVID.
- With the ongoing staffing impacts of the COVID-19 and winter flu, Transport Canberra is currently exploring options for the implementation of the network for Term 4, 2022.

Portfolio/s: Transport and City Services

ISSUE: LA PEROUSE STREET – ROAD SAFETY

Talking Points:

- In July 2020, in response to concerns raised about the safety of peafowls, warning signs advising motorists of peafowl in the area were erected at four locations on both La Perouse Street and Carnegie Crescent.
- A meeting with the Narrabundah Peafowlers occurred in March 2021 to discuss further options. At the meeting, it was agreed that Roads ACT would conduct a study to better understand the traffic issues in the area and recommend treatment options.
- Roads ACT engaged a consultant to investigate and recommend options to improve safety in the area.
- This study, available online, has now been completed and a report with recommendations to inform discussions with the Narrabundah community groups and residents has been prepared.
- The investigations showed that:
 - In the seven-year period between 2013 and 2019, there were 23 reported crashes at the Carnegie Crescent / La Perouse Street intersection. Most of these crashes involved vehicle damage without injury.
 - Of the 23 total reported crashes, 18 (78%) were related to right angle type crashes).
 - Carnegie Crescent between Brockman Street and Scott Street with a posted speed limit of 50km/h was last surveyed in June 2020. The survey showed vehicles are travelling at an average speed of 48.8km/h westbound and 51.3km/h eastbound, which is within acceptable limits.
- The following measures are being designed:
 - the installation of speed cushions on La Perouse Street and existing refuge island modification and new refuge islands where appropriate.
 - Pedestrian crossing facility (wombat crossing if appropriate).
 - Speed limit reduction to 50km/h for a section of La Perouse Street.
- TCCS is currently working with a consultant to develop a concept plans that can be provided to the community for consultation. 
- Contact was made with the Narrabundah Peafowlers (Timothy DeWan) and the Griffith Narrabundah Community Association (Leo Dobes)  15 July 2022. An update of the project was given including a commitment to formally consult with stakeholders once the formal proposal is complete.

QUESTION TIME BRIEF

- The TCCS School Safety Program will also contact the Redhill Primary School and provide an update.
- Once the preferred proposal has been developed, community drop-in will be arranged to formally consult all key stakeholders, including local residents.
- Additional consultation with effected residents will be undertaken prior to any treatments being implemented.
- The intersection improvements and the crossing will provide improved amenity and safety for children on route to school and is an outcome of broader discussions with the school community. Subject to further consultation with other stakeholders, the preferred option is expected to be implemented by the end 2022.

Portfolio/s: Transport and City Services

ISSUE: Hall Stormwater

Talking Points:

- The ACT Government recognises the importance of improving stormwater infrastructure to provide efficiency in network operations.
- On the 14 January 2022, the ACT Government received a letter from the President of the Village of Hall and District Progress Association Inc Mr. Robert Yallop summarising stormwater drainage concerns and laneway condition.
- On 15 February 2022, ACT Government officers attended areas in Hall to inspect the condition of the laneway and stormwater issues.
- Immediate maintenance make safe works were undertaken on 08 March 2022 to address the stormwater runoff and laneway surface condition complaints.
- On 12 May 2022, stormwater officers inspected the area for further stormwater improvements.
- Additional street sweeping of the Hall area has also been programmed.
- Due to the heritage significance of Hall, the Guidelines declared under Part 5 of the *Heritage Act 2004* apply. These state that “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 drainage swales or shoulders at the rear and/or front of properties.
- The ACT Government has engaged a 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. The investigation report and design options are expected to be available in November 2022.
- The ACT Government welcomes continued consultation and collaboration with the Village of Hall and District Progress Association, and is committed

to find resolution which complies within the requirements of the Heritage ACT.

Background

- There has been some negative media regarding stormwater runoff in the village of Hall and the condition of unsealed laneways.
 - Example: [Hall residents 'fed up' with ongoing water issues | Canberra CityNews](#)
 - [Example: Win News Hall Report 29 April 2022 – Hall Stormwater Issues](#)
- 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.
 - Municipal Infrastructure Standards for Stormwater (MIS 08) outlines the standards associated with stormwater infrastructure. Common stormwater drainage systems associated with developments in urban areas generally include kerbing to assist with stormwater conveyance.
- The Village of Hall Masterplan (2002) purpose:

“The purpose of the master plan is to identify the significance and the uniqueness of the village. It establishes strategic directions and identifies boundaries 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 in the future. The master plan recommends guidelines for short and long term development and informs the community of the intentions for the area of the village and its immediate surroundings.”

 - Link: [www.planning.act.gov.au/ data/assets/pdf file/0004/890608/hall-masterplan2.pdf](http://www.planning.act.gov.au/data/assets/pdf_file/0004/890608/hall-masterplan2.pdf)

Transport and City Services

ISSUE: Streetlights**Talking Points:**

- Transport Canberra and City Services (TCCS) manages over 82,000 public streetlights, over 1,200 streetlight control boxes and associated underground cabling to operate the network.
- In April 2018 the Territory entered into an Energy Performance Contract for the operation, maintenance and upgrade of the streetlight network over a seven year period ending April 2025.
- The LED upgrade program commenced on 6 September 2018 and by the end of contract will see over 50,000 streetlights replaced with new LED luminaires. At the end of June 2022, the total number of LED luminaire replacements was 44,515.
- The LED upgrade program has resulted in a 50 per cent reduction in streetlight electricity consumption. As a result, the estimated electricity cost saving for the 2020-21 financial year is \$3.3m.
- The rectification of reported streetlight related issues generally occurs within two to five days. More complex repairs can result in extended repair times, for example: underground cable faults, streetlight control panels and overhead co-located Evoenergy/TCCS assets.
- A number of impacts have hampered the contractors capacity to deliver services, primarily due to covid cases and quarantine requirements, and a backlog of demand within the broader sector for services such as trenching and cabling. Wet weather has seen a marked increased the number of cable faults which are more complex to manage and rectify and subject to those industry impacts
- Outages in streetlight and other electrical equipment owned by the Territory are primarily identified through the streetlight maintenance contractor's dedicated inspection program (night patrol), self-reporting through the Smart City network or from the community via Access Canberra and the Fix My Street website.
- Streetlighting is the ACT Government's highest use of electricity. The cost to the ACT Government is currently \$5.7 million per annum.
- The streetlight network will form the backbone of the ACT's Smart City network. The Smart City network includes capabilities to automatically identify/detects faults, provides asset information, profiles demand and measures performance.

Backlog

- As of 12 July 2022, there were 883 outstanding faults in the ACT streetlight network.
- The number of outstanding faults is higher than the targeted number of between 350 to 400 which enables maintenance personnel to repair faults within nominated response times where a single fault is repaired within two business days and an underground cable fault is repaired within 15 business days.
- A number of impacts have hampered the maintenance contractors' capacity to deliver services within nominated response times in some cases, primarily due to intermittent but ongoing COVID-19 cases and quarantine requirements.
- In addition, a backlog of demand within the broader industry sector for services such as trenching, under boring and cabling has compounded the negative effect on maintenance response times.
- Unseasonal wet weather has seen a marked increase in the number of underground cable faults (71 outstanding) compared to historical averages (23 outstanding). These types of faults tend to affect larger areas and are generally more complex to identify and time consuming to repair.
- Streetlight faults that cause large area outages are actively identified and monitored through the Smart City network and are prioritised for repair.

Bright Lights:

- Light colour is described using temperature as a unit measure (Kelvin). The temperature measure represents the temperature of a body that emits a given colour of light. Hotter bodies emit higher energy light which is the blue/violet end of the visible light spectrum. Lower temperature bodies emit lower energy red/orange light.
- Selection of light colour is based on balancing a number of factors. People generally tend to find lower temperature (red) light more relaxing and comfortable than very high temperature (violet) light. Though red light is more comfortable, violet light provides more visibility/brightness and is therefore safer for road users. Violet light is also more energy efficient than red/orange light.
- During the tender process for the streetlight maintenance and upgrade Energy Performance Contract, and in collaboration with the proponents' industry experts, TCCS settled on 4,000 Kelvin, most similar to moonlight. 4,000 Kelvin was assessed as the best balancing of the competing objectives of colour rendering, safety (increased capacity to see what is intended to be lit), energy efficiency, and visual comfort.
- Where there is a complaint on a bright light from a customer, TCCS will undertake an inspection. The response may include dimming, adding a shield or diffuser, redirecting the angle of the light or outreach arm, or shading the light spillage with paint on the direction facing towards a dwelling so long as it does not cause a safety issue.

New lights Urban Infill:

- Roads ACT receives requests for new lighting. Infill lighting assessments are based on the following:
 - Strategic weighting 40 per cent – assessed against ACT Government Sustainable Transport Policy, namely Active Travel, Territory plan etc.

- Environmental weighting 20 per cent – assessed against impact on trees, light pollution, energy consumption, fauna/flora etc.
- Community weighting 20 per cent – assessed against security, public safety, road safety.

Small Cell– 4G and 5G

- In August 2019, Cabinet agreed to a revenue model to accommodate Telecommunication carriers installing small cells on the streetlight network and drawing on its electricity source (Ref: 19/374).
- A longer-term permit, Permit for Telecommunications Installations on Streetlights, has been developed by the ACT Government Solicitors Office (ACT GS) to facilitate the rollout of small cells across Canberra by all telecommunications carriers.
- The permit outlines the terms and conditions applicable to protect ACT Government assets and public safety protocols.
- The applicable fees are: One off application fee: \$800 (pre-assessment) and \$2000 (full assessment). Annual fee: \$2,000.

Current Applications

- The small cell team are currently working with Telstra and their contractor PlusES on installation of Telstra small cells at fifteen (15) sites. An additional five (5) small cell sites are currently being scoped and expected to be included in the works program. These sites are currently being upgraded to full AS/NZS 3000 compliance and converted to permanent power arrangements before the small cells are installed.

Transport and City Services

ISSUE: STRATEGIC ROAD MAINTENANCE / POTHOLES

Talking Points

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

Rainfall

- The information below has been sourced through the Bureau of Meteorology website:
 - 2017 – 2019 were dry years in the ACT and 2020 – 2021 has been very wet with annual rainfall up to 45 per cent above average.
 - Autumn 2021 rainfall was above average with a particularly wet March. Winter 2021 rainfall was also well above average particularly in June.
Spring 2021 rainfall was up to twice the seasonal average with Canberra Airport exceeding its previous Spring record.

Road Resurfacing Program

- The annual resurfacing program is one of Roads ACT's major investments in the prevention of potholes and other pavement defects.
- The cost of annual bitumen resealing and Micro-surfacing, resurfacing program for the 2021-22 financial year is nearly \$10.0M (ex gst) and covered an area of approximately 660,000 m² over 146 sites which is inclusive of Municipal, Arterial and Rural roads.

Cleared as complete and accurate: 19/07/2022
Cleared by: Executive Group Manager Ext:74418
Contact Officer name: EBM Roads Ext: 79020
Lead Directorate: Transport Canberra and City Services

- The cost of annual asphalt resurfacing program to date is nearly \$7.5M (ex gst) and covered an area of approximately 190,700 m² over 37 sites which is inclusive of Municipal and Arterial roads.
- COVID and weather has impacted the results in some redistribution of planned outputs.

Strategic Partnerships and Innovation

- Roads ACT works with established experts in the field of road pavement maintenance including ARRB in the development of our Road Pavement Maintenance strategy.
- Roads ACT continually improves the Road Pavement Maintenance strategy by staying aware of innovations in the field, such as sensor technology and Artificial Intelligence (AI).
- Improvements in sensor technology has led to an upcoming expansion of sensor collected road pavement condition data to municipal roads.
- Roads ACT is considering trial use of new preventative treatments for both Arterial and Municipal roads to gain efficiency on whole of life cost.

Data Collection

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

Reactive Maintenance

- From 1 July 2021 to 13 May 2022 Roads ACT has repaired a total of 6,688 potholes.
- Roads ACT undertook planned asphalt patching in preparation for the bitumen reseal program. The patching program was delivered by the Roads ACT team and external contractors.
- For the current financial year, a maintenance Budget of \$1.33M is allocated to undertake routine repair works, which includes pothole patching.

Cleared as complete and accurate: 19/07/2022
Cleared by: Executive Group Manager Ext:74418
Contact Officer name: EBM Roads Ext: 79020
Lead Directorate: Transport Canberra and City Services

Portfolio/s: Transport and City Services

Umbagog Park Bridge / Odour Control Units

Talking points:

- The Umbagog Park bridge replacements are currently undergoing development application with public notification period: July - August 2022.
- Odour Control Units relate to Icon Water's management of the sewer network.

Bridges Key Information

- Based on advice from the structural engineers the bridges will be replaced. The indicative timeline for delivery is:
 - Community engagement activities: April 2022
 - Detailed design of three bridges: April - May 2022
 - Development application with public notification period: July - August 2022
 - Design finalisation: August 2022
 - Tender process: August - September 2022
 - Replacement of three bridges: October 2022 - February 2023
 - Construction completion: March 2023
- Until replacement is complete, all three bridges will remain closed due to safety concerns. Visitors to the park should not attempt to access the bridges while they are closed as this is a risk to their own safety.

Bridges Background Information

- TCCS owns a portfolio of 1,315 bridges, including 16 under construction. These have an approximate replacement value of \$1.6 billion and range in condition from newly constructed, to those nearing end-of-life.
- Three bridges (No. 1193, 1194 and 1195) in the Umbagog District Park underwent a detailed structural inspection by a third-party structural engineering consultancy, ABS Holdings. They provided a report on 11 May 2021 confirming structural and safety concerns.
- Umbagog Park Reserve is known to contain ecological values that include matters of National Environmental Significance which are protected under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act). The park is also known to contain ecological values protected under the Nature Conservation Act 2014, and cultural heritage values protected under the Heritage Act 2004.

Cleared as complete and accurate:	19/07/2022	
Cleared for public release by:	Deputy Director-General	Ext: 75819
Contact Officer name:	Phillip Prentice	Ext: 54997
Lead Directorate:	Choose directorate:	TCCS

- Signage remains in place advising the public that due to public safety the three bridges have been permanently closed pending replacement.
- Fence barriers and signage at the closed bridges have repeatedly been vandalised and replaced since their initial installation.
- Consequently, the vandalised fencing will be removed and replaced with Construction Fence Barriers and surveillance cameras to deter further vandalism.

Odour Control Units Information

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

Portfolio/s: Transport and City Services

ISSUE: ROAD DAMAGE TO TARRA PLACE/JABANUNGGGA AVENUE, NGUNNAWAL

Talking Points:

- Tarra Place and Jabanungga Avenue were constructed as part of Ngunnawal Estate Development 3B Stage 2 in 1994.
- The road pavement has repeatedly and rapidly degraded in three areas around the intersection of Tarra Place and Jabanungga Avenue since around 2014.
- Local residents have expressed concerns via Fix My Street, Ministerials, and in person to Roads ACT personnel on site regarding groundwater entering their properties over several years, and ongoing potholes/damage to the road surface.
- Roads Maintenance have undertaken maintenance related pavement repairs in this area 16 times since 2016 according to work records available. 10 of those relating to heavy patching/hot mix and six relating to make safe (cold mix) pavement repairs.
- A range of investigations have taken place including site visits, aerial mapping, CCTV inspections, visual inspections with a ground penetrating radar to locate existing services and geotechnical investigations to determine the extent of the damage.
- Detailed design has been completed for major pavement and stormwater rehabilitation works, including utility relocations.
- Investigations were inconclusive with the source of the underground water unable to be determined. However, it was determined the water was not running water from existing utility services and was existing pooled water that could be related to a rising water table following a rainfall event.
- Through the investigations it has been determined pavement rehabilitation is the necessary treatment. This includes removal of the existing road pavement, repairs to kerbing and stormwater drains and placement of new road pavement. In addition, sub-soil drainage will be installed to avoid future occurrences of the same problem.

- Through pavement rehabilitation the existing water will be removed, and any further water will run off the road and into the existing stormwater infrastructure.
- Tender was advertised beginning of July 2022 and is closing at the end of the month.
- The Construction Contractor is expected to be appointed by the end of August 2022 and construction commencing with the paving rehabilitation in September 2022 with works expected to take approximately three months to complete (weather permitting).
- An update to residents via letterbox drop and the project page on the City Services website providing further project information was provided in May 2022. A further letter drop will be undertaken once the contract is awarded and prior to construction commencing.
- Extensive consultation has taken place with all residents (stakeholders) impacted by the pavement rehabilitation works to ascertain their needs for temporary parking arrangements, disability access disabilities, Emergency Access (ESA) and Waste Collection.
- Final access arrangements through the complex were presented to the Body Corporate for endorsement and approval.

Sport & Recreation

ISSUE: Sport and Recreation Facilities Infrastructure

Talking Points

Active Sport and Recreation Facilities (TCCS) infrastructure works

- Installation of shade structures at Phillip Enclosed Oval has commenced with works due for completion in November 2022 (weather permitting).
- Works to construct new cricket nets at Taylor District Playing fields are ongoing and are due for completion in October 2022 (weather permitting). Considerable delays due to continued rain events have occurred, and given the extension of the *La Nina* forecast, may continue to affect the completion date for these works.
- Arrangements are being made for TCCS to deliver a community recreation park in Casey, utilising \$3m funding in 2021/22 ACT Budget currently allocated to CMTEDD. The site has an environmental overlay and TCCS is presently undertaking investigations to understand impacts on infrastructure delivery and any conservation requirements. Construction is likely to commence in the first quarter of 2023, pending environmental outcomes and design finalisation. Indicative designs have been publicly released noting pending environmental investigations.

Sport and Recreation Facilities (TCCS) infrastructure works in 2022/23

BIF Facilities Improvement Program 2022/23

- Works proposed for the 2022-23 BIF program include upgrades to the Holt and Kingston pavilions, female friendly changeroom upgrades at Rivett, Nicholls and Kambah 1 and sportsground lighting upgrades at Spence and Higgins. Discussions are ongoing around works priorities in this list so there may be refinements to the works proposed as the program progresses. Procurement processes for these works are underway.

Sport and Recreation Capital Omnibus 2022/23

- Works proposed under the 2022-23 Capital program include installation of a new LED sportsground lighting system at the Watson Neighbourhood Oval; and installation of a new LED sportsground lighting system at the Deakin 2 District Playing Field. Procurement processes for these works are underway.

Kippax Capital Works for Land Release 2022/23

- Works to replace community sporting facilities impacted by the sale and redevelopment of Block 71 Section 51 in Holt are proposed. The works are proposed to include the construction of new sportsground ovals, install a new sportsground irrigation system, install a new sportsground floodlighting system and provide appropriate pavilion amenities to the site. Procurement processes for these works are underway.

Sport and Recreation**ISSUE: Sportsground Fact Sheet****Talking Points:**

- Sport and Recreation manages a range of ovals and facilities to support sporting groups' participation at a fit for purpose standard, including the maintenance of playing surfaces, irrigation systems and amenities and floodlight maintenance.
- This activity contributes to the ACT's proud position of having the highest physical activity participation rates in the country.
- There are 127 separate oval sites across Canberra which contain approximately 444 hectares of public land, including 284 hectares of irrigated grass and 160 hectares of dry land grass. There are 890 individual hireable sporting fields.
- To prepare for the summer sport season, all ACT Government irrigated sportsgrounds will be closed from Sunday 17 September to Thursday 29 September 2022 (inclusive) for Spring renovations following the Winter sports season.
- The annual Spring sportsground renovation program is focused on repairing surfaces damaged through the Winter sport season and on giving grounds a much-needed break prior to the start of Summer competition.
- The program includes applying fertiliser to assist turf growth coming out of winter dormancy and to re-establish turf density prior to Summer competitions commencing. Other restoration activities include aeration, top dressing and over sowing of bare or sparse areas to achieve an even turf cover. Day time irrigation of sportsgrounds is likely to also be undertaken to help establish new grass seeds that have been planted
- Goal posts will be removed from the majority of winter sportsgrounds as they sit in the outfield area of summer sports; and back nets will be installed on grounds where softball and baseball are played. Crease markings on cricket wickets will also be re-surveyed and marked prior to the start of the cricket season and athletics facilities will have long jump pits topped up with sand.
- The ACT Government liaises closely with sport peak bodies when grounds need to be closed both for maintenance and when they are too wet to play.
- Usage for 2021-22 included 37,919 individual bookings equalling 86,304 hours hired with 220 hours of those under match play lights and 27,955 hours of night time training under lights.

QUESTION TIME BRIEF

- During the 2021 nine week COVID Lockdown, no sporting bookings were accepted or recorded due to public health restrictions.
- TCCS also manages three Community Recreational Irrigated Parks at Crace, Franklin and Moncrieff.
- The annual survey of visitors to sportsgrounds in 2021-22 found that 88 per cent of respondents were satisfied with the overall management of these sportsgrounds, a small increase on the previous result of 87 per cent.
- There were no substantial differences in results from categories of age, gender or regions of Canberra. Comments on reasons for dis-satisfaction included long grass and improvement in maintenance levels.
- The ACT Government funds around 86 per cent of the cost of maintaining sportsgrounds, with the remainder generated from user fees and charges. Fee revenue has been impacted by fee waivers provided as a result of the COVID-19 public health emergency.
- All revenue received from the hire of ACT Government sportsgrounds offsets the costs associated with the ongoing maintenance of these valuable community assets.
- Increases to sportsground fees and charges are normally implemented each year in the period between the end of the Winter season and the start of the Summer season. The intent is to introduce those increases on 1 October 2022.
- However, fees and charges for 2020-21 did not increase from the previous year to assist sporting clubs offset loss of income and costs due to the COVID-19 public health emergency.

Portfolio/s: Transport and City Services

ISSUE: Bus driver numbers and driver recruitment

Talking Points:

- Transport Canberra is experiencing a high level of personal leave within the driver workforce. An average of 85 drivers were unavailable each day during the week period between 29 August 2022 through to 2 September 2022 due to unplanned personal leave, inclusive of COVID.
- The impacts of COVID-19 have adversely impacted the regular recruitment and training of bus drivers which has led to challenges in maintaining required driver numbers, especially for coverage of weekend service.
- Transport Canberra are working on an enhanced recruitment and training schedule to increasing driver numbers to manage attrition and maintain numbers and aim to hire 60 new recruits by the end of 2022.
- The recent recruitment round that closed in July 2022 attracted a total of 281 applications. Of this, 170 applicants have been shortlisted and are progressing through assessment days and interviews.
- Transport Canberra will continue with additional recruitment drives going forward and until numbers stabilise.

Portfolio: Transport and City Services

INTERIM PUBLIC TRANSPORT NETWORK, INCLUDING SERVICES FOR SCHOOL STUDENTS

Talking Points:

- Face masks remain mandatory for anyone 12 years and over on public buses and light rail vehicles. The following communications methods are currently used to support the measures in place:
 - Signage at major stops and stations across the public transport network.
 - Messages over PA systems at major bus interchanges and every light rail stop.
 - Messages displayed on Passenger Information Displays at major bus interchanges and every light rail stop.
 - In bus posters on all vehicles.
 - Transport Canberra social media accounts – Facebook and Twitter.
 - Transport Canberra e-news.
 - Transport Canberra website.
 - Australian Traffic Network radio.
 - ACT Government social accounts – Facebook and Instagram.
 - ACT Government print and digital newsletters.
 - CMET social and web.
- Transport Canberra also circulates communications through key ACT Government stakeholders including ACT Education, Community Services Directorate and the Suburban Land Agency.
- The Interim bus network remains in place through 2022.
- This Interim network is the same modified school network that was provided in Term 4, 2021, but also includes the new ‘47’ route connecting Belconnen and Denman Prospect (via Whitlam) as well as an ‘s’ trip into the Evelyn Scott School.
- The network provides 4,523 services each weekday, including 233 school services.

- This is a reduction of 303 services each weekday compared to the regular (pre-covid) school term timetable.
- The interim network enables workforce contingency planning, which allows for up to 68 drivers to be available to fill the increase in unplanned absences from the workplace due to COVID-19. This number was reduced from 73 due to the introduction of Whitlam services in Term 1 2022.
- The interim network will remain in place through 2022 to ensure reliable bus services across the network.
- Weekend timetables continue to remain unchanged with Saturday providing a total of 1,727 services and Sunday providing a total of 1,184 services across the bus network.
- Special Needs Transport and the Flexible Bus Service continue as normal.
- Light Rail services continue to operate to the regular timetable.

Portfolio/s: Transport and City Services

ISSUE: LA PEROUSE STREET – ROAD SAFETY

Talking Points:

- In July 2020, in response to concerns raised about the safety of peafowls, warning signs advising motorists of peafowl in the area were erected at four locations on both La Perouse Street and Carnegie Crescent.
- A meeting with the Narrabundah Peafowlers occurred in March 2021 to discuss further options. At the meeting, it was agreed that Roads ACT would conduct a study to better understand the traffic issues in the area and recommend treatment options.
- Roads ACT engaged a consultant to investigate and recommend options to improve safety in the area.
- This study, available online, has now been completed and a report with recommendations to inform discussions with the Narrabundah community groups and residents has been prepared.
- The investigations showed that:
 - In the seven-year period between 2013 and 2019, there were 23 reported crashes at the Carnegie Crescent / La Perouse Street intersection. Most of these crashes involved vehicle damage without injury.
 - Of the 23 total reported crashes, 18 (78%) were related to right angle type crashes).
 - Carnegie Crescent between Brockman Street and Scott Street with a posted speed limit of 50km/h was last surveyed in June 2020. The survey showed vehicles are travelling at an average speed of 48.8km/h westbound and 51.3km/h eastbound, which is within acceptable limits.
- The following measures have been designed:
 - rubber speed cushions on three approaches to the intersection (excluding the eastern approach along Carnegie Crescent)
 - a raised pedestrian (wombat) crossing on the eastern Carnegie Crescent approach including floodlighting
 - localised speed limit reduction to 50 km/h on La Perouse Street between Brockman St and Nuyts St
 - minor modifications to the refuge islands on La Perouse Street to allow cars turn right at the same time from both directions
 - installation of additional signage to make road users aware of traffic calming treatments ahead
 - “keep clear” markings on approach to the pedestrian crossing.
- TCCS has been working with a consultant to finalise the designs for the improvements.

- Contact was made with the Narrabundah Peafowlers (Timothy DeWan) and the Griffith Narrabundah Community Association (Leo Dobes) on 15 July 2022. An update of the project was given including a commitment to formally consult with stakeholders once the formal proposal is complete.
- A community Pop-up session was held on Saturday 6 August 2022 to inform the community about the proposed intersection improvements.
 - A 'What We Heard' report will be published on TCCS project website to summarise the community pop-up session.
- The TCCS School Safety Program contacted Redhill Primary School prior to the drop-in session to provide an update and inform them about the community Pop-up session.
- The intersection improvements and the crossing will provide improved amenity and safety for children on route to school and is an outcome of broader discussions with the school community.
- Construction tenders for the installation of the treatment was advertised on 15 September 2022.
- Work is expected to be completed in early November 2022.

Portfolio/s: Transport and City Services

ISSUE: Hall Stormwater

Talking Points:

- The ACT Government recognises the importance of improving stormwater infrastructure to provide efficiency in network operations.
- Some gravel laneways in Hall can become inundated during heavy rain causing gravel to washout onto Gladstone, Loftus and Hoskins Streets.
- The Village of Hall Masterplan (2002) states:

“The purpose of the master plan is to identify the significance and the uniqueness of the village. It establishes strategic directions and identifies boundaries 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 in the future. The master plan recommends guidelines for short and long term development and informs the community of the intentions for the area of the village and its immediate surroundings.”
- Due to the heritage significance of Hall, the Guidelines declared under Part 5 of the *Heritage Act 2004* apply. These state that “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.
- Municipal Infrastructure Standards for Stormwater (MIS 08) outlines the standards associated with stormwater infrastructure. Common stormwater drainage systems associated with developments in urban areas generally include kerbing to assist with stormwater conveyance.
- On the 14 January 2022, the ACT Government received a letter from the President of the Village of Hall and District Progress Association Inc, Mr. Robert Yallop, summarising concerns about stormwater drainage and laneway condition.

- On 15 February 2022, ACT Government officers inspected the laneways to investigate the stormwater runoff issues.
- Laneway regrading works were undertaken in March 2022 to address the stormwater runoff and improve laneway surface condition.
- On 12 May 2022, Transport Canberra and City Services stormwater officers inspected the laneways (and the majority of Hall) to identify stormwater maintenance requirements.
- Stormwater maintenance activities carried out in May 2022 included, grading of swales and channels along Gladstone Street, Cricketers Lane, Palmer Street and Loftus Street to improve stormwater flow.
- In August 2022, stormwater maintenance activities included, minor reshaping to a small part of Cricketers Lane to divert stormwater runoff away from residential properties.
- The ACT Government has engaged a 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. The investigation report and design options are expected to be available in November 2022.
- The scope of work for the investigation report includes:
 - Detailed survey of the site.
 - Hydrological modelling and assessment to determine overland flows and cause of gravel washout from the laneways.
 - Consultation with ACT Heritage to determine mitigation measures allowable under the Village of Hall Masterplan 2002 and ACT Heritage Act 2004.
 - Preparation of a design options study testing mitigation measures that comply with the above heritage considerations/requirements.
 - Consultation with TCCS, ACT Heritage and the ACT Environment Protection Agency to seek agreement on the preferred solution.
 - Preparation of detailed concept drawings (Preliminary Sketch Plans - PSP) of the proposed mitigation measures to improve stormwater conveyance and alleviate gravel washout issues.

- Preparation of concept design report including high-level cost estimates.
- The ACT Government welcomes continued consultation and collaboration with the Village of Hall and District Progress Association and is committed to find a resolution which complies with the requirements of Heritage ACT.

Media Attention

- There has been some negative media attention regarding stormwater runoff in the village of Hall and the condition of unsealed laneways.
 - Example: [Hall residents 'fed up' with ongoing water issues | Canberra CityNews](#)
 - Example: [Win News Hall Report 29 April 2022 – Hall Stormwater Issues](#)

Transport and City Services

ISSUE: Streetlights

Talking Points:

- Transport Canberra and City Services (TCCS) manages over 82,000 public streetlights; over 1,200 streetlight control boxes; and associated underground cabling to operate the network.
- In April 2018, the Territory entered into an Energy Performance Contract for the operation, maintenance and upgrade of the streetlight network over a seven year period ending April 2025.
- The LED upgrade program commenced on 6 September 2018 and by the end of contract will see over 50,000 streetlights replaced with new LED luminaires. At the end of August 2022, the total number of LED luminaire replacements was 45,313.
 - The LED upgrade program has resulted in a 50 per cent reduction in streetlight electricity consumption.
 - As a result, the estimated electricity cost saving for the 2021-22 financial year is \$4.2m.
- The rectification of reported streetlight related issues generally occurs within 2-5 days. More complex repairs can result in extended repair times, for example: underground cable faults, streetlight control panels and overhead co-located Evoenergy/TCCS assets.
- A number of impacts have hampered the contractor's capacity to deliver services, primarily due to COVID cases and quarantine requirements, and a backlog of demand within the broader sector for services such as trenching and cabling. Wet weather has seen a marked increase in the number of cable faults, which are more complex to manage and rectify and also subject to those industry impacts previously mentioned.
- Outages in streetlight and other electrical equipment owned by the Territory are primarily identified through the streetlight maintenance contractor's dedicated inspection program (night patrol), self-reporting through the Smart City network, from the community via Access Canberra (132281) and through the Fix My Street website.
- Streetlighting is the ACT Government's highest use of electricity. The cost to the ACT Government is currently \$4.2 million per annum.

- The streetlight network will form the backbone of the ACT's Smart City network. The Smart City network includes capabilities to automatically identify/detects faults, provides asset information, profiles demand and measures performance.

Backlog

- As of September 2022, there were 853 outstanding faults in the ACT streetlight network.
- The number of outstanding faults is higher than the targeted number of between 350 to 400, which enables maintenance personnel to repair faults within nominated response times where a single fault is repaired within two business days and an underground cable fault is repaired within 15 business days.
- A backlog of demand within the broader industry sector for services such as trenching, under boring and cabling has compounded the negative effect on maintenance response times.
- Unseasonal wet weather has seen a marked increase in the number of underground cable faults (71 outstanding) compared to historical averages (23 outstanding). These types of faults tend to affect larger areas and are generally more complex to identify and time consuming to repair.
- Streetlight faults that cause large area outages are actively identified and monitored through the Smart City network and are prioritised for repair.

Bright Lights:

- Light colour is described using temperature as a unit measure (Kelvin). The temperature measure represents the temperature of a body that emits a given colour of light. Hotter bodies emit higher energy light which is the blue/violet end of the visible light spectrum. Lower temperature bodies emit lower energy red/orange light.
- Selection of light colour is based on balancing a number of factors. People generally tend to find lower temperature (red) light more relaxing and comfortable than very high temperature (violet) light. Though red light is more comfortable, violet light provides more visibility/brightness and is therefore safer for road users. Violet light is also more energy efficient than red/orange light.
- During the tender process for the streetlight maintenance and upgrade Energy Performance Contract, and in collaboration with the proponents' industry experts, TCCS settled on 4,000 Kelvin, most similar to moonlight. 4,000 Kelvin was assessed as the best balancing of the competing objectives of colour rendering, safety (increased capacity to see what is intended to be lit), energy efficiency, and visual comfort.
- Where there is a complaint on a bright light from a customer, TCCS will undertake an inspection. The response may include dimming, adding a shield or diffuser, redirecting the angle of the light or outreach arm, or shading the light spillage with paint on the direction facing towards a dwelling so long as it does not cause a safety issue.

New lights Urban Infill:

- Roads ACT receives requests for new lighting. Infill lighting assessments are based on the following:
 - Strategic weighting 40 per cent – assessed against ACT Government Sustainable Transport Policy, namely Active Travel, Territory plan etc.
 - Environmental weighting 20 per cent – assessed against impact on trees, light pollution, energy consumption, fauna/flora etc.
 - Community weighting 20 per cent – assessed against security, public safety, road safety.

Small Cell– 4G and 5G

- In August 2019, the ACT Government agreed to a revenue model to accommodate Telecommunication carriers installing small cells on the streetlight network and drawing on its electricity source.
- A longer-term permit, Permit for Telecommunications Installations on Streetlights, has been developed by the ACT Government Solicitors Office (ACTGS) to facilitate the rollout of small cells across Canberra by all telecommunications carriers.
- The permit outlines the terms and conditions applicable to protect ACT Government assets and public safety protocols.
- The applicable fees are: One off application fee: \$800 (pre-assessment) and \$2,000 (full assessment). Annual fee: \$2,000.

Current Applications

- The small cell team are currently working with Telstra and their contractor PlusES on installation of Telstra small cells at fifteen (15) sites. An additional five (5) small cell sites are currently being scoped and expected to be included in the works program. Discussions with other telecommunication providers are on-going.

Transport and City Services

ISSUE: STRATEGIC ROAD MAINTENANCE / POTHOLES

Talking Points

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

Rainfall

- The information below has been sourced through the Bureau of Meteorology website:
 - 2017 – 2019 were dry years in the ACT and 2020 – 2021 has been very wet with annual rainfall up to 45 per cent above average.
 - Autumn 2021 rainfall was above average with a particularly wet March. Winter 2021 rainfall was also well above average particularly in June.
 - Spring 2021 rainfall was up to twice the seasonal average with Canberra Airport exceeding its previous Spring record.

Road Resurfacing Program

- The annual resurfacing program is one of Roads ACT's major investments in the prevention of potholes and other pavement defects.

Cleared as complete and accurate: 15/09/2022
Cleared by: Executive Group Manager Ext:74418
Contact Officer name: EBM Roads Ext: 79020
Lead Directorate: Transport Canberra and City Services

- The cost of annual bitumen resealing and Micro-surfacing, resurfacing program for the 2021-22 financial year is nearly \$10.0M (ex GST) and covered an area of approximately 660,000 m² over 146 sites which is inclusive of Municipal, Arterial and Rural roads.
- The cost of annual asphalt resurfacing program to date is nearly \$7.5M (ex GST) and covered an area of approximately 190,700 m² over 37 sites which is inclusive of Municipal and Arterial roads.
- COVID and weather has impacted the results in some redistribution of planned outputs.

Strategic Partnerships and Innovation

- Roads ACT works with established experts in the field of road pavement maintenance including ARRB in the development of our Road Pavement Maintenance strategy.
- Improvements in sensor technology has led to an upcoming expansion of sensor collected road pavement condition data to municipal roads.
- Roads ACT is considering trial use of new preventative treatments for both Arterial and Municipal roads to gain efficiency on whole of life cost. A test patch has been performed on Majura Parkway to determine the most suitable application rate.

Data Collection

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

Reactive Maintenance

- From 1 July 2021 to 30 June 2022 Roads ACT has repaired a total of 7,795 potholes.
- From 1 July 2022 to 30 August 2022 Roads ACT has repaired a total of 2,058 potholes.
- Roads ACT undertook planned asphalt patching in preparation for the bitumen reseal program. The patching program was delivered by the Roads ACT team and external contractors.
- For the current financial year, a maintenance Budget of \$1.33M is allocated to undertake routine repair works, which includes pothole patching.

Recent Media Coverage

- On Monday 12 September 2022, the Canberra Times ran an article outlining the amount that ACT Government has paid in compensation to motorists as a result pothole damage.
- The article outlined that \$43,000 had been paid out to 50 claimants in 2022 (year to date).

Cleared as complete and accurate: 15/09/2022
Cleared by: Executive Group Manager Ext:74418
Contact Officer name: EBM Roads Ext: 79020
Lead Directorate: Transport Canberra and City Services

QUESTION TIME BRIEF

- Over the last financial year Roads ACT has repaired almost 8,000 potholes.
 - During an average year, it is typically around 3,000.
 - In August 2022 alone, over 1,000 potholes were patched.
- The heavy and sustained periods of rain over the last 2 years is contributing to the increased number of potholes we are seeing on our roads. Roads ACT is working diligently to repair the potholes, prioritising those that pose a danger to motorists and on arterial roads.
- Motorists have the opportunity to seek compensation for pothole damage by contacting Access Canberra (132281). A Roads ACT claims officer will then reach out to the individuals to discuss the process.
 - The assessment of claims is carried out in accordance with current legislation on a case-by-case.
 - There is no guarantee that a compensation payment will be made.

Cleared as complete and accurate: 15/09/2022
Cleared by: Executive Group Manager Ext:74418
Contact Officer name: EBM Roads Ext: 79020
Lead Directorate: Transport Canberra and City Services

Portfolio/s: Transport and City Services

ISSUE: ROAD DAMAGE TO TARRA PLACE/JABANUNGGGA AVENUE, NGUNNAWAL

Talking Points:

- Tarra Place and Jabanungga Avenue were constructed as part of Ngunnawal Estate Development 3B Stage 2 in 1994.
- The road pavement has repeatedly and rapidly degraded in three areas around the intersection of Tarra Place and Jabanungga Avenue since around 2014.
- Local residents have expressed concerns via Fix My Street, Ministerials, and in person to Roads ACT personnel regarding groundwater entering their properties over several years, and ongoing potholes/damage to the road surface.
- Roads Maintenance have undertaken maintenance related pavement repairs in this area 16 times since 2016 according to records available. Of those, 10 maintenance activities were for heavy patching/hot mix and six were to make safe through cold mix pavement repairs.
- A range of investigations have taken place including site visits, aerial mapping, CCTV inspections, visual inspections, analysis with a ground penetrating radar to locate existing services, and geotechnical investigations to determine the extent of the damage.
- Detailed design has been completed for major pavement and stormwater rehabilitation works, including utility relocations.
- Investigations to determine the source of the underground water were inconclusive. However, it was found that the water was not originating from existing utility services.
- Through these investigations, it has been determined pavement rehabilitation is the necessary treatment. This includes removal of the existing road pavement, repairs to kerbing, stormwater drains and placement of new road pavement. In addition, sub-soil drainage will be installed to avoid future occurrences of the same problem.
- A Tender for the rehabilitation works was advertised on 2 July 2022; and closed on 28 July 2022.
- The Construction Contractor is expected to be appointed by the end of September 2022 and construction commencing with the paving rehabilitation towards the end of September 2022. Works are expected to take approximately three months to complete (weather permitting).
- An update to residents via letterbox drop and the project page on the City Services website providing further project information was provided in July 2022. A further letter drop will be undertaken once the contract is awarded and prior to construction commencing.
- Extensive consultation has taken place with all residents (stakeholders) impacted by the pavement rehabilitation works to ascertain their needs for temporary parking arrangements, access for those with mobility issues, Emergency Services Access (ESA) and Waste Collection.

QUESTION TIME BRIEF

- Final access arrangements were presented to the Body Corporate of Tarra Glade and were approved on 22 June 2022. An additional letter was provided to the residents informing them of this approach on 27 July 2022.

Portfolio/s: Transport and City Services

ISSUE: DAS Complaints

Talking Points:

- Recent complaints concerning Domestic Animal Services (DAS) relate to seized dogs and the length of time they are held at the DAS facility.
- 52 dogs have been seized in 2022 for an attack on a person or other animal resulting in a sum total of 2,497 impound days. (Averages listed in Table 1 below).
- There have also been a further 17 dogs seized for non-compliance, welfare concerns or for investigation for a sum total of 809 days. Averages listed in Table 1 below).
- The number of dogs impounded at DAS will fluctuate. On 14 September, there were 56 dogs impounded at the DAS facility on Mugga Lane.
- Of this 56, 24 are seized dogs.
- Of the 24 seized dogs 9 have been held for longer than 100 days (longest 293 days, ongoing case with repeated ACAT hearings). 11 have been held between 30 and 80 days. 4 have been held under 30 days.
- Average impounded days for seized dogs for the period 1 July to 14 of September 2022 is 30 days. (See Table 1 for further detail)

Reason for Impound	Average
Dog Attack on a Person	28
Dog Attack on an Animal	30
AFP Assist	4
Seized for Investigation	34

Table 1

- Of these 24 seized dogs 17 investigation cases are currently with the investigations team.
- Cases are escalated to the investigations team when a certain level of incident severity is surpassed. (Dunbar Bite scale level 4 for example). Lesser severity cases are handled by the Senior Rangers.

- DAS staffing profile relevant to case investigation is:
 - 2 Operations Managers (SOG C)
 - 2 Investigators (ASO 6)
 - 4 Senior Rangers (ASO 5)
 - 12 Rangers (ASO 4)
- As with any business, from time to time there are staff vacancies. While these are filled as quickly as possible, impacts to the timeliness of investigations will occur.
- Compared to this time last year (Jan to Sept 21 vs 22) DAS has seen a:
 - 44% increase in surrenders
 - 36% increase in impounded strays
 - 19% increase in unclaimed strays
 - 75% decrease in adoption interest
 - 16% increase in dog attack on person
 - 24% increase dog attack on animal
 - 17% decrease in seized for investigation
 - 135% increase in AFP assist

Portfolio/s: Transport and City Services

ISSUE: Coppins Crossing and Molonglo River Bridge

Talking Points:

Molonglo River Bridge

- Tender submissions for the design and construction of John Gorton Drive and Molonglo River Bridge are currently being assessed by the Tender Evaluation Team.
- Major Projects Canberra expect to award the contract for the design and construction in December 2022.
- The detail design will commence in early 2023 and is expected to be complete around mid-2023.
- Project completion is expected in December 2025.

Coppins Crossing Closure

- Coppins Crossing was closed on 4 August 2022 due to an unseasonal high volume rainfall event.
- The water took several days to subside, revealing deposition of large amounts of woody debris on the carriageway concrete deck.
- The high velocity flows in the swollen river ripped the newly installed vehicle guardrail system from its posts, destroying it, making the crossing blocked and unsafe for vehicle access.
- The works required to clean-up and ensure the crossing was safe again was scoped on 8 and 9 August 2022.
- A contractor was engaged to deliver the clean up and re-opening of the bridge.
- An inception meeting with the contractor was conducted on 16 August 2022, where the contractor estimated 4-7 days of work (weather pending).
- Rain was forecast for Friday 19 August 2022, so timeframes that were reported to the media and community were presented at the higher end of the estimation to ensure the road was open as committed.
- Works commenced on 17 August 2022 and was completed on 19 August 2022.
- These works included:
 - Removal of debris from deck and river;
 - Removal of damaged guardrail;
 - Removal of guardrail posts;
 - Installation of concrete vehicle barriers;

QUESTION TIME BRIEF

- Patching of potholes;
 - Attaching reflectors to guardrails;
 - Sweeping bridge deck; and
 - Installation of regulatory speed signage.
-
- The road was reopened after an independent structural engineer assessed the culverts as safe for vehicles, by 3pm on Friday 19 August 2022.
 - Roads ACT is currently in the process of updating its existing 'Wet Hire Plant' Panel, to account for services that will allow for a timelier response to a future need to repair Coppins Crossing.

Portfolio/s: Transport and City Services

ISSUE: Development Application – Green Waste Facility

Talking Points:

- I note and respect the ACT Planning and Land Authority’s decision on the DA for the temporary green waste facility in Belconnen.
- TCCS will review the decision to better understand the issues raised and inform our next steps. This may include submitting the application for re-consideration.
- The proposed facility is designed to provide a convenient drop-off facility for Belconnen residents. We will continue to work to ensure the best possible outcome for the community.
- Other issues identified by the Ginninderry community will also addressed as part of any request for reconsideration.
 - Key issues raised included traffic management, odour and bushfire risk.
- Importantly, green waste drop off facilities will continue to be provided at the Parkwood site.

Portfolio/s: Transport and City Services

ISSUE: Library Closures

Talking Points:

- Libraries require a certain number of staff and at certain levels to be safe.
- At the moment, library staffing numbers are being impacted by illness and planned leave.
- Everyday library staffing is calculated for safety and a decision is taken about opening each branch.
- The libraries to close are determined by:
 - Overall use of each branch
 - Proximity to other libraries
 - Whether there is a programme or event advertised at a branch
 - What day of the week it is for the closure
- Library closures are advertised on the Library's website and social media channels as soon as the closure is decided.