



**ACT**  
Government

Transport Canberra and  
City Services

## FREEDOM OF INFORMATION COVERSHEET

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

FOI reference: 21-111

Information to be published	Status
1. Access application	Published
2. Decision notice and schedule	Published
3. Documents	Published
4. Additional information identified	n/a
5. Fees	waived
6. Processing time (in working days)	27 days
7. Decision made by Ombudsman	n/a
8. Additional information identified by Ombudsman	n/a
9. Decision made by ACAT	n/a
10. Additional information identified by ACAT	n/a





**ACT**  
Government

Transport Canberra and  
City Services



Dear [REDACTED]

### **Freedom of Information Request - Reference 21-111**

I refer to your application for access to government information received by Transport Canberra and City Services (TCCS) on 3 November 2021 under the *Freedom of Information Act 2016* (FOI Act). It is my understanding that you are seeking access to the following government information:

*“Any final briefs prepared for any ACT Minister(s) or ACT Government witnesses during 2021–2022 Budget Estimates Hearings”.*

A decision was due on your application by 1 December 2021. Thank you for agreeing to an extension until 10 December 2021.

#### **Authority**

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

#### **Decision on access**

In accordance with the FOI Act, a search was conducted of records held by TCCS. This search identified 18 records (351 pages) as relevant to your request. These records are detailed in the schedule at Attachment B.

In reviewing the information within these documents, I have found, on balance, it is in the public interest to provide you with:

- Full access to 16 records; and
- Partial access to 2 records.

My decision is detailed in the below statement of reasons. Deletions have been applied to the documents enclosed at Attachment B, where disclosure is contrary to the public interest.

#### **Statement of Reasons**

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

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

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

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

- Schedule 2.2(a)(xvi) - prejudice a deliberative process of government.

I consider that it is in the public interest to release most of this information found to be relevant to your application. However, in some instances, I have found disclosure of some information to be contrary to the public interest.

#### **Government deliberation**

Some information within records 7 and 15, pages 68 and 280, relates to budget bids prepared for the consideration of Treasury, including future requests. Similarly, some information on page 56 relates to information that is commercially sensitive and is likely to prejudice government deliberations if disclosed. In this instance, I find that disclosure is contrary to the public interest.

#### **Charges**

Pursuant to *Freedom of Information (Fees) Determination 2018* no fee is applicable to this application in accordance with section 107.

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

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

Your personal contact details will not be published. You may view the TCCS' disclosure log at <https://www.cityservices.act.gov.au/about-us/freedom-of-information/disclosure-log>.

#### **Ombudsman review**

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



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

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

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

Under section 84 of the Act, if a decision is made under section 82 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  
[www.acat.act.gov.au](http://www.acat.act.gov.au)

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

Yours sincerely



Kristine Scheul  
Information Officer

10 December 2021

## 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.cityservices.act.gov.au/about-us/freedom\\_of\\_information/disclosure-log](https://www.cityservices.act.gov.au/about-us/freedom_of_information/disclosure-log)

### Factors favouring non-disclosure:

Schedule 2.2(a)(xvi) - prejudice a deliberative process of government.

Reference Number	Description
<b>21-111</b>	<b>BUDGET ESTIMATES BRIEFS</b>

Reference number	Page number	Description	Date	Status	Reason for non-release or deferral	Open Access release status
1	1 – 4	01. Budget Estimates information paper - October 2021 - HR overview	October 2021	Full access	Not applicable	Information disclosed will be published on the <a href="#">TCCS Disclosure Log</a> with the applicant's personal information redacted.
2	5 – 6	02. Budget Estimates information paper - October 2021 - Bullying and harassment	October 2021	Full access	Not applicable	
3	7 - 9	03. Budget Estimates information paper - October 2021 - Insecure taskforce	October 2021	Full access	Not applicable	

<b>4</b>	<b>10</b>	04. Budget Estimates information paper - October 2021 - Employee Engagement Survey	October 2021	Full access	Not applicable	
<b>5</b>	<b>11 – 13</b>	05. Budget Estimates information paper - October 2021 - Safety	October 2021	Full access	Not applicable	
<b>6</b>	<b>14 - 17</b>	06. Budget Estimates information paper - October 2021 - Audit	October 2021	Full access	Not applicable	
<b>7</b>	<b>18 - 68</b>	07. Budget Estimates information paper - October 2021 - 2021-22 Budget Briefing Pack (Minister Steel)	October 2021	Full access	Not applicable	
	<b>20 - 21</b>	2021-22 Budget - Initiative Summary	October 2021	Full access	Not applicable	
	<b>22</b>	Better community infrastructure - Better local shops (TCCS CW98 part)		Full access	Not applicable	
	<b>23 – 24</b>	Better community infrastructure – Better play spaces and dog parks (TCCS CW98 part)		Full access	Not applicable	
	<b>25 – 26</b>	Better community infrastructure – Improving local roads and community infrastructure (TCCS CW97)		Full access	Not applicable	

	<b>27</b>	Better community infrastructure - Tuggeranong Foreshore improvements (TCCS CW98 part)		Full access	Not applicable	
	<b>28</b>	Better community infrastructure - Yerrabi Pond District Park (TCCS CW99)		Full access	Not applicable	
	<b>29 – 31</b>	Connected and sustainable Canberra – Active travel investments (TCCS CW26)		Full access	Not applicable	
	<b>32 – 33</b>	Connected and sustainable Canberra – Constructing the William Hovell Drive duplication (TCCS CW01)		Full access	Not applicable	
	<b>34 – 35</b>	Connected and sustainable Canberra – Improving the city’s traffic network (TCCS CW30)		Full access	Not applicable	
	<b>36 – 38</b>	Connected and sustainable Canberra – Modelling transport across Canberra (E27)		Full access	Not applicable	
	<b>39 – 41</b>	Connected and sustainable Canberra – Monaro Highway upgrades (TCCS CW11)		Full access	Not applicable	

	<b>42 – 43</b>	Connected and sustainable Canberra – Parkes Way/Coranderrk St intersection (TCCS CW95)		Full access	Not applicable	
	<b>44 – 45</b>	Connected and sustainable Canberra – Upgrades for Pialligo (TCCS CW41)		Full access	Not applicable	
	<b>46 – 47</b>	Connected and sustainable Canberra – Upgrading roads in south-west Canberra (TCCS CW12)		Full access	Not applicable	
	<b>48</b>	Early design works for a new RSPCA facility (TCCS CW05)		Full access	Not applicable	
	<b>49 – 51</b>	Flexible Bus Service – continuation (TCCS E07)		Full access	Not applicable	
	<b>52</b>	Food organics and garden organics – waste recovery facility (TCCS CW34b)		Full access	Not applicable	
	<b>53 - 54</b>	Growing the public transport network (TCCS CW54)		Full access	Not applicable	
	<b>55</b>	Materials Recovery Facility gate fee increase (TCCS E08)		Full access	Not applicable	
	<b>56</b>	Mawson stormwater and placemaking improvements - construction (TCCS CW02)		Partial access	Schedule 2.2(a)(xvi)	

	<b>57</b>	New and expanded schools – Roadworks to support East Gungahlin High School (TCCS CW04)		Full access	Not applicable
	<b>58 - 60</b>	Protecting Canberra's unique environment - Growing our urban forest (TCCS E33)		Partial access	Schedule 2.2(a)(xvi)
	<b>61 – 62</b>	Protecting Canberra's unique environment - Upgrading the stormwater network (TCCS CW65)		Full access	Not applicable
	<b>63</b>	Southern Memorial Park (TCCS CW46)		Full access	Not applicable
	<b>64 – 65</b>	Weighbridge System Replacement (TCCS CW50)		Full access	Not applicable
	<b>66 – 67</b>	Planning and design for a zero emissions bus network (TCCS CW06) (not published in the budget papers)		Full access	Not applicable
	<b>68</b>	COVID-19 Response - Continuing Government services (CMTEDD E33d)		Full access	Not applicable
<b>8</b>	<b>69 - 78</b>	08. Budget Estimates information paper - October 2021 - Capital reprofiling	October 2021	Full access	Not applicable
<b>9</b>	<b>79 - 80</b>	09. Budget Estimates information paper - October 2021 - Fix My Street	October 2021	Full access	Not applicable

<b>10</b>	<b>81</b>	10. Budget Estimates information paper - October 2021 - CSRM	October 2021	Full access	Not applicable
<b>11</b>	<b>82 - 85</b>	11. Budget Estimates information paper - FOI - October 2021 - FOI	October 2021	Full access	Not applicable
<b>12</b>	<b>86 - 87</b>	12. Budget Estimates information paper - October 2021 - Procurement and Secure Local Jobs	October 2021	Full access	Not applicable
<b>13</b>	<b>88 - 89</b>	13. Budget Estimates information paper - October 2021 - Sport Recreation	October 2021	Full access	Not applicable
<b>14</b>	<b>90</b>	14. Budget Estimates information paper - October 2021 - COVID	October 2021	Full access	Not applicable
<b>15</b>	<b>91 - 342</b>	QTB s - Combined PDF Pack	October 2021	Full access	Not applicable
	<b>91 - 93</b>	0. QTB (TCCS) INDEX		Full access	Not applicable
	<b>94 - 105</b>	A. TCCS' response to COVID lockdown		Full access	Not applicable
	<b>106-107</b>	B. PT COVID-19 exposure sites and Check In CBR compliance on PT		Full access	Not applicable
	<b>108</b>	C. Workplace safety and availability of PPE for TCCS employees (esp bus drivers_people doing deep cleaning of buses)		Full access	Not applicable

	<b>109 - 110</b>	D. Interim PT network including services for school kids		Full access	Not applicable	
	<b>111</b>	01. Parking Issues in Campbell		Full access	Not applicable	
	<b>112</b>	02. Mortimer Lewis Drive parking		Full access	Not applicable	
	<b>113 - 115</b>	03. Umbagog Park Bridge (north_west) Closures		Full access	Not applicable	
	<b>116 - 119</b>	04. Footpath Maintenance, Prioritisation and Upgrades		Full access	Not applicable	
	<b>120 - 123</b>	05. Black Spot Funding from the Commonwealth		Full access	Not applicable	
	<b>124 - 127</b>	06. Local Area Traffic Management		Full access	Not applicable	
	<b>128</b>	07. Horse Park Drive (Noise)		Full access	Not applicable	
	<b>129 - 131</b>	08. Potholes and Road Resurfacing		Full access	Not applicable	
	<b>132 - 133</b>	09. Traffic Signals ITS Maintenance and Management		Full access	Not applicable	
	<b>134 - 137</b>	10. Stormwater (incl cleaning of GPTs)		Full access	Not applicable	
	<b>138 - 144</b>	11. Streetlights		Full access	Not applicable	

	<b>145 - 149</b>	12. New 40kmh Speed Zones		Full access	Not applicable	
	<b>150 - 158</b>	13. Road Duplications and Upgrades		Full access	Not applicable	
	<b>159 - 162</b>	14. Intersection Upgrades		Full access	Not applicable	
	<b>163 - 173</b>	15. Capital Works Stimulus - ACT and Commonwealth Funded		Full access	Not applicable	
	<b>174 - 175</b>	16. Maintenance of Rural Roads		Full access	Not applicable	
	<b>176 - 179</b>	17. School Traffic Management		Full access	Not applicable	
	<b>180 - 183</b>	18. Traffic Disruption Taskforce (LRS2)		Full access	Not applicable	
	<b>184 - 185</b>	19. Coles Dickson - parking disruption		Full access	Not applicable	
	<b>186</b>	20. Yerrabi Pond		Full access	Not applicable	
	<b>187 - 189</b>	21. Licencing and Compliance on Public Land		Full access	Not applicable	
	<b>190 - 197</b>	22. Street Trees and Urban Forest Strategy		Full access	Not applicable	
	<b>198 - 203</b>	23. Shopping Centre and Town Centres		Full access	Not applicable	
	<b>204 - 206</b>	24. Playgrounds		Full access	Not applicable	

	<b>207 - 210</b>	25. William Hovell Drive Duplication (specifically DA notification)		Full access	Not applicable	
	<b>211 - 214</b>	26. Charnwood Shops (trees and pavers)		Full access	Not applicable	
	<b>215 - 216</b>	27. Mowing		Full access	Not applicable	
	<b>217 - 225</b>	28. Public Toilets		Full access	Not applicable	
	<b>226</b>	29. Water sensitive Urban Design Trial		Full access	Not applicable	
	<b>227 - 231</b>	30. Fix My Street		Full access	Not applicable	
	<b>232 - 234</b>	31. Dog Attacks_Harass and DAS Seizure Powers		Full access	Not applicable	
	<b>235 - 240</b>	32. Animal Welfare and Management (including Cat Containment)		Full access	Not applicable	
	<b>241</b>	33. New RSPCA Facility		Full access	Not applicable	
	<b>242 - 244</b>	34. Cemeteries and Gungahlin Crematorium		Full access	Not applicable	
	<b>245 - 248</b>	35. Libraries ACT		Full access	Not applicable	
	<b>249 - 251</b>	36. Green Bins and FOGO		Full access	Not applicable	

	<b>252 - 256</b>	37. Landfill and Weighbridge Replacement		Full access	Not applicable	
	<b>257 - 258</b>	38. Canberra Sand and Gravel (CSG)		Full access	Not applicable	
	<b>259 - 261</b>	39. Bulky Waste		Full access	Not applicable	
	<b>262 - 263</b>	40. COAG Export Bans		Full access	Not applicable	
	<b>264 - 266</b>	41. Single Use Plastic		Full access	Not applicable	
	<b>267 - 269</b>	42. Fyshwick Waste Facilities		Full access	Not applicable	
	<b>270</b>	43. Auditor-General's report into CCTV cameras		Full access	Not applicable	
	<b>271 - 272</b>	44. Flexible Bus Service		Full access	Not applicable	
	<b>273 - 275</b>	45. Future Light Rail Network		Full access	Not applicable	
	<b>276 - 278</b>	46. Zero Emissions Buses (incl bus fleet)		Full access	Not applicable	
	<b>279 - 281</b>	47. Woden Bus Depot		Partial access	Schedule 2.2(a)(xvi)	
	<b>282</b>	48. New Ticketing System		Full access	Not applicable	
	<b>283 - 287</b>	49. Patronage for Buses and Light Rail		Full access	Not applicable	

	<b>288 - 289</b>	50. Transport Recovery Plan		Full access	Not applicable
	<b>290</b>	51. Weekend Buses_Transport Action Plan		Full access	Not applicable
	<b>291 - 292</b>	52. Public Transport - New Suburbs		Full access	Not applicable
	<b>293 - 314</b>	53. Advertising on Public Transport		Full access	Not applicable
	<b>315 - 316</b>	54. Takata Airbags Vehicle Registration Cancellations_Suspensions - Access Canberra		Full access	Not applicable
	<b>317 - 320</b>	55. E-Scooter Scheme		Full access	Not applicable
	<b>321 - 323</b>	56. Transport Strategy Implementation		Full access	Not applicable
	<b>324 - 326</b>	57. Graduated Licence Scheme and Driving Instructors		Full access	Not applicable
	<b>327 - 328</b>	58. Automated Vehicles		Full access	Not applicable
	<b>329 - 330</b>	59. Regulation of Zero Emissions Vehicles		Full access	Not applicable
	<b>331 - 332</b>	60. Mobile Device Detection Camera (E105 - budget item)		Full access	Not applicable

	333 - 338	61. Dangerous Driving Penalties		Full access	Not applicable
	339 - 340	62. Road Safety Cameras		Full access	Not applicable
	341 - 342	63. Autonomous Emergency Braking		Full access	Not applicable
15	343 - 346	2021-22 Budget Briefing Pack (Minister Berry)	October 2021	Full access	Not applicable
16	347 - 348	01. Sport and Rec - COVID-19 Response	October 2021	Full access	Not applicable
17	349 - 350	02. Major Sport and Recreation Infrastructure	October 2021	Full access	Not applicable
18	351	03. Sportsground Fact Sheet	October 2021	Full access	Not applicable
Total number of documents: 18					

## ISSUE: STAFFING PROFILE

### Key Information

- Data included in this brief is as at 30 June 2021 for FY 2020-21
- 2,342 TCCS employees = equates to 2,100 full time equivalent (FTE), up 10.5% (199 FTE) from 30 June 2020 (1,901)
  - 666 - City Services
  - 1,283 - Transport Canberra and Business Services
  - 132 - Chief Operating Officer Group
  - 19 - Office of the Director General (includes Communications branch)

### Employment categories

Employment Category	Total	% of combined workforce
Casual	196	8.4%
Permanent Full-time	1504	64.2%
Permanent Part-time	377	16.1%
Temporary Full-time	248	10.6%
Temporary Part-time	17	0.7%
<b>TOTAL</b>	<b>2342</b>	<b>100%</b>

### Contractors vs ACTPS employees

Employment Category	Total	% of combined workforce
<b>ACTPS</b>		
Casual	196	5%
Ongoing/permanent	1881	85%
Non-ongoing/temporary	265	10%
<b>ACTPS Total</b>	<b>2,342</b>	<b>-</b>
<b>Non-ACTPS</b>		
Labour Hire	95	100%
<b>COMBINED TOTAL</b>	<b>2,437</b>	

### Executive profile

Division	Female	Male	Total	% of Female
Office of the Director-General	1	1	2	50%
Chief Operating Officer Group	4	4	8	50%
City Services	1	7	8	12.5%
Transport Canberra and Business Services	4	5	9	44.4%
<b>TOTAL</b>	<b>9</b>	<b>18</b>	<b>27</b>	

## Separation rates

- 7.5% [2] Executive separation rate
- 5.5% whole of TCCS separation rate, compared to 6.4% for the ACTPS

## Average years of service

- 8.8 years (overall)
- 7.4 years (female)
- 9.2 years (male)

## Diversity Profile

### Diversity profile (headcount)

	ATSI		Disability		NESB		Trainees and apprentices		Female TCCS	
FY20/21	66	2.8%	92	3.9%	529	22.6%	18	0.8%	596	25.4%
FY19/20	61	2.9%	83	3.9%	414	19.4%	20	0.9%	529	24.8%
FY18/19	54	2.6%	72	3.5%	370	18%	20	1.0%	519	25.3%
FY17/18	44	2.3%	64	3.4%	330	17.3%	20	1.0%	465	24.4%

- The directorate continues to implement diversity and employment strategies to increase the employment of Aboriginal and Torres Strait Islander peoples, people with a disability and explore opportunities to close the gender gap in areas where roles do not ordinarily attract women. The strategies focus on four key areas:
  - Leadership and planning
  - Attracting and recruiting a diverse workforce
  - Developing and retaining a diverse workforce
  - Improving workforce diversity

### Gender diversity – as at 30 June 2020

#### Employment category (headcount) by gender

Employment Category	Female	Male	Total	% of Female Employees
Casual	53	146	196	27.0%
Permanent Full-time	351	1152	1503	23.4%
Permanent Part-time	115	262	377	30.5%
Temporary Full-time	68	180	248	27.4%
Temporary Part-time	9	8	17	52.9%
<b>TOTAL</b>	<b>596</b>	<b>1745</b>	<b>2341</b>	<b>25.4%</b>

Note: One employee identifying as Gender 'X' excluded from Standard Workforce Metrics – Gender

Employment classification (headcount) by gender.

Employment Category	Female	Male	Total	% of Female Employees
Administrative Officers	223	114	337	66.2%
Bus Operator	96	801	897	10.7%
Capital Linen Service Officers	19	27	46	41.3%
Executive Officers	9	18	27	33.3%
General Service Officers and Equivalent	69	465	534	12.9%
Information Technology Officers	1	0	1	100%
Legal Officers	1	0	1	100%
Professional Officers	21	39	60	44.3%
Rangers	0	4	4	0.0%
Senior Officers	131	165	296	11.1%
Technical Officers	18	47	65	10.9%
Trainees and Apprentices	2	16	18	11.1%
Transport Officers	6	49	55	10.9%
<b>TOTAL</b>	<b>596</b>	<b>1745</b>	<b>2341</b>	<b>25.5%</b>

Note: One employee identifying as Gender 'X' excluded from Standard Workforce Metrics – Gender

- 25.5% of the TCCS workforce is female, compared to 64.8% of the ACTPS workforce in FY2019/20.
- Bus Operators remain male dominated with 801 males and 96 females.
- Administrative officer positions represent the highest percentage of female (65%) with Bus Operators (10%) and General Service Officers (10%) the lowest.

### Age diversity

Age Group	Female	Male	Total
Under 25	29	58	87
25-34	133	244	377
35-44	150	419	569
45-54	156	488	644
55 and over	128	536	664
<b>TCCS (inc Bus Operator)</b>	<b>596</b>	<b>1745</b>	<b>2341</b>
%	25.4%	74.5%	-
<b>Bus Operator</b>	<b>96</b>	<b>801</b>	<b>897</b>
%	10.7%	89.3%	-
<b>TCCS (ex Bus operator)</b>	<b>500</b>	<b>944</b>	<b>1444</b>
%	34.6%	65.4%	-

Note: One employee identifying as Gender 'X' is excluded from Standard Workforce Metrics – Gender

- TCCS employed 226 (9.6%) of staff are under the age of 30, of this:
  - 168 [74.3%] are full time and 58 [25.7%] are part time.
  - 31 [13.7%] are casuals, 126 [55.8%] are permanent and 69 [30.5%] are temporary.

Cleared as complete and accurate: 14/10/2021

Cleared by: Chief Operating Officer

Ext: 58316

Contact Officer name: Petra Crowe

Ext: 53817

- The directorate has various programs that support employees under 30 including work experience, ASBAs, internships, apprenticeships, cadetships and traineeships.
- The directorate engaged 8 graduates through the ACT Graduate Program at the start of 2021. Of the 8, 7 are under the age of 30 which constitutes 0.3% of the TCCS workforce.

## Jobs for Canberrans

- 136 total JfC recruits engaged by TCCS.
- 114 JfC recruits engaged by TCCS during the 2020-21 financial year
- 75 JfC recruits were still engaged as at 30 September 2021.

Division	Branch	Total
Chief Operating Officer	People and Capability	2
<b>Sub Total</b>		<b>2</b>
City Operations	City Presentation	45
	Development Coordination	1
	Roads ACT	6
<b>Sub Total</b>		<b>52</b>
Territory and Business Services	Domestic Animal Services	2
	Infrastructure Planning	3
	Libraries ACT	13
	Yarralumla Nursery/ Birrigai	3
<b>SubTotal</b>		<b>21</b>
<b>TOTAL</b>		<b>75</b>

## ISSUE: Bullying and harassment

### Talking points:

- 29 formal reports of bullying and harassment were received by TCCS in 2020 – 2021, representing an increase of 8 in comparison to 2019 - 2020.
- The increase reflects an improved reporting culture due to whole of directorate messaging and training raising greater awareness and promoting zero tolerance to bullying and harassment.
- Preliminary assessments were undertaken on all complaints received in accordance with Section H of the relevant agreement.
- Of the 29 complaints received, misconduct was found in 17 instances.
- Sanctions and a written admonishment were imposed in all cases where a finding of misconduct was made following a formal investigation being undertaken. The sanctions varied dependent upon the severity of the matter and included one or more of the following:
  - Demotion
  - Termination
  - Resignation
  - Training
  - Counselling
- Those not proceeding to investigation were resolved using a number of strategies including mediation, facilitated conversations and counselling of staff for low level behaviours. Business units also undertook workshops to discuss the expectations to all staff in relation to behaviours.
- To ensure consistency of sanctions, TCCS have one referral delegate for investigations, a different misconduct delegate to make a finding in relation of misconduct, and have a panel of SES Band 2's to discuss and agree on sanctions where misconduct has been found.
- The employee engagement survey identified the theme of bullying and harassment as a key topic for the Directorate to focus on as part of their action planning arising from the survey. This issue was found across a number of business units in the Directorate and will be a focus of the Executive Board.

### Key Information

- The table below outlines the number of Bullying and Harassment complaints, investigations and their outcome over the past three years.

Year	Number of complaints	Investigated	Outcome / misconduct found
2020-21	29	2	17

Cleared as complete and accurate:

Cleared by:

Contact Officer name:

Petra Crowe

Kim Ivens

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2019-20	21	8 (includes 3 admission statements)	19
2018-19	19	4	1

Note: The first column is the number of complaints received however the number of outcomes will be affected by ones that rolled over from the previous year or were still ongoing at the change of financial year. The investigated will not match the outcome as if there is an admission we do not have an investigation.

- TCCS has a formal reporting system in place and managed the risk of bullying and harassment in accordance with the *Work Health and Safety Act 2011* and the ACT Public Service Respect, Equity and Diversity (RED) Framework.
- TCCS continues to actively promote its values and the principles of the Respect, Equity and Diversity (RED) Framework.
- Recently refreshed, the RED training is delivered in a way that promotes a positive and respectful workplace culture and covers the principles of the RED Framework, procedures for responding to RED concerns, and the role of RED Contact Officers.
- RED Training is classified as CORE training, meaning that it is compulsory for all employees to attend. In addition, the principles and procedures outlined in the RED Framework are discussed at staff induction and available on the TCCS Intranet.
- TCCS supports a network of trained RED Contact Officers to assist employees with RED-related concerns including the provision of information about responding to bullying or harassment issues.

Cleared as complete and accurate:

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Contact Officer name:

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## ISSUE: Insecure taskforce

### Key Information

- A joint union and Government taskforce has been established to address the use of casual and temporary employment, labour-hire and outsourced services.
- TCCS is committed to promoting permanent employment and job security and actively reviews work practices to minimise the use of insecure labour.
- TCCS has a range of Services Agreements in place to deliver services to the community and outcomes which support the Directorate to make Canberra attractive, safe and easy to move around, such as planting of trees, mowing supervising school crossings, Capital Linen and Yarralumla Nursery which involve a labour component.
- A comprehensive review of 184 roles where temporary and casual employees have been engaged for a period greater than 12 months was undertaken resulting in the following conversions to permanent ACTPS status on 29 January 2021.

ACT NoWaste	2
City Presentation	23
Libraries ACT	19
Transport Canberra	2
<b>Total</b>	<b>46</b>

- Attachment A details the reasons for not converting the other 138 roles at this time, however, these continue to be periodically examined.
- Reasons for not converting all roles and or individuals includes:
  - individual subsequently secured a permanent position elsewhere
  - position converted to permanent and recruitment undertaken during conversion process
  - offers to convert declined as a preference to retain temporary or casual status preferred by the individual
  - some casual positions are required for surge capacity and operational purposes
  - performance management concerns
- Union consultation routinely occurs where a temporary non-ongoing position is sought for greater than 12 months.
- **The use of labour hire employees has not yet been addressed by the taskforce, however, the tenure arrangements are reviewed on a periodic basis with the Directorate limiting the use of labour hire services to:**
  - Seasonal work (includes mowing program)

Cleared as complete and accurate:

Cleared by: Chief Operating Officer Ext: 58316

Information Officer name:

Contact Officer name: Kim Ivens Ext: 52070

- no officer within the Directorate that can undertake the role
  - the need for a short term specialist backfill or discreet piece of work
  - where recruitment has failed to identify a successful candidate for a role
- Capital Linen Service have undertaken a comprehensive review and are currently creating 21 positions to minimise the use of labour-hire arrangements and long term acting arrangements into the future (2021-22).
  - TCCS have in the last week (week ending 8 October 2021) reviewed the employment of casuals and temporary staff and are in the process of seeking HOS approval to convert a further:
    - 15 casual positions
    - 5 temporary positions

Cleared as complete and accurate:

Cleared by:

Information Officer name:

Contact Officer name:

Chief Operating Officer

Kim Ivens

Ext: 58316

Ext: 52070

## ATTACHMENT A

Area	Employment type	Number of staff	Reason for not converting
ACT NOWASTE	FT	1	The project is coming to an end and ACT NoWaste will rely on centralised functions moving forward for this type of role.
ACT NOWASTE	FT	1	Although the incumbent has departed, ACT NoWaste will run a selection process to backfill for two years with possibility of extension. The project is funded 50/50 by ACT NoWaste and Capital Works for the rehabilitation of the West Belconnen Resource Management Centre. The workforce planning exercise was keeping this role as temporary since the project has a fixed end date.
CHIEF OPERATING OFFICER	FT	1	extended due to COVID should not be considered
INFRASTRUCTURE DELIVERY	FT	1	position already converted and advertised
INFRASTRUCTURE DELIVERY	PT	4	already converted to permanent after process commenced
TRANSPORT OPERATIONS	PT	8	This position was created as part of launching the Network19 bus network. The positions were temporarily funded until 30 June 2020. TC continued these positions as a cost pressure while it decided what the future customer service requirements were. It has been decided not to continue these positions post 31 Oct 2020. - position vacant, position will be abolished
BUS OPERATIONS	FT	6	Apprentice position - ACTION not identified as Apprentice
CAPITAL LINEN SERVICE	PT	1	contract extended due to COVID - not ongoing role
Libraries ACT	FT	1	no longer employee
CITY PRESENTATION	FT	6	already appointed to permanent role after process commence
CITY PRESENTATION	FT	2	This is currently a temporary position with no recurrent budget allocated.
CITY PRESENTATION	FT	4	already converted to permanent after process commenced
CITY PRESENTATION	FT	1	NOT SUPPORTED. This position is nominally occupied. The position was advertised defining a specified length of employment with a specific duty statement. There is a business need for only one lakes officer (which is this owned position) so conversion is not supported
CITY PRESENTATION	FT	2	no longer employee
CITY PRESENTATION	FT	5	performance issues would not support conversion
CITY PRESENTATION	FT	1	role not vacant
BIRRIGAI	Casual	1	the pattern of work is too variable to convert this position into a permanent position
BUS OPERATIONS	Casual	70	In accordance with the EA, TC considers all requests from casual bus drivers to transition to permanent employment, and converts where appropriate.
Libraries ACT	Casual	1	working less than 50% of full time - considered true casual
Libraries ACT	Casual	1	not worked any shifts for months due to other university and job commitments
Libraries ACT	Casual	7	working less than 25% of fulltime - considered true casual
Libraries ACT	Casual	1	Is not currently working - extended leave
Libraries ACT	Casual	7	no longer employee
Libraries ACT	Casual	1	Won a FT permanent position with Lib ACT recently and declined due to wanting to retain flexibility with working hours and leave
Libraries ACT	Casual	4	working less than 40% of full time - considered true casual

Cleared as complete and accurate:

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**ISSUE:** Employee Engagement Survey (reference in HR section)

## Talking points:

- 2020 Employee Engagement Survey conducted in September 2020; response rate of 77%.
- Since the previous survey in 2017, TCCS has shifted positively from a culture of reaction (34%) to a consolidation (47%).
- 68% of TCCS employees identified TCCS as 'a truly great place to work'.
- TCCS employees have a strong personal commitment to helping the people of Canberra receive excellent service, with a high result of 94%.

## Key Information

- TCCS undertook a comprehensive employee engagement survey in 2017.
- Check-in (pulse) survey in 2018.
- Second comprehensive survey in Sept 2020, delayed from early 2020 due to COVID.
- Provided in both digital and paper format to meet the diverse needs of the TCCS workforce.
- Best Practice Analytics were chosen as the provider to deliver the 2020 survey, based on their extensive experience in this field and across the ACTPS.
- The total cost of the contract with Best Practice Analytics for the survey is \$119,102 inclusive of GST, which includes the survey work conducted in 2020 and a further follow up pulse survey in 2022.

## Next steps

- Action plans underway and/or finalised; 12 branches are complete with a further 8 in progress.
- A follow up pulse survey is anticipated to be undertaken in the second half of 2022.

## ISSUE: Workplace Incidents and Safety

Table 1 – Workplace health and safety statistics in 2020-21

Lag indicators	
Incidents notified to WorkSafe ACT	27
Notices received from WorkSafe ACT <ul style="list-style-type: none"> <li>- In the 20-21 period WorkSafe ACT issued 1 Prohibition Notice and 1 Improvement Notice to City Presentation associated with mowing operations.</li> <li>- These Notices were issued on 17 December 2020 and 21 January 2021.</li> <li>- In the 20-21 period WorkSafe ACT issued 1 Provisional Improvement Notice to Capital Linen Service associated with Hazardous Chemicals, incorporating an updated site plan.</li> <li>- This Notice was issued on 23 March 2021.</li> </ul>	3
Provisional Improvement Notices (PIN's) issued by Health and Safety Representatives (HSR's) <ul style="list-style-type: none"> <li>- There have been no Provisional Improvement Notices issues by TCCS elected Health and Safety Representatives in last three years.</li> </ul>	Nil
Total reported workplace incidents or accidents	1052
Reported workplace incidents or accidents (with no injury or illness)	450
Accepted workers compensation claims	67
Total weeks lost from new claims	566
Average time off per work injury (weeks)	8.45
Average cost per accepted claim	\$22,002
Employees using the Employee Assistance Program (%)	1.7%

### Stats

- o Zero recorded instances of failure to comply with a safety duty under Part 2 Division 2.2, 2.3 or 2.4 of the *Work Health and Safety Act 2011*.
- o Three improvement, prohibition, enforceable undertaking or non-disturbance notices issued for the reporting period.
- o 1052 reported workplace accidents or incidents across TCCS,

Cleared as complete and accurate: 13/10/2021

Cleared by: Chief Operating Officer Ext: 58316

Contact Officer name: Anthony Wickens Ext: 55107

- § 27 required notification to WorkSafe ACT in accordance with the *Act*.
- 2 main mechanism of injury categories - muscular stress (21%) and slips trips & falls (10%)
- Psychological incidents account for 3% of accident incident reports.
- Workers compensation
  - § largest accepted claims in 2020-21 - muscular stress and slips (34%), trips & falls (25%)
  - § Psychological claims (4%) of accepted claims.
- Target to reduce incidence rate of claims resulting in one or more weeks off by at least 30 percent
  - Achieved target 3 out of past 5 years; 2020-21 has seen a sharp increase. Given prior year's results this may be a once only case.
  - Not achieved in 2020-21; rate achieved 13.68 against target of 16.09. This target has been achieved in every other year since 2014-15.

## Talking points:

- Ongoing commitment to the safety and wellbeing of staff within TCCS continues.
- Initiatives completed:
  - Supported the Directorate with COVID-19 transition planning to facilitate return to the office and strategies for living with COVID-19
  - Assisted operational and front-line work areas to implement targeted and fit for purpose hazard identification and workplace inspection programs
  - Developed and implemented a dedicated Safety and Wellbeing intranet presence in response to COVID-19
  - Facilitated virtual and face-to-face Safe Work Month activities across the directorate, with close to 20 activities focussing on physical and psychological worker safety
  - Refined WHS reporting across the Directorate to better inform the Executive Board and WHS Committees with clear, consistent, and concise WHS information
  - Flu vaccine program, redesigned for COVID environment
  - Continue to align our Safety Management System to the AS/NZS 45001 ISO
  - Developed operational transition plans in response to COVID-19 and new working arrangements, including 480NBA and operational locations
  - Delivered over 30 sessions with employees focused on the implementation of SafetyNet
  - Continue to review WHS resourcing across the Directorate, in conjunction with CMTEDD, to continue delivering best-practice preventative safety initiatives across a diverse range of workplaces hazards

- Maintained our focus on addressing the incidence of occupational violence, through preventative solutions and reactive or post incident support when required
- Sustained focus on mental health and wellbeing – delivered a number of mindfulness sessions plus access to mindfulness online for all staff, promoted Mental Health Guru App, 4 mental health and wellbeing info session during Safe Work Month.

## Key Information (Safety Initiatives)

- A range of Safe Work Month activities were scheduled, including a HSR forum providing our workers with an opportunity for upskilling, networking and information sharing
- The procurement processes in operational areas was strengthened, resulting in safer tools and equipment being purchased for use in tree management
- Advice and support was provided for a project to upgrade the water treatment facility at Birrgai outdoor school to deliver better quality drinking water for the site
- The Safety Management System was further enhanced for workers, by providing clear advice on roles and responsibilities in a WHS context, training requirements for WHS and guidance for working in extreme temperatures.
- COVID-19 information and support for the Directorate as it transitioned from working from home arrangements to hybrid working arrangements.
- Delivery of the 2021 Influenza Vaccination Program for TCCS, with 600 employees vaccinated , redesigned in response to the COVID-19 pandemic
- R U OK Day was acknowledged with lunchtime events at City Presentations depots to raise awareness of mental health issues and how to help those going through a mental health crisis
- Guest speakers was engaged during Safe Work Month providing insight and skills for supporting the mental health of colleagues
- In August 2019 Comcare undertook an audit of the WHSMS which achieved **84% compliance** against the National Self Insurer WHS Audit Tool and actioned all findings in response to non-conformances.
- Work carries on with implementation of the Safety Community of Practice to support roll out of the TCCS Occupational Violence Management Plan.
- TCCS developed and implemented a number of safety and wellbeing initiatives including promotion of National Safe Work Month in addition to wellbeing a part of everyday activities including managing fatigue, mental health awareness, nutrition, mindfulness and Mental Health Guru App and online training program.
- TCCS developed and implemented a dedicated Safety and Wellbeing intranet presence in response to COVID-19.

**ISSUE: Internal Audit**

## Talking points:

- The internal audit function within TCCS is overseen by a Chief Audit Executive and administered by a designated TCCS Audit Manager.
- The Internal Audit Committee reports to the Director-General on the governance, risk and internal control environment.
- Activities are conducted in accordance with the TCCS Internal Audit Charter and the TCCS Audit Committee Charter.
- The Internal Audit Committee consists of five members: an independent external chair, two independent members external to ACT Government, one member who is an ACT Government Executive level employee and one TCCS representative who is an Executive level employee.

## Key Information

- Stats
  - 6 internal audits were presented to the Internal Audit Committee in 2020-21.
  - 1 additional internal audit commenced within the reporting period.
  - 3 Auditor-General performance reports tabled in the Legislative Assembly included content relevant to the activities of TCCS:
    - § [Management of Closed-Circuit Television Systems \(CCTV\);](#)
    - § [Procurement exemptions and value for money; and](#)
    - § [ACT Government's vehicle emissions reduction activities.](#)
  - 2 additional Auditor-General performance reports relevant to TCCS commenced within the reporting period.
- Details of the 6 internal audits and 3 AG performance finalised in 2020-21 are provided in the below table.

Type	Title	Recommendations Status
Performance Audit (Internal)	<ul style="list-style-type: none"> <li>TCCS Payroll – Payment of salaries and allowances</li> </ul>	<ul style="list-style-type: none"> <li>10 recommendations identified – 10 remain open and are expected to be closed end of calendar year (or before).</li> </ul>
	<ul style="list-style-type: none"> <li>Benefits Realisation/PIR DAS Salesforce Pilot</li> </ul>	<ul style="list-style-type: none"> <li>5 recommendations identified</li> <li>All recommendations closed</li> </ul>
Performance and Compliance Audit (Internal)	<ul style="list-style-type: none"> <li>TCCS Licencing and Compliance (Regulatory Compliance Review)               <ul style="list-style-type: none"> <li>Domestic Animal Services</li> <li>Licencing and Compliance</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>3 part report</li> <li>16 recommendations identified – 11 remain open and are progressing within anticipated timeframes.</li> </ul>
Compliance Audit (Internal)	<ul style="list-style-type: none"> <li>TCCS Assurance map refresh</li> </ul>	<ul style="list-style-type: none"> <li>3 recommendations identified – 3 remain open and are progressing within anticipated timeframes.</li> <li>Expected to be closed end of calendar year (or before).</li> </ul>
	<ul style="list-style-type: none"> <li>Ashes management follow up</li> </ul>	<ul style="list-style-type: none"> <li>Nil recommendations were identified – 3 previous recommendations were independently verified as closed.</li> </ul>
	<ul style="list-style-type: none"> <li>TCCS Safety Management System (WHSMS)</li> </ul>	<ul style="list-style-type: none"> <li>4 recommendations identified – 4 remain open and are progressing within anticipated timeframes.</li> <li>Expected to be closed end of calendar year (or before).</li> </ul>
ACT Auditor-General Audit (External)	<ul style="list-style-type: none"> <li>Emissions reduction activities</li> </ul>	<ul style="list-style-type: none"> <li>Nil recommendations identified for TCCS</li> </ul>
	<ul style="list-style-type: none"> <li>Procurement exemptions</li> </ul>	<ul style="list-style-type: none"> <li>2 recommendations identified for all Territory entities – 2 remain open and are progressing within anticipated timeframes.</li> </ul>

		<ul style="list-style-type: none"> <li>Expected to be closed end of calendar year (or before).</li> </ul>
	<ul style="list-style-type: none"> <li>CCTV</li> </ul>	<ul style="list-style-type: none"> <li>5 recommendations identified for TCCS – 5 remain open and are progressing within anticipated timeframes.</li> <li>Expected to be closed end of calendar year (or before).</li> </ul>

- 1 internal audit and 2 external audits commenced in 2020-21:

Type	Title
Performance audit (Internal)	<ul style="list-style-type: none"> <li>Light Rail KPI and monthly payment mechanism</li> </ul>
ACT Auditor-General Audit (External)	<ul style="list-style-type: none"> <li>Electronic Document Records Management System (EDRMS)</li> </ul>
	<ul style="list-style-type: none"> <li>Fraud and Corruption Prevention</li> </ul>

### Comparison between reporting years:

Category	2019/20 program	2020/21 program	Comments
Internal audits undertaken	9	6	Strategic Internal Audit Plan only. Excludes ACT Audit Office audits. One additional review commenced within the reporting period.
Contracted provider	\$89,589.00	\$119,585.00	2020/21 costs based on audits completed in full within reporting period.
Audit services panel / other	\$95,728.00	\$18,942.00	2020/21 costs based on audits completed in full within reporting period.
Committee Membership expenditure	\$53,900.00	\$53,900.00	Nil variance
<b>Totals</b>	<b>\$239,217.00</b>	<b>\$ 192,427.00</b>	<b>GST Inclusive</b> Variance due to 2019/20 additional management initiated internal performance audits, with one requiring engagement of specialist consultant.

- The TCCS Audit Program provides robust scrutiny on business improvement, and is significantly informed by risk management and better practice.
- The Committee also monitored audits conducted by the ACT Auditor-General and reviewed published reports.

### **Audit Committee Membership**

- Carol Lilley (Chair) Independent Member (external)
- Ken Moore Independent Member (external)
- Maria Storti Independent Member (external)
- Moira Crowhurst ACT Government JACSD Executive
- Ian McGlenn Internal Member TCCS Executive

**Minister Steel**

**Transport Canberra and City Services  
Directorate**

**2021-2022 Budget  
Briefing Pack**

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## 2021-22 Budget - Initiative Summary

TCCS Initiative #	Initiative name	Capital					Capital Provision					Expense (excluding depreciation)					Revenue / Offsets					
		2021-22	2022-23	2023-24	2024-25	Total	2021-22	2022-23	2023-24	2024-25	Total	2021-22	2022-23	2023-24	2024-25	Total	2021-22	2022-23	2023-24	2024-25	Total	
CW98 part	Better community infrastructure – Better local shops	2,910	4,600	5,600	5,600	18,710																
CW98 part	Better community infrastructure – Better play spaces and dog parks	1,100	1,400	1,500	1,300	5,300																
CW97	Better community infrastructure - Improving local roads and community infrastructure	3,400	12,540			15,940								34	193	227	(3,400)	(12,540)				(15,940)
CW98 part	Better community infrastructure – Tuggeranong Foreshore improvements	800	1,400	2,600		4,800					-					-						
CW99	Better community infrastructure - Yerrabi Pond District Park	600				600																
CW26	Connected and sustainable Canberra - Active travel investments	2,600	5,500	4,500	4,770	17,370					-	297		4	38	339						
CW01	Connected and sustainable Canberra - Constructing the William Hovell Drive duplication	3,250	12,400	16,400	31,200	63,250	(15,000)	(20,000)	(20,000)		(55,000)											
CW30	Connected and sustainable Canberra - Improving the city's traffic network											150	50			200						
E27	Connected and sustainable Canberra - Modelling transport across Canberra											1,286	1,099	381	173	2,939						
CW11	Connected and sustainable Canberra - Monaro Highway upgrades	1,500	35,000	45,000	55,000	136,500		(28,000)	(50,000)	(15,250)	(93,250)						(750)	(17,500)	(22,500)	(40,700)	(81,450)	
CW95	Connected and sustainable Canberra - Parkes Way/Coranderrk St intersection											4,006				4,006						
CW41	Connected and sustainable Canberra - Upgrades for Pialligo	500	1,970	2,130	400	5,000												(1,130)	(1,130)	(240)	(2,500)	
CW12	Connected and sustainable Canberra - Upgrading roads in south-west Canberra							5,900	10,000	15,000	30,900					-	(500)	(3,250)	(5,000)	(7,500)	(16,250)	
CW05	Early design works for a new RSPCA facility											500	525			1,025						
E07	Flexible Bus Service - continuation											1,471				1,471						

TCCS Initiative #	Initiative name	Capital					Capital Provision					Expense					Revenue / Offsets				
		2021-22	2022-23	2023-24	2024-25	Total	2021-22	2022-23	2023-24	2024-25	Total	2021-22	2022-23	2023-24	2024-25	Total	2021-22	2022-23	2023-24	2024-25	Total
CW34b	Food organics and garden organics - household waste trial	159	3	3		165						1,201	1,051	517		2,769					
CW34a	Food organics and garden organics - waste recovery facility	700				700										-					
CW54	Growing the public transport network	1,800				1,800						707	1,278			1,985					
E08	Materials Recovery Facility gate fee increase											1,990	2,040			4,030					
CW02	Mawson stormwater and placemaking improvements - construction	1,110	2,020			3,130	(3,110)	(20)			(3,130)				21	21					
CW04	New and expanded schools – Roadworks to support East Gungahlin High School	1,000	4,000	650		5,650					-			38	75	113					
E33	Protecting Canberra's unique environment - Growing our urban forest	500	204			704		2,000			2,000	2,749	4,128	5,261	12	12,150					
CW65	Protecting Canberra's unique environment - Upgrading the stormwater network	2,200	2,130	2,250		6,580								20	40	60					
CW46	Southern Memorial Park	350	500	800		1,650															
CW50	Weighbridge System Replacement							750			750		412			412					
CW06	Planning and design for a zero emissions bus network (not published)						(7,000)	1,000	6,000		-										
CMTEDD E33d	COVID-19 Response - Continuing Government services											514				514					
<b>Total</b>		<b>24,479</b>	<b>83,667</b>	<b>81,433</b>	<b>98,270</b>	<b>287,849</b>	<b>(25,110)</b>	<b>(38,370)</b>	<b>(54,000)</b>	<b>(250)</b>	<b>(117,730)</b>	<b>14,871</b>	<b>10,583</b>	<b>6,255</b>	<b>552</b>	<b>32,261</b>	<b>(4,650)</b>	<b>(34,420)</b>	<b>(28,630)</b>	<b>(48,440)</b>	<b>(116,140)</b>

## Better community infrastructure - Better local shops (TCCS CW98 part)

	2021-22	2022-23	2023-24	2024-25	Totals
	\$'000	\$'000	\$'000	\$'000	\$'000
Capital	2,910	4,600	5,600	5,600	18,710
Capital Offset (BIF)	(2,910)	(4,600)	(5,600)	(5,600)	(18,710)
<b>Net Capital</b>	-	-	-	-	-

The Government will upgrade 11 local shopping centres across Canberra over the next four years to create more inviting and accessible public spaces. This investment will commence construction at Duffy, Campbell and Gwydir Square in Kaleen where detailed design work has already been undertaken.

Following community consultation, design work and construction will progress for upgrades to Brierly Street at Cooleman Court, the local shops in Narrabundah, Evatt, Macquarie and Monash and the group centres at Calwell, Lanyon and Kippax. New public toilets at Farrer and Florey will also be delivered, strengthening amenities around local shops.

This initiative contributes to the wellbeing domain of Access and connectivity.

### Component Breakdown

Financial Impacts Summary	2021-22	2022-23	2023-24	2024-25	Totals
	\$'000	\$'000	\$'000	\$'000	\$'000
11 shopping centre upgrades					17,600
2 new public toilets (Florey & Farrah Nature Play)					1,000
Additional bins and seats					110
<b>Total Capital</b>	<b>2,910</b>	<b>4,600</b>	<b>5,600</b>	<b>5,600</b>	<b>2,939</b>

### Key Points

#### *Strategic Context*

- Public toilets contribute to the quality of the city's public domain and TCCS is aiming to provide a safe and accessible network of public toilets, designed to meet the current and future needs of a world class city.

#### *Business case details*

- eleven public realm areas that support shopping centres have been identified to be improved through this program. The sites include Campbell, Narrabundah, Kaleen (South), Duffy, Evatt, Kippax, Macquarie, Monash, Calwell, Lanyon and Cooleman Court.
- Construction of new toilets at Florey shops and Farrer Nature Play.
- Additional bins and seats.

## Better community infrastructure - Better play spaces and dog parks (TCCS CW98 part)

	2021-22	2022-23	2023-24	2024-25	Totals
	\$'000	\$'000	\$'000	\$'000	\$'000
Capital	1,100	1,400	1,500	1,300	5,300
Capital Offset (BIF)	(1,100)	(1,400)	(1,500)	(1,300)	(5,300)
<b>Net Capital</b>	-	-	-	-	-

The Government will deliver new or upgraded play spaces for six Canberra suburbs, with improvements to be undertaken at play spaces in Kaleen, Ngunnawal, Chisholm, Gordon, Lyons and Aranda over the next four years. This will include upgrades to existing play facilities or the addition of new facilities like nature play, climbing structures and bike pump tracks.

The Government will also deliver more dedicated dog parks, with two new parks to be established in the Lanyon Valley and Franklin. This initiative includes funding to undertake refresh works at the existing dog parks in Casey and O'Connor.

This initiative contributes to the wellbeing domains of Access and connectivity and Health.

### Component Breakdown

Financial Impacts Summary	2021-22	2022-23	2023-24	2024-25	Totals
	\$'000	\$'000	\$'000	\$'000	\$'000
6 playground refurbishments					3,000
10 waster fountains at sport ovals					200
2 new dog parks					1,800
Refresh dog parks (Casey & O'Connor)					300
<b>Total Capital</b>	<b>1,100</b>	<b>1,400</b>	<b>1,500</b>	<b>1,300</b>	<b>5,300</b>

### Key Points

#### *Strategic Context*

- Of Canberra's 500+ play spaces which are managed by TCCS ~50% of them are currently greater than 20 years old, with a number of them showing signs of deterioration and reaching the end of their useful life.
- Community feedback about Canberra's play spaces through avenues such as surveys and the Better Suburbs forum is consistently clear. The community wants 'fewer and better quality playgrounds' and they desire more playgrounds that encourage all types of play, including risky or nature play. This project will deliver more diverse and modern play experience/s to the ACT community.
- Dog owners and their dogs represent a significant proportion of Canberrans using public spaces. In addition to regular exercise, it is also important that dogs in public spaces are managed to reduce user conflict and provide quality recreational opportunities for all sectors of the community.

**Sensitive: Cabinet**

- Currently, there are limited fenced dog parks available across the ACT and there is a strong community desire for more.

*Business case details*

- Playground upgrades in 6 suburbs (Kaleen, Ngunnawal, Chisholm, Gordon, Lyons and Aranda)
- installation of water fountains at 10 sports grounds, parks and local shops
- design and construction of two new dog parks - one located on a government-owned site in Lanyon and the other in the suburb of Franklin.
- Refresh works at existing dog parks in Casey and O'Connor.

## Better community infrastructure - Improving local roads and community infrastructure (TCCS CW97)

	2021-22	2022-23	2023-24	2024-25	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Capital (Commonwealth)</b>	3,400	12,540	-	-	15,940
Expenses	-	-	34	193	227
Depreciation	-	-	622	622	1,244
<b>Net cost of services<sup>1</sup></b>	-	-	656	815	1,471

1. This represents funding for 3 Directorates.

The Government will continue delivering economic stimulus projects under Phase 3 of the Commonwealth Government's *Local Roads and Community Infrastructure Program*. These projects include community infrastructure improvements and road safety works to improve local infrastructure while supporting Canberra jobs.

This initiative contributes to the wellbeing domain of Access and connectivity, Economy, Social connection and Safety.

### Component Breakdown (proposed)

Financial Impacts Summary	2021-22	2022-23	2023-24	2024-25	Totals
	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Transport Canberra and City Services (Minister Steel)</b>					<b>4,481</b>
Community Path Maintenance					681
Better Public Facilities-Solar lighting for concrete bus shelters					150
Line Marking/Signage and Zebra Crossing revitalisation/Lawson steps (path)					1,250
Active Travel - Barry Drive (Opposite to Bus Layover) - missing link					300
Pump House Upgrades					300
Playground minor works / safety improvements					500
Replace two of the three existing pedestrian bridges in Umbagog park					500
Tuggeranong skate park refurbishment works					300
Streetlight infill					500
<b>Sport and Recreation (Minister Berry)</b>					<b>2,700</b>
Boomanulla perimeter Fence Upgrade					410
Water Meter Pits- locations TBC					450
Irrigation Booster Pumps-locations TBC					750
Repairs to Fence a Kaleen Enclosed oval					500
Carpark upgrades					590
<b>ACT Property Group (Chief Minister)</b>					<b>8,759</b>
National Convention Centre					5,000
Mt Rogers Community Centre					2,392

TCCS 2021-22 Budget Briefing Package

Financial Impacts Summary	2021-22	2022-23	2023-24	2024-25	Totals
	\$'000	\$'000	\$'000	\$'000	\$'000
Tuggeranong Community Centre					1,367
<b>Total Capital</b>	-	-	-	-	15,940 <sup>1</sup>

<sup>1</sup>The profiling for the above projects will depend on the Commonwealth grant application progress, planned for December 2021.

### Key Points

- This package of works is part of Phase 3 of the Commonwealth Government Local Road and Community Infrastructure Program (LRCI Program);
- LRCI Program will support local councils, including the ACT Government, to deliver priority local road and community infrastructure projects across Australia, supporting jobs and the resilience of local economies to help communities bounce back from the COVID-19 pandemic;
- Project listed above are yet to be approved by the Commonwealth Government.

## Better community infrastructure - Tuggeranong Foreshore improvements (TCCS CW98 part)

	2021-22	2022-23	2023-24	2024-25	Totals
	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Capital Impacts</b>					
Capital	800	1,400	2,600	-	4,800
Capital Offset (BIF)	(800)	(1,400)	(2,600)	-	(4,800)
<b>Net Capital</b>	-	-	-	-	-

The Government will undertake major improvements to the Tuggeranong Foreshore precinct from Reed Street South to Tuggeranong Town Park. This will include delivering a new playground, new street furniture and improved canopy cover and other upgrades in consultation with the Tuggeranong community.

This work will build on upgrades the Government has already delivered over the past two years along Anketell Street, the Tuggeranong Town Square and the Laneway precinct through the Laneway to Lake Tuggeranong project.

This initiative contributes to the wellbeing domains of Access and connectivity, Health and the Economy.

### Key Points

#### *Strategic Context*

- Whilst the projects proposed in this business case vary broadly, they all seek to delivery new or upgraded infrastructure for the local community and will provide many positive social and economic benefits for the ACT.

#### *Business case details*

- Tuggeranong Foreshore Improvements include major improvements to the foreshore precinct from Reed Street South to Tuggeranong Town Park. Upgrades will include a new playground, recreation facilities, better green spaces and accessibility improvements.
- The proposed improvements from Reed Street South to Tuggeranong Town Park are a continuation of recent upgrades and the wider plan to revitalise the Tuggeranong Town Centre.

## Better community infrastructure - Yerrabi Pond District Park (TCCS CW99)

	2021-22	2022-23	2023-24	2024-25	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Capital	600	-	-	-	600
Capital offset- BIF	(600)	-	-	-	(600)
<b>Net Capital</b>	-	-	-	-	-

The Government will undertake feasibility and design for improvements to the public realm surrounding Yerrabi Pond in Gungahlin. This will include feasibility and design scoping for improved car parking, delivery of improved public toilet facilities, lighting and picnic facilities for this popular Gungahlin recreation site.

This initiative builds on \$300,000 for Yerrabi Pond improvements previously funded in the 2019-20 Budget.

This initiative contributes to the wellbeing domains of Access and connectivity and Health.

### Key Points

- This proposal seeks funding to undertake feasibility and design associated with carparking, picnic and toilets facilities in urban open space near Yerrabi Pond.
  - \$300,000 is to undertake feasibility and design with the toilets, picnic facilities and lighting;
  - \$ 300,000 for feasibility and design up to the budget limit for additional parking facilities
- Additional streetlighting on the north-western side of Yerrabi Pond (Feasibility only to improve perceived safety for path users).
- The \$300,000 provided through the 2020-21 Budget for Yerrabi Pond will mostly focus on immediate improvements through activities such as maintenance or landscaping improvements.

## Connected and sustainable Canberra - Active travel investments (TCCS CW26)

	2021-22	2022-23	2023-24	2024-25	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Capital	2,600	5,500	4,500	4,770	17,370
Capital BIF	(2,000)	(1,500)	(1,500)	(1,500)	(6,500)
<b>Net Capital</b>	<b>600</b>	<b>4,000</b>	<b>3,000</b>	<b>3,270</b>	<b>10,870</b>
Expenses	297	-	4	38	339
<b>Net cost of services</b>	<b>297</b>	<b>-</b>	<b>4</b>	<b>38</b>	<b>339</b>

### Staffing Impact

Total Additional FTEs	2	-

The Government will deliver a city-wide package of active travel projects to increase opportunities for walking and cycling across Canberra. This will include the construction of an off-road cycle path along Sulwood Drive between Drakeford Drive and Athlon Drive and improving access to the Mount Taylor Nature Reserve with works on the Sulwood Drive/Mannheim Street intersection and car park entrance.

This initiative will also deliver initial design and feasibility study for the 'Garden City Cycle Route', a major new trunk path through the Eastern side of the Inner North.

Early design and planning will also be undertaken to improve cycle connectivity in Gungahlin.

In addition, the Government will improve the existing active travel network through increased investment in cycle and shared path maintenance, improvements to community footpaths and expansion of the Age Friendly Suburbs Program to Reid, Chifley, Scullin and O'Connor.

This initiative contributes to the wellbeing domains of Access and connectivity and Health.

### Component Breakdown

Financial Impacts Summary	2021-22	2022-23	2023-24	2024-25	Totals
	\$'000	\$'000	\$'000	\$'000	\$'000
<b>1. Garden City Cycle Route</b>					
Capital	200	1,000	-	-	1,200
<b>2. Sulwood Drive</b>					
Capital	400	3,000	3,000	3,270	9,670
Path	160	1,600	1,300	1,640	4,700
Intersection	240	1,400	1,700	1,630	4,970
<b>3. Active Travel and Safety Support for Schools</b>					
Capital	-	-	-	-	-
Expense – evaluation (unfunded)	-	-	-	-	-
Expense	297	-	-	-	297
<b>4. Age Friendly Suburbs (fully offset from BIF)</b>					
Capital	500	500	500	500	2,000
Expense	-	-	4	38	42

Financial Impacts Summary	2021-22	2022-23	2023-24	2024-25	Totals
	\$'000	\$'000	\$'000	\$'000	\$'000
<b>5. Cycle Path Maintenance (fully offset from BIF)</b>					
Capital	1,300	1,000	1,000	1,000	4,300
<b>6. Route Planning Study (Gungahlin town centre) (fully offset from BIF)</b>					
Capital	200				200
<b>Total Capital (excl BIF offset)</b>	<b>2,600</b>	<b>5,500</b>	<b>4,500</b>	<b>4,770</b>	<b>17,370</b>
<b>Capital BIF offset</b>	<b>(2,000)</b>	<b>(1,500)</b>	<b>(1,500)</b>	<b>(1,500)</b>	<b>(6,500)</b>
<b>Net Capital sought</b>	<b>600</b>	<b>4,000</b>	<b>3,000</b>	<b>3,270</b>	<b>10,870</b>
<b>Net cost of services</b>	<b>297</b>	<b>-</b>	<b>4</b>	<b>38</b>	<b>339</b>

## Key Points

### *Strategic Context*

- The ACT Government is working towards net zero emissions by 2045 while making Canberra a more connected, vibrant and sustainable city. Encouraging more Canberrans to use public transport and active travel is a key priority.
- The ACT Transport Strategy 2020 aims to increase the proportion of people walking, cycling, riding and accessing public transport; and to improve the safety and convenience of these travel choices across the ACT.
- Shifting just a small proportion of short-distance trips from private vehicles to walking and riding has significant economic and carbon reduction benefits.
- Canberrans surveyed as part of the 2017 Australian Cycling Participation Survey identified that 'more off-road paths' and 'better connections between bike paths and schools' as the most important actions government could take to encourage bike riding (Sample: 994 ACT residents aged 15+ who had ridden in the past month).

### *Business case details*

- This initiative includes the following projects that encourage greater mode shift to active travel:
  - **Garden City Cycle Route** - the feasibility study for the Garden City cycle route over two years will include the appropriate route through Braddon, including Mort Street or Torrens Street, and will align with the upgrade work undertaken by City Renewal Authority.
  - **Sulwood Drive shared path and intersection signalisation (Sulwood Drive / Mannheim Street)** – construction funding over four years will also cover improvements to the entrance and egress of the existing carpark at Mount Taylor Nature Reserve.
  - **Active Travel and Safety Support for Schools** - expense funding in 2021-22 to deliver the Active Travel and Safety Support for Schools program, including two full-time equivalent staff, for continuation of the Walk and Ride to School and It's Your Move Safe Cycle programs better administrative oversight by bringing the currently outsourced programs in-house.
  - **Age friendly Suburbs Program** (fully offset from BIF) – including Reid, Chifley, Sculling and O'Connor.
  - **Cycle path maintenance** (fully offset from BIF) – including \$1 million per year towards cycle path maintenance for the next four years, plus dedicating an additional \$0.3m in 2021-22 to constructing new community paths and missing links.

- **Route Planning Study (Gungahlin town centre)** (fully offset from BIF) – including feasibility of cycle connectivity improvements and commencement of priority designs for proposed active travel network connections as identified through the Gungahlin Town Centre Planning Refresh 2018.
- As demonstrated in the ACT Transport Strategy, active travel is an important component in providing flexible, reliable, and sustainable options for Canberrans to make their journeys. The implications of funding not being provided to support active travel will result in Canberra's future transport network not supporting a shift towards active modes of transport.
- The timeframe is critical for projects included in the business case due community expectations associated with election commitments.

## Connected and sustainable Canberra - Constructing the William Hovell Drive duplication (TCCS CW01)

	2021-22	2022-23	2023-24	2024-25	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Capital	3,250	12,000	24,000	24,000	63,250
Offset - Capital – Provision	(15,000)	(20,000)	(20,000)	-	(55,000)
<b>Net Capital</b>	<b>(11,750)</b>	<b>(7,600)</b>	<b>(3,600)</b>	<b>31,200</b>	<b>8,250</b>

The Government will duplicate William Hovell Drive from the intersection of Drake Brockman Drive to John Gorton Drive. This will support the growth of new communities in Ginninderry and the Molonglo Valley, as well as to reduce traffic congestion and motor vehicle incidents. The project will include construction of a dedicated 7 km off-road shared path for walking and cycling, which will link in with the existing shared path network and provide a new cycle network to the city.

This project is being facilitated by a Commonwealth grant through the National Partnership Agreement on Land Transport Infrastructure Projects, which will see the Commonwealth contribute \$26.5 million to the cost of the project.

This initiative contributes to the wellbeing domains of Access and connectivity, Time, Safety and Health.

### Key Points

- This project is seeking construction funding to duplicate the unduplicated section of road between Drake Brockman Drive and John Gorton Drive (approximately 4.5km in length).
- The duplicated road will support land release in the Molonglo Town Centre, Molonglo 3 East, and Ginninderry Estate.
- WHD connects directly onto Drake Brockman Drive (DBD) which is the main southern arterial road connection into Ginninderry. It is also a major arterial road from DBD in the northwest to Glenloch Interchange in the east. The road is the primary transport link from Holt, Higgins, Scullin, Hawker, Ginninderry, West Belconnen and Whitlam to the City.
- The congestion on this road directly contributes to the current crash history along this road, with 82 crashes reported over the past five years.
- The project includes active travel infrastructure including on-road cycle lanes and off-road shared paths for the full 4.5km length. These will integrate with the existing shared path infrastructure in Whitlam, Higgins and Hawker. The off-road shared path is also being extended from John Gorton Drive through to Bindubi Street.
- Construction should be tender ready by February 2022, with construction estimated to conclude by 2024-25 (estimated to take approximately 3 years).
- The project is also an election commitment (ECLAB058).

**Sensitive: Cabinet**

- Master planning, which is underway for the area to the east of JGD, which is known as Molonglo 3 East, indicates that the area will accommodate three new suburbs, a group centre, two local centres and three schools. Molonglo 3 East is anticipated to have a total population of 22,000 residents when fully developed.

## Connected and sustainable Canberra - Improving the city's traffic network (TCCS CW30)

	2021-22	2022-23	2023-24	2024-25	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Expenses	150	50	-	-	200
<b>Total Expenses</b>	<b>150</b>	<b>50</b>	<b>-</b>	<b>-</b>	<b>200</b>

### Staffing Impact

	2021-22	2022-23	2023-24	2024-25
<b>Total additional FTEs</b>	<b>0.75</b>	<b>0.25</b>	<b>-</b>	<b>-</b>

The Government will strengthen resourcing to undertake planning and coordination to enhance traffic flows and mitigate disruptions to Canberra's traffic network during the construction of light rail Stage 2 to Woden.

This initiative contributes to the wellbeing domain of Access and connectivity.

## Key Points

### *Strategic context*

- The ACT Government has committed to delivering several major infrastructure projects in the City and at Woden including Light Rail Stage 2A and Stage 2B, Raising London Circuit (RLC), and Woden CIT. In addition, the Federal Government has funded the NCA for the Commonwealth Bridge strengthening works. In combination, these projects will deliver long term positive benefits for the Canberra community.
- The ACT Transport Strategy 2020 confirms the ACT's continued dependence on cars as a primary mode of transport. This heavy dependence on car transport, is impacting on the performance of Canberra's roads, affecting all road users including commercial operators and bus passengers.
- Light Rail is a key enabler that will have a long-term impact on vehicular traffic in and around the city. As identified in the City and Gateway Urban Design Framework (ACT Government and NCA, Dec 2018), arterial roads such as Northbourne Avenue, Vernon Circle and London Circuit will transition into transit boulevards with a greater public transport, active travel and local traffic distribution function. This means that higher priority will be provided for public transport, pedestrians and cyclists.
- The shift in function for roads such as Northbourne Avenue and London Circuit from arterials to be more 'people-focused' includes prioritising public transport and active modes.
- The shift in prioritising public transport and active modes of travel is balanced by restricting commercial vehicles access and reducing capacity for vehicular traffic. The City and Gateway Urban Design Framework states that "to support these changes, road network improvements will need to be made that take into account the wider metropolitan scale. This includes improvements to strategic routes (such as the parkways), the district network of roads and changes to traffic distribution in certain areas (such as in and around the city centre)."

- As part of facilitating this mode shift for Northbourne Avenue and London Circuit it is important to continue to invest in existing arterial roads to enable vehicular traffic to be dispersed away from the City.
- During construction of Light Rail Stage 2A, peak traffic volumes will be most impacted near the city. It will be important to consider interventions that both directly and indirectly impact on journey times to the city.
- A Disruption Task Force has been established which will utilise Working Groups to identify the optimal mitigation approach, based on Government approved key principles.
- The approach will be to holistically and strategically manage the cumulative impacts from the forthcoming construction of major projects in and around the central Canberra, on Canberra's transport network with a particular focus on driving broader behavioural change toward public transport and active travel.
- Managing the anticipated disruption impacts on all road users as part of the disruption management plan will be critical to reducing the social and economic costs to the community and to managing the social licence and support for major projects in the city centre (and similar future projects).

*Business case details*

- Development of a Disruption Management Plan
  - Utilising FTE funding provided TCCS will develop a Transport Disruption Management Plan, which includes undertaking disruption management planning activities such as data collection, customer research, risk, options analysis and development of preferred options.
- Upon completion of the Disruption Management Plan TCCS is to come back to seek additional resources for implementation of the Disruption Plan recommendations.
- Additional 1 FTE across 2021-22 and 2022-23 is to undertake the planning and support of traffic disruption management.

## Connected and sustainable Canberra - Modelling transport across Canberra (E27)

	2021-22	2022-23	2023-24	2024-25	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Expenses	1,286	1,099	381	173	2,939
<b>Total Expenses</b>	<b>1,286</b>	<b>1,099</b>	<b>381</b>	<b>173</b>	<b>2,939</b>

### Staffing Impact

Total Additional FTEs	1	1	1	1

The Government will strengthen transport modelling capability to inform city-wide planning policy and investment decisions. This will include updating and recalibrating the Canberra Strategic Transport model based on 2021 Census data, and information from a new Household Travel Survey. It will also include developing traffic models for the Gungahlin Town Centre to support future strategic transport investments in the area.

This initiative will contribute to the wellbeing domains of Access and connectivity, Time and Safety.

### Component Breakdown

Financial Impacts Summary	2021-22	2022-23	2023-24	2024-25	Totals
	\$'000	\$'000	\$'000	\$'000	\$'000
Canberra Strategic Transport Model (CSTM)	320	530	210	-	1,060
Household Travel Survey (HTS)	400	400	-	-	800
Gungahlin mesoscopic/microscopic hybrid traffic model	400	-	-	-	400
Additional staffing for ongoing management (1 FTE)	166	169	171	173	679
<b>Total Expenses</b>	<b>1,286</b>	<b>1,099</b>	<b>381</b>	<b>173</b>	<b>2,939</b>

### Key Points

#### Strategic Context

- The Canberra Strategic Transport Model (CSTM) is the base transport model for the ACT. The CSTM is a strategic model that informs broader travel demand forecasting and economic outputs across the ACT.
  - The CSTM outputs are widely used across the industry to support the traffic impact assessment as part of development application and traffic investigation of potential land releases.
  - The CSTM forms the basis of forecast travel demand to inform public transport and active travel infrastructure investment as well as road capacity improvements.
- Updates to the CSTM need to occur in line with the Australia Bureau of Statistics (ABS) Census years, which is planned for 2021-22.

- The ACT Transport Modelling Review recommended a variety of improvements to ensure the CSTM aligns with industry standards and other jurisdictions in Australia.
- Among the priority improvements include validation of forecasts on the Light Rail Stage 1 (Gungahlin to City) route and improving public transport patronage forecast.
- The preferred option will include CSTM improvements relating to modelling and forecasting of retail, freight, parking, and emerging technologies.
- The last CSTM recalibration was conducted in 2017-18 based on the 2016 ABS Census and 2017 Household Travel Survey.
  - The 2017-18 CSTM recalibration amounted to \$220,789. The scope of work was limited to recalibration of the 2016 base model, a peer review, and development of future models for 2021, 2026, 2031 and 2041.
  - The 2021-22 CSTM recalibration will include development of future model scenarios up to 2051 to reflect long-term population projections associated with future land releases.
- The Household Travel Survey (HTS) collects supplementary information to the ABS Census. The HTS will provide a better understanding of ACT travel patterns to inform CSTM calibration, transport policy development and transport infrastructure investment decisions.
  - Undertaking a new Household Travel Survey will enable a clearer picture of travel patterns following the April 2019 launch of public transport services and permanent changes to travel patterns arising from COVID19.
  - The 2016-17 Household Travel Survey amounted to \$644,150 (equivalent to around \$700,000 in 2021). The scope of work was limited to 1,785 households and to demographic and travel pattern questions excluding behavioural travel preferences questions.
  - The ACT Transport Modelling Review recommended for the Household Travel Survey to capture sufficient sample size to allow the functional and technical improvements to the CSTM and for TCCS to develop a long-term data collection strategy that allows HTS at least every five years and regular surveys in between.
  - Repeating the previous 2017 sample size (1% of population) for the HTS bring significant risks to the understanding future transport investments such as public transport, school transport and active travel. The additional sample size required (additional 1%) since the 2017 survey and inclusion of travel behaviour questions will cost around \$150,000.
- Whilst the CSTM is a strategic transport model, more detailed mesoscopic / microscopic traffic models are required to provide detailed network operation level information, particularly in town centres and near the city.
  - As part of the 2020 election campaign, the ACT Labor party committed *"invest in a sophisticated traffic model to identify future transport improvements in the Gungahlin region."*
  - Consistent with the City and Inner North and Woden Valley reference model, this will support an evidence-based and more informed prioritisation of capital works better infrastructure planning and more proactive decision making in facilitating development intentions and future growth of Gungahlin.

- The ultimate goal is to have a mesoscopic/microscopic model for the whole of ACT to support consistent, cost-efficient and better-informed infrastructure investment decisions.
- Technical staff are required to manage and update the CSTM reference model, manage the delivery of HTS and manage the mesoscopic/microscopic traffic models.

*Business case details*

- This business case proposes a range of projects that will support the objectives of the ACT Planning Strategy 2018 and ACT Transport Strategy 2020 and deliver on Government election commitments. Key initiatives include:
  - CSTM improvements including model recalibration/update and some ongoing enhancements
  - HTS will enable a clearer picture of travel patterns following the April 2019 launch of public transport services and permanent changes to travel patterns arising from COVID19
  - mesoscopic/microscopic hybrid traffic model for Gungahlin Town Centre
  - one additional FTE to manage and update the CSTM reference model, manage the delivery of HTS and manage the mesoscopic/microscopic traffic models for City and Inner North, Woden Valley and Gungahlin.
- The timeframe for this initiative needs to align with the 2021 ABS Census.

## Connected and sustainable Canberra - Monaro Highway upgrades (TCCS CW11)

	2021-22	2022-23	2023-24	2024-25	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Capital	1,500	35,000	45,000	55,000	136,500
Offset – Capital – Provision	0	-28,000	-50,000	-30,500	-108,500
<b>Net Capital</b>	<b>1,500</b>	<b>7,000</b>	<b>-5,000</b>	<b>24,500</b>	<b>28,000</b>

The Government will undertake design and construction of an overpass and traffic interchange at Lanyon Drive as part of significant upgrades to the Monaro Highway to improve safety and travel times. In addition to delivering a grade-separated intersection for the Monaro Highway and Lanyon Drive (southbound) this project will extend David Warren Road; deliver a new southbound off-ramp connecting Sheppard Street with Lanyon Drive; remove the traffic signals at David Warren Road and augment the northbound carriageway of the Monaro Highway. The total capital cost of this initiative is \$160.1 million and includes \$23.6 million in capital funding in 2025-26.

This initiative is part of ongoing upgrades to the Monaro Highway, including the construction of a new overtaking lane between Williamsdale Road and Royalla Drive.

This project is being facilitated by a Commonwealth grant through the *National Partnership Agreement on Land Transport Infrastructure Projects*, which will see the Commonwealth contribute 50 per cent of the costs of the project.

This initiative contributes to the wellbeing domains of Access and connectivity, Time and Safety.

### Key points

- This business case seeks \$160.1m from 2021-22 to 2024-25 to progress the design and construction of the Lanyon Drive interchange component.
- The \$160.1m funding sought is already included in the ACT Budget either as a provision (ACT component) or as a Commonwealth Grant (Commonwealth contribution);
- The \$22m already appropriated from the ACT budget is largely focused on preliminary planning and early utility relocation works across the project area. Remaining funds will be attributed to Isabella Drive / Monaro Highway and Monaro Highway / Hume upgrades.
- The P50 cost estimates for the proposed works plus the existing funds (committed) leaves ~\$45.6m to be sought through a future Budget process. A bid for these works will come forward in a future budget round once robust cost estimates have been developed.
  - The P50 cost estimate (used in this business case) has increased relative to the earlier business case owing to changes during the finalisation of the preliminary design.

**Sensitive: Cabinet**

- A contingency difference of ~\$6.6 million explains the difference between the P50 and P90 estimates.
- TCCS is not seeking the P90 amount at this time in an endeavour to manage the overall size of the capital program and keep project costs as close as possible to those originally agreed to by Cabinet. If ERC wished to adopt a lower risk profile, funding at the P90 level would be applicable.
- A Cost Benefit Analysis has been undertaken for the Lanyon Drive intersection component of the project. This yielded a Benefit Cost Ratio of 1.59 and a Net Present Value of \$55m using a 7% discount rate and 30 year appraisal period. A Benefit Cost Ratio greater than 1 indicates a net economic gain for the implementation of the initiative.
- The Monaro Highway upgrade project also aims to improve safety for cyclists, which is a key consideration due to the posted speed limit.
- The proposed works are considered necessary road network improvements. Not undertaking these works would mean significant economic losses through increased crash risks and increased travel times for both private and public transport and freight movements.

The following table presents remaining funding in the overall Monaro Highway combined commitment to deliver the remaining two components including Isabela Drive and Hume intersections.

**Table 1: Monaro Highway funding reconciliation**

	Total before CW11 (\$'000)	CW11 Lanyon component amount sought (\$'000)	Balance after Lanyon component (\$'000)
2018-19 Initiative funding (Keeping our growing city moving – Monaro Highway Upgrade)	2,000		
2019-20 initiative funding (Making our roads safer while keeping Canberra moving – Monaro only)	20,000		
<b>Total ACT funding already appropriated</b>	<b>22,000</b>		
ACT Provision	93,250	80,050	13,200
<b>Total ACT funding</b>	<b>115,250</b>	<b>80,050</b>	<b>13,200</b>
Commonwealth funding approved	2,812		
Balance of Commonwealth funding (combination of actual funding and provision)	112,438	80,050	32,388
<b>Total Commonwealth funding</b>	<b>115,250</b>	<b>80,050</b>	<b>32,388</b>
<b>Total project overall</b>	<b>230,500</b>	<b>160,100</b>	<b>45,588</b>

**Sensitive: Cabinet**

TCCS understands that the remaining funding will be insufficient to achieve the project objective of 100km speed limit for Monaro Highway. The implementation of 100km requires a number of additional treatments such as off-road cycle paths, widening of bridges etc adding to the cost.

## Connected and sustainable Canberra - Parkes Way/Coranderrk St intersection (TCCS CW95)

	2021-22	2022-23	2023-24	2024-25	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Expenses	4,006	-	-	-	4,006
<b>Net cost of services</b>	<b>4,006</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,006</b>

The Government will add traffic lights to the roundabout at the intersection of Coranderrk Street and Parkes Way to help improve traffic flow during construction of light rail to Woden. The signalisation and associated infrastructure will help to increase traffic capacity and reduce travel times for inbound traffic to the City via the Glenloch Interchange and Parkes Way.

This initiative builds on recent Government actions in this area including the *Parkes Way Early Works* initiative, feasibility study jointly funded by the Commonwealth Government.

This initiative contributes to the wellbeing domain of Access and connectivity.

### Key Points

- Traffic modelling for Parkes Way has identified that traffic demand on Parkes Way is currently near or over capacity during the respective peak periods.
- Base level traffic growth predictions for Parkes Way (between Commonwealth Avenue and Acton Tunnel) are predicted to increase by 21% eastbound (AM Peak) and 31% westbound in the (PM Peak) by 2026.
- A reduction of Commonwealth Avenue into two lanes per direction, combined with Raising London Circuit (RLC) and Light Rail Stage 2A (LRS2A) construction and associated road closures, is predicted to result in additional congestion and possible gridlock along Commonwealth Avenue, Parkes Way and City Centre west. This issue is predicted from 2022 as construction of RLC and LRS2A commences.
- Signalisation of Coranderrk St / Parkes Way Intersection prior to June 2022 will ease congestion during the construction of RLC and LRS2A, whilst also having ongoing benefits. This includes ~30% reduction in travel time compared to the predicted state from June 2022.
- Detailed traffic modelling is currently testing a variety of sub treatments options associated with the signalisation of Parkes Way / Coranderrk St. A preferred treatment will then be presented to the National Capital Authority for in-principle support prior to seeking works approval.
- It is intended that the Parkes Way Early Works initiative, which is jointly funded with the Australian Government (ACT Funds confirmed through the 2020-21 ACT Budget) will deliver options assessment and design planning, including to detailed design.
- This initiative will deliver full suite of interventions including signalisation at Parkes Way / Coranderrk Street roundabout and additional storage lane capacity.
- The program for the design and delivery must run to a compressed program to complete main works by June 2022. The current program has detailed design works commencing in June 2021 and NCA Works Approval submission in October. Construction procurement will need to occur based on draft final designs and will run in parallel to the Works

**Sensitive: Cabinet**

Approval process. Construction contract award is scheduled for December 2021 to allow for main works commencement in January 2022.

- TCCS will investigate if funds committed by the Australian Government to the South-West Corridor project could be used as an offset for the construction works.

## Connected and sustainable Canberra - Upgrades for Pialligo (TCCS CW41)

	2021-22	2022-23	2023-24	2024-25	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Capital	500	1,970	2,130	400	5,000
Capital offset -BIF	-	-	(1,000)	-	(1,000)
<b>Net Capital</b>	<b>500</b>	<b>1,970</b>	<b>1,130</b>	<b>400</b>	<b>4,000</b>

The Government will deliver active travel, road and public space improvements along Beltana and Kallaroo Roads in Pialligo in response to the area's growing status as a lifestyle and recreational precinct. These works will include new footpaths for safer pedestrian access, landscaping, more defined parking spaces, traffic calming devices and a left-in/left-out intersection from Beltana Road onto Pialligo Avenue. This project is being facilitated by a Commonwealth grant through the *National Partnership Agreement on Land Transport Infrastructure Projects*, which will see the Commonwealth contribute 50 per cent of the cost.

This initiative contributes to the wellbeing domains of Safety and Access and connectivity.

### Key Points

#### *Strategic Context*

- Within the last few years activity along Beltana and Kallaroo Roads has significantly increased. The area is now a key destination within the ACT that supports a wider range of visitors. From a movement and place perspective, the shifting need is to increase support for placemaking.
- Increasing popularity of the area has led Pialligo residents and businesses to raise concerns over road safety and accessibility in the area.
- The 2013 Pialligo Masterplan identified opportunities to improve pedestrian and cycle connections as well as upgrade Beltana Road to provide a safe and attractive streetscape. This included maximising opportunities for people to walk and cycle, reducing the conflict between pedestrians and vehicles and incorporating signage and other elements that define entries to businesses and help people find their way around.

#### *Business case details*

- This project includes \$5 million in funding to construct proposed improvements to the traffic, active travel and public amenity infrastructure along Beltana and Kallaroo Roads in Pialligo. This is offset by funding of \$2.5m committed by the Australian Government in the 21/22 budget.
- The proposed upgrades deliver on commitments contained within the Masterplan.
- Key features of the project include:
  - A path from the intersection of Pialligo Avenue and Beltana Road, running along Beltana Road to Kallaroo Road and on Kallaroo Road for 200 metres. It is proposed that sections of the path will be coloured, textured concrete.
  - Road pavement treatment and landscaping at the entrance to Beltana Road from Pialligo Avenue, acting as a marker for road users to make them aware they are entering a lower speed environment.

**Sensitive: Cabinet**

- Provision of formalised parking spaces, particularly in close proximity to the commercial areas.
- Traffic calming devices to slow vehicles.
- Establishment of a left-out intersection arrangement from Beltana and Kallaroo Roads, onto Pialligo Avenue.

## Connected and sustainable Canberra - Upgrading roads in south-west Canberra (TCCS CW12)

	2021-22	2022-23	2023-24	2024-25	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Capital - Provision	-	5,900	10,000	15,000	30,900
Offset - Capital – Provision	(4,000)	(10,000)	(10,000)	-	(24,000)
<b>Net Capital</b>	<b>(4,000)</b>	<b>(4,100)</b>	<b>-</b>	<b>15,000</b>	<b>6,900</b>
Expenses	800	800	-	-	1,600
<b>Net cost of services</b>	<b>800</b>	<b>800</b>	<b>-</b>	<b>-</b>	<b>1,600</b>

The Government will develop a corridor plan that identifies and prioritises future infrastructure upgrades in Canberra's south-west, to support the growth of the city, improve road safety and strengthen opportunities for alternative forms of transport. Following the outcome of the corridor plan, specific upgrades will proceed for design and construction. A provision has been established for this purpose, co-funded by the Commonwealth Government for a total project value of \$100 million.

This initiative builds on recent Government initiatives in this area including the duplication of Cotter Road from Tuggeranong Parkway to Yarralumla Creek, the Molonglo East-West arterial road – Early planning initiative and the Parkes Way Early Works initiative and John Gorton Drive and Molonglo River Bridge Crossing project which are jointly funded by the Commonwealth Government.

The initiative contributes to the wellbeing domain of Access and connectivity, Time and Safety domains.

### Key Points

#### *Strategic Context*

- The ACT Transport Strategy 2020 identifies the south-west corridor (Tuggeranong Parkway and Drakeford Drive) to be a key orbital link. The south-west corridor is a key north-south arterial transport corridor connecting northern and southern suburbs of Canberra. Orbital links are key in supporting the ACT's central links by providing reliable alternatives for efficient movement.
- A key part of the south-west corridor includes the Glenloch Interchange where Caswell Drive, William Hovell Drive, Parkes Way and the Tuggeranong Parkway meet. The Glenloch interchange is one of the most significant strategic transport interchanges in the ACT transport network, facilitating both north-south and east-west movements.
- The south-west corridor is a key part of the ACT's Orbital Freight Network. It also provides public transport connectivity as a peak bus route between the City and Tuggeranong south of Cotter Road (Routes 180 and 181).
- Similar to how Gungahlin Drive supports the changing role of Northbourne Avenue, the south-west corridor will support the changing nature of ACT's southern central corridor, particularly between City to Woden with Light Rail Stage 2.
- Continued planned population growth in the ACT and further development in the Molonglo Valley is resulting in congestion and increased travel time delays on Canberra's south-west corridor. The three overall stages of Molonglo Valley

development (Molonglo 1, 2 and 3) are planned to accommodate approximately 55,000 people in total.

- There are known road safety hotspots within this corridor, which result in crashes and associated economic and societal costs.
- This proposal contributes to the achievement of the ACT Transport Strategy, Planning Strategy, Road Safety Strategy, Wellbeing Framework and will inform the changes required to support increased use of the orbital road network outlined in the City and Gateway Urban Design Framework.

*Business case details – South-west corridor plan*

- The recommended option to address this problem is to prepare a corridor plan, supported by traffic modelling of the road network that considers future growth, land use and operation of the wider transport network to inform required future upgrades. Following identification of priority upgrades through the corridor plan, a further business case will be developed for consideration the Expenditure Review Committee (ERC) that will seek agreement to progress certain identified upgrades for design and delivery.
- The ACT Government 2020-21 budget made a capital provision of \$12m for this project. The Australian Government has made a funding commitment of \$50m for the project subject to this being matched by the ACT Government for a total project value of \$100m. This proposal is seeking to release funding from the existing provision for the corridor plan, and to make a capital provision of \$38m to take the total ACT commitment to \$50m.
- The south west corridor plan will identify initiatives with a benefit cost assessment to assist in achieving the objectives of the ACT Transport Strategy 2020.
- The corridor plan will assess improvements for active travel.
- As part of developing the south-west corridor plan, safe systems assessment will be undertaken, and a sustainability rating will also be included as required under the ACT Climate Change Strategy.
- The implication of not funding this initiative includes foregoing the Australian Government funding that has been committed. Additionally, by not undertaking a strategic approach to consider future investments into the south-west corridor there will be flow on economic impacts such as increasing delays for freight movement and in supporting planned population growth in the Molonglo Valley.

## Early design works for a new RSPCA facility (TCCS CW05)

	2021-22	2022-23	2023-24	2024-25	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Expenses	500	525	-	-	1,025
<b>Total cost of services</b>	<b>500</b>	<b>525</b>	<b>-</b>	<b>-</b>	<b>1,025</b>

The Government will undertake further feasibility along with early design works, to facilitate relocation of the RSPCA ACT from Weston. This initiative builds on earlier support for the RSPCA ACT to investigate opportunities to refresh and relocate these facilities. It will also support delivery of the *ACT Animal Welfare and Management Strategy 2017-2022*.

This initiative contributes to the wellbeing domains of Access and connectivity and Governance and institutions.

### Key Points:

- RSPCA ACT has occupied their current site at Weston since the 1960's. The current facility consistently operates over capacity resulting in safety issues, concerning biosecurity and disease control. In order to mitigate these issues structural change is required.
- The ACT Government has agreed to establish RSPCA ACT in a new facility within this term of Government.
- The feasibility studies will determine the appropriateness of the selected site at Pialligo (reserve Site at Symonston).
- The detailed design will determine the nature and footprint of the facility, ensuring that it is not only fit for purpose for current RSPCA operational requirements, but that it also exhibits sufficient flexibility to accommodate future needs.
- The detailed design will also inform the cost of construction.
- The Weston site that houses the current RSPCA facility is drafted to be on the Indicative Land Release Program (ILRP) for the year 2025-26.
- Once vacated the current Weston site would yield space for approx. 800 dwelling sites.
- Delaying the feasibility studies and detailed design would result in a delay in construction, potentially missing the ILRP deadline and jeopardize the Governments undertaking to establish RSPCA in a new facility within this term of Government.

## Flexible Bus Service - continuation (TCCS E07)

	2021-22	2022-23	2023-24	2024-25	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Expenses	1,471	-	-	-	1,471
Expenses - offset - provision	(791)	-	-	-	(791)
<b>Net cost of services</b>	<b>680</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>680</b>

### Staffing Impact:

Total Additional FTEs	8.2	-	-	-
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The Government will continue the current weekday Flexible Bus Service for eligible people for a further 12 months while a study into how an on-demand transport service model can best meet community needs is undertaken.

This initiative contributes to the wellbeing domains of Access and connectivity and Social Connection.

## Component Breakdown

Financial Impacts Summary	2021-22	2022-23	2023-24	2024-25	Totals
	\$'000	\$'000	\$'000	\$'000	\$'000
Flexible bus service	1,221	-	-	-	1,221
Feasibility assessment	250	-	-	-	250
<b>Total Expenses</b>	<b>1,471</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,471</b>

## Key Points

- The business case seeks continuation of the existing flexible bus services provided by Transport Canberra in the immediate term while an evaluation of the future service needs, and design is undertaken.
- This business case will allow an examination of how Transport Canberra can address the needs of disadvantaged, mobility impaired and non-fixed route mobility options for Canberrans, with an aim to provide a 24 hour booking service and extended hours of operation to meet the needs of Canberrans, voiced through Network19 consultation feedback and from specific disability and transport user groups.
- The feasibility analysis will consider the optimal service design to meet these transport needs going forward.
- The evaluation and feasibility will be informed by and Accessibility Reference Group and other key stakeholders of government including CSD, Access Canberra and the community sector.
- An evaluation in the immediate years will enable a better value for money and service outcome for Canberrans.
- This Business case responds directly to the Ease of Access to Places for the community defined in the Access and Connectivity Wellbeing Domain.

*The feasibility study:*

- *Take on learnings*, including financial implications of providing the service, from other jurisdictions, including NSW, where a number of similar services have been implemented.
- Consult with the key groups in Canberra, for whom this is identified as a valuable/critical service. This will be through the forum of a newly established Accessibility Reference Group, commencing on 26 July, with members forming a 'Flexible Transport Working Group', including, but not limited to; organisations representing people with functional and cognitive disabilities, the elderly, and vulnerable groups.
- Evaluate likely service demand and identification of services required for this group, including point to point and bespoke services – to focus on a model that provides the best solution for the most.
- Review all currently available transport solutions including a review of the current flexible transport, public transport provision and commercial providers including Taxi, Uber and ride share.
- Review the use of technology and an on-line booking/management solution that provides both efficiency of resource and an improved product for the community.
- Ensure the integration of the next generation ticketing solution is considered in the technology solution for both charging and providing customer real time information etc.
- Explore the vehicles to be utilised ensuring DDA compliance
- Consider a micro trial in a single location.

*Indicative Timeframe:*

1. Scope – including consultation with the Accessibility Reference Group (ARG) following 26 July meeting – completed August 2021
2. Tender to market – September 2021
3. Feasibility work to be completed (including engagement with ARG) – December 2021
4. Evaluate and determine recommended option – January 2022
5. Business Case for 2022/23 – February 2022

## Food Organics and Garden Organics – household waste trial (TCCS CW34a)

Financial Impacts Summary	2021-22	2022-23	2023-24	2024-25	Totals
	\$'000	\$'000	\$'000	\$'000	\$'000
Capital	159	3	3	-	165
Expenses	1,201	1,051	517	-	2,769
Depreciation	-	26	27	27	80
<b>Net cost of services</b>	<b>1,201</b>	<b>1,077</b>	<b>544</b>	<b>27</b>	<b>2,849</b>

The Government will implement a pilot Food Organics and Garden Organics (FOGO) waste collection service to inform a future city-wide roll-out of the service. The pilot will be delivered to homes in and around the Belconnen Town Centre, with both single unit residences and multi-unit complexes able to take part.

This initiative will support the diversion of significant amounts of food and garden organic waste from landfill and capture it as a resource.

This initiative contributes to the wellbeing domain of Environment and climate.

### Key Points

- This initiative provides capital and expense funding over three years for a pilot of FOGO household waste trial in the Belconnen area (Belconnen Town Centre, Jamison and Cook); and
- Expense funding for site investigations for a new FOGO depot at either a north Canberra location or within the Hume Resource Recovery Estate.

## Food organics and garden organics – waste recovery facility (TCCS CW34b)

	2021-22	2022-23	2023-24	2024-25	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Capital	700	-	-	-	700
<b>Total Capital</b>	<b>700</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>700</b>

The Government will continue work to establish a Food Organics and Garden Organics (FOGO) waste recovery facility for Canberra including an Environmental Impact Assessment and site selection works.

This initiative builds on early planning for a FOGO facility and services that were funded through the 2019-20 Budget initiative Managing waste better. It is also linked to a pilot rollout of FOGO services to Belconnen under the initiative FOGO services for Belconnen.

This initiative contributes to the wellbeing domain of Environment and climate.

### Key Points

- The need for better rates of resource recovery and a move towards a circular economy has been identified in the ACT Climate Change Strategy 2019-2025, with major commitment being an introduction of food and garden waste collection for all households from 2023.
- This initiative will progress the establishment of a Food Organics and Garden Organic (FOGO) waste recovery facility for Canberra, by funding the Environmental Impact Assessment and site selection works, while market testing occurs.
- The proposed solution involves the development of an organic waste recovery facility to treat FOGO to produce a clean, high quality compost, which requires the procurement of an in-vessel composting system.
- A future business case that considers alternative finance and delivery models, lower cost options, refined whole of life costs, and further financial benchmarking is to be prepared for consideration at a future budget.

## Growing the public transport network (TCCS CW54)

	2021-22 \$'000	2022-23 \$'000	2023-24 \$'000	2024-25 \$'000	Total \$'000
<b>Capital</b>	1,800	-	-	-	1,800
Expenses	707	1,278	-	-	1,985
Depreciation	-	85	85	85	255
<b>Net cost of service</b>	<b>707</b>	<b>1,363</b>	<b>85</b>	<b>85</b>	<b>2,240</b>
<b>Staffing Impact</b>					
Total additional FTEs	3.75	7.5	-	-	

The Government will provide more transport options for people in Canberra's growing regions, by delivering additional buses, drivers, and infrastructure to service the new suburb of Whitlam. This will ensure that public transport services are available early in the life of the suburb, giving Canberran's access to real alternatives to private vehicles. This initiative also provides funding for feasibility work and early planning for the delivery of a future allelectric bus depot on Canberra's northside, supporting the transition to a zero-emissions bus fleet.

This initiative contributes to the wellbeing domains of Access and connectivity and Environment and Climate.

### Component Breakdown

Financial Impacts Summary	2021-22 \$'000	2022-23 \$'000	2023-24 \$'000	2024-25 \$'000	Totals \$'000
<b>1. Future Bus Network</b>					
Capital (3 buses & infrastructure Whitlam)	1,800	-	-	-	1,800
Expense (operating costs for Whitlam)	627	1,278	-	-	1,905
1 FTE - transport planning support	-	-	-	-	-
<b>2. New Depot early planning</b>					
Expense	80	-	-	-	80
<b>Total Expenses</b>	<b>707</b>	<b>1,278</b>	<b>0</b>	<b>0</b>	<b>1,985</b>
<b>Total Capital</b>	<b>1,800</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,800</b>
<b>Total FTEs (drivers)</b>	<b>3.75</b>	<b>7.5</b>	<b>-</b>	<b>-</b>	

### Key Points

- The business case seeks funding to position the public transport network to deliver on the future vision of the Transport Strategy, Climate Change Strategy and Planning Strategy.
- The business case meets governments commitment to implement public transport services early in the development of new greenfield suburbs and to increase public transport usage through more services, more often.
- The business case seeks funding to undertake feasibility works to inform a business case for the new (forth) bus depot in Canberra's north as per the Zero Emission

Transition Plan, PAGA and Public Transport Service Plan. This depot will enable the transition to zero emissions as set out by Government to be achieved in 2040, or before, and meet modern depot requirements. The current depots, including Belconnen are being assessed to either be refitted to operate zero emission buses over time or decommissioned, as determined through future assessment.

- **Future Bus Network** – this includes 3 additional buses for Whitlam, expected to commence in 2022, including funding for operating costs including bus drivers for 21-22 and 22-23. It is anticipated that the new EBA may create rostering optimisation opportunities which will be taken into account in development of a future network growth business case.
- The new Whitlam services will, in the short term (next few years until Molonglo 3 begins to develop), simply connect back and forth between the Belconnen Town Centre. Longer term it's likely the Whitlam services will circulate more broadly through the Molonglo 3 developments.
- Transport Canberra is currently in the process of developing the new bus network for implementation in early 2022. This process requires a review of the entire network and service frequency, with the aim of finding a balance between coverage and frequency. The number of buses available in our fleet is one of the key constraints.
- Current scenario testing within HASTUS is indicating that it may be possible implement a service within Whitlam in the next network update (early 2022). However, to do so with our current fleet numbers, the service would need to run at a reduced frequency compared to other 'local' routes – potentially only one service in each peak hour. As additional fleet become available, this service frequency can increase to align with other local route services (eg. 20 – 30mins in peak).
- [REDACTED]
- The FTEs funded through this proposal include bus drivers (3.75 FTE in 21-22 and 7.5 FTE in 22-23).

## Materials Recovery Facility gate fee increase (TCCS E08)

	2021-22	2022-23	2023-24	2024-25	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Expenses	1,990	2,040	-	-	4,030
Net cost of services	1,990	2,040	-	-	4,030

The Government will support continued processing of recycling waste generated by the Territory by funding the contracted gate fee increase to the Materials Recovery Facility operator across 2021-22 and 2022-23. This initiative will support the continued operation of the facility in the context of waste import restrictions and the Council of Australian Governments (COAG) waste export ban.

This initiative contributes to the Environment and climate wellbeing domain.

### Key Points

- Funding to combat the expected cost pressures associated with the effect of the contracting export markets (e.g. China Sword) and COAG waste export restrictions is required to maintain the viability of the household recycling service in the ACT into the future.
- The ACT MRF is the only large-scale co-mingled MRF in the region capable of servicing the needs of the ACT, and a sustainable MRF is essential to achieve outcomes of the ACT Waste Management Strategy 2011-2025 and to meet targets set out in the National Waste Policy Action Plan 2019.
- The business case seeks additional funding for the gate fee paid by the Territory for the MRF operator to accept the ACT's household co-mingled (yellow-lidded bin and hopper) material consisting of specified types of glass, plastics, paper and cardboard.
- MRA Consulting Group (MRA) carried out a gate fee review and suggested a new gate fee of \$56 to \$70 per tonne was reasonable (an increase of \$42 to \$56 per tonne), post China Sword. The fee proposed by MRA was at the lower end of the scale compared with gate fees charged by MRFs in NSW based on 2019 data
- The current contract with Re.Group will expire on 31 January 2022 but is expected to be extended to later in 2022 to complete the procurement process currently underway for a new operations contractor
- There are the uncertainties related to COAG waste export bans and market conditions for recyclable commodities and across Australia there is a general trend toward higher gate fees, increased risk sharing on commodity pricing and increased stockpiling by recyclers struggling to find consistent markets for their commodities
- The research undertaken by MRA suggests that the gate fee for co-mingled recycling processing is expected to be significantly higher than the ACT's current gate fee of \$65.94 per tonne.
- Expense funding over two years has been provided to cover the currently contracted gate fee payment increase to \$66.60 per tonne, then indexed in 2022-23, for the Materials Recovery Facility operator.

## Mawson stormwater and placemaking improvements - construction (TCCS CW02)

	2021-22	2022-23	2023-24	2024-25	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Capital	1,110	2,020	-	-	3,130
Capital - Provision	(3,110)	(20)	-	-	(3,130)
<b>Total Capital</b>	<b>(2,000)</b>	<b>2,000</b>	-	-	-
Depreciation	-	-	63	63	126
Expenses	-	-	-	21	21
<b>Net cost of services</b>	-	-	<b>63</b>	<b>84</b>	<b>147</b>

The Government will deliver stormwater and placemaking improvements on the southern side of the Mawson Group Centre. This will reduce flood risk in the area by building retarding structures upstream along Yarralumla Creek, as well as improving paths, lighting and landscaping around the Centre.

This initiative will build on detailed design funding provided for water management infrastructure in Mawson in the 2019-20 Budget.

The Commonwealth contributed \$2.120 million to the cost of the project under the National Flood Mitigation Infrastructure Program.

This initiative contributes to the wellbeing domains of Safety and Access and connectivity.

### Key Points

#### Flood risk

- Existing areas of Mawson Group Centre (including blocks identified for future development) are known to be flood prone during the 1% Annual Exceedance Probability (AEP) flood event, which was previously known as the 1 in 100 year flood. Figure 2 in the business case shows these flood extents within Mawson Group Centre, and Figure 4 is the flood extent map produced by EPSDD which is publicly available on ACTMAPi.

- It is a priority for Government to address this issue to improve community safety from flooding and reduce risks [REDACTED] in the Mawson Group Centre precinct [REDACTED]

[REDACTED] The flood mitigation works will also allow the sale and commercial redevelopment of blocks at Mawson Group Centre identified for development in the Land Release Program – [REDACTED]

- Goliath Court – flood mitigation - \$2.120 million**

- The Government will construct new stormwater infrastructure in O'Connor to support flood mitigation at Goliath Court and surrounding areas. The capital component of the initiative is funded under the Commonwealth Government's *National Flood Mitigation Infrastructure Program*.

## New and expanded schools – Roadworks to support East Gungahlin High School (TCCS CW04)

	2021-22	2022-23	2023-24	2024-25	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Capital</b>	1,000	4,000	650	-	5,650
Expenses	-	-	-	57	57
Depreciation	-	-	38	75	113
<b>Net cost of services</b>	1,000	4,000	688	132	5,820

The Government will fund an additional \$5.650 million to deliver road and pedestrian infrastructure supporting access to the proposed Kenny High School scheduled to open in January 2023. The works include installation of a roundabout on Albatross Crescent, signalisation of two intersections on Well Station Drive, construction of bus bays and construction of a new path on Well Station Drive to the light rail stop.

This initiative builds on recent Government investment of \$700,000 in the 2019-20 Budget and \$11 million in the 2020-21 Budget, to ensure active travel transport options to the school. This initiative contributes to the wellbeing domain of Education and life-long learning. Access and connectivity and Safety.

### Key Points

- The \$11m of funding provided in the 2020-21 Budget for Schools for our growing city — Kenny High School includes supporting road, intersection and shared path infrastructure critical to the opening of the Kenny High School in January 2023.
- This project will also provide safe access to the proposed school site and the future residential development of Kenny located south of Wells Station Drive
- The ILRP lists both the High School Development and approximately 100 residential blocks in Kenny, proposed to be released in 2020-21, which will be accessed via the roundabout at the end of the Albatross Crescent extension (constructed via this project).
- A revised cost estimate based on the Preliminary Sketch Plan delivery has confirmed that an additional \$5.7m is required for the construction stage.

## Protecting Canberra's unique environment - Growing our urban forest (TCCS E33)

	2021-22	2022-23	2023-24	2024-25	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Capital	500	204	-	-	704
Capital – Provision	-	2,000	-	-	2,000
<b>Total Capital</b>	<b>500</b>	<b>2,204</b>	<b>-</b>	<b>-</b>	<b>2,704</b>
Expenses	2,749	4,128	5,261	12	12,150
Depreciation	-	33	47	47	127
<b>Net cost of services</b>	<b>2,749</b>	<b>4,161</b>	<b>5,308</b>	<b>59</b>	<b>12,277</b>

### Staffing Impact

	2021-22	2022-23	2023-24	2024-25	Total
<b>Total Additional FTEs</b>	<b>14.25</b>	<b>14.25</b>	<b>14.25</b>	<b>-</b>	<b>-</b>

The Government will expand the tree planting program to deliver 54,000 new trees over the next three years, as part of work to grow Canberra's urban canopy coverage to 30 per cent by 2045. The ACT Government will also expand opportunities for community groups to get involved in local planting efforts through an extension of the Adopt-a-Park program. As part of this initiative, the Holder Depot and the Curtin Woodyard will be upgraded.

This initiative builds on recent Government investments to strengthen Canberra's urban tree canopy to provide shade, cool our city and strengthen resilience to a changing climate, including the 2019-20 Budget initiative to plant at least 17,000 more trees.

This initiative contributes to the wellbeing domain of Environment and Climate.

### Component Breakdown

Financial Impacts Summary	2021-22	2022-23	2023-24	2024-25	Totals
	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Capital Impacts</b>					
Holder Depot upgrades	400	-	-	-	400
Woodyard management	100	204	-	-	304
<b>Total Capital</b>	<b>500</b>	<b>204</b>	<b>-</b>	<b>-</b>	<b>704</b>
<b>Expense</b>					
1. Expand planting program	1,850	3,521	4,639	-	10,009
<i>Number of FTEs</i>	<i>10.00</i>	<i>13.25</i>	<i>13.25</i>	<i>-</i>	<i>-</i>
2. Maintain tree maintenance team	384	-	-	-	384
<i>Number of FTEs</i>	<i>3.5</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
3.a. Woodyard management	41	94	95	-	230
<i>Number of FTEs</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
4. Adopt-a-park	308	344	350	-	1,002
<i>Number of FTEs</i>	<i>0.75</i>	<i>1</i>	<i>1</i>	<i>-</i>	<i>-</i>
5. Tree Surround Repairs	166	169	177	12	524
<i>Number of FTEs</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
<b>Total</b>	<b>2,749</b>	<b>4,128</b>	<b>5,261</b>	<b>12</b>	<b>12,150</b>
<b>Total additional FTEs</b>	<b>14.25</b>	<b>14.25</b>	<b>14.25</b>	<b>-</b>	<b>-</b>

## Key Points

- **The tree planting program** includes funding for 13.25 FTE currently funded until 23-24.
- This will contribute to the achievement of the tree planting target of 54,000 trees by 2023-24 which is required to renew the ageing urban forest and is the most significant element of the approach being taken to meet the Government's canopy cover target of 30% by 2045 (PAGA commitment).
- The audit function will assess additional existing planting gaps including in open space and priorities for end of life tree removal to create further planting spaces. This data will inform the scale of the planned 22/23 bid for additional maintenance resources to ensure the necessary removals can be achieved.
- Whilst the planting target for 23-24 would be met, there would be limited opportunities available for plantings beyond 23-24, which are required in order to progress towards the 2045 30% canopy target.
- To achieve the planting targets from 24-25 significant tree maintenance funding would be required in the years leading up to 24-25, in order to remove the existing ageing trees and make way for new plantings. This is proposed to be addressed through the tree maintenance business case for 2022-23 Budget.
- **Tree maintenance funding** for 21-22 is required to maintain existing resourcing which ends in December 2021. \$384k funding for 7 FTE (6 months). These FTE are currently funded through the stimulus program that finishes in December 2021.
- **Adopt-a-Park** is an important community education and engagement activity under the Urban Forest Strategy; however, it does not contribute to the tree planting numbers or reduction in the overall planting costs.
- The **Woodyard Management** component including equipment is necessary to be utilised by the inhouse planting team for the transport of mulch.
- The **Tree surround repairs** addresses hazards around trees planted in paved areas in shopping centres and other high use public urban places and will increase the trees' access to available water (improving the health of the tree), reduce the need for ongoing repairs to paving, minimise the risk for trips and fall for the Canberra community and subsequently reducing the claims brought to the ACT Government for compensation. These trees are essential to the cooling of these hot paved areas

## Risks

- Lack of tree removals (should they not be funded in future budgets) will significantly affect the availability of planting sites in the future. A standard removal crew of approx. 5 members, can only remove 1-3 trees per day depending on size and difficulty. One removal can take multiple days if access is limited. BAU funding enables only up to 160 contractor removals per year.
- However, a planting crew can plant up to 50 trees per day (if in close proximity). So, removals must begin in advance to accumulate sufficient planting sites for the increased planting numbers to continue.
- Required end of life removals are increasing as our tree population ages, and audits and modelling has estimated that over 200,000 trees will need to be removed in the next 20 years or so. The ageing and increasing urban forest also requires increased maintenance to ensure the ongoing survival of the current population of trees and this will significantly affect the canopy cover target.

**Sensitive: Cabinet**

- Sufficient time and staging is required to build internal capacity and capability as there is not a community of trained arborists available on the market. Equipment delivery is also slow at present due to the COVID-19 situation. So, a gradual increase in resourcing and staffing is required to enable sufficient training and accumulation of essential equipment.
- Timeframes are critical as planting programs have a significant lead time in planning, procuring and growing trees to a size suitable for planting in the urban area. In addition, delays to additional maintenance for the ageing urban forest will lead to a more rapid decline in canopy cover as established trees in many parts of the city reach the end of life.

*Table 1: Tree planting targets*

	Tree planting numbers funded prior to the 21-22 Budget	Tree numbers including 21-22 initiative
<b>No of trees planted</b>		
20-21	6,000	6,000
21-22	7,410	10,000
22-23	8,500	18,000
23-24	1,060	20,000
<b>Subtotal # trees at end 23-24</b>	<b>22,970</b>	<b>54,000</b>
24-25	-	-
<b>Total no of trees planted</b>	<b>22,970</b>	<b>54,000</b>

## Protecting Canberra's unique environment - Upgrading the stormwater network (TCCS CW65)

	2021-22	2022-23	2023-24	2024-25	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Capital</b>	2,200	2,130	2,250	-	6,580
Expenses	-	-	20	40	60
Depreciation	-	20	20	50	90
<b>Net cost of services</b>	-	20	40	90	150

The Government will support the revitalisation of the heritage-listed Sydney and Melbourne buildings through stormwater upgrades to mitigate flood risks in Verity and Odgers Lanes. This initiative will also reduce flood risks in Narrabundah by delivering a new retarding basin at Finnis Crescent, and detailed design for retarding basins at the Narrabundah Playing Fields and Throsby Crescent. The Finnis Crescent works will also deliver a refreshed play space for the Narrabundah community.

This initiative builds on the Urban Stormwater Upgrade Program and complements works continuing under the Improving Stormwater Networks initiative announced in the 2019-20 Budget.

This initiative contributes to the wellbeing domains of Safety and Environment and climate.

### Component Breakdown

<b>Financial Impacts Summary</b>	2021-22	2022-23	2023-24	2024-25	Totals
	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Narrabundah</b>					
Narrabundah Finnis Crescent Retardation Basin	2,000	-	-	-	2,000
Narrabundah Playing Fields Retardation Basin	-	1,300	-	-	1,300
Throsby Crescent Retardation Basin	-	330	-	-	330
<b>Sydney and Melbourne Buildings</b>					
Verity Lane and Odgers Lane Stormwater pipe upgrades	200	500	2,250	-	2,950
<b>Total Capital</b>	2,200	3,130	2,250	-	6,580

### Key Points

#### *Strategic Context*

- This program seeks to address significant flooding risk and deliver critical stormwater capacity improvements in Narrabundah and Civic.
- Properties that are susceptible to repeat flood are also impacted by higher insurance premiums until it can be demonstrate that the risk of flooding has been reduced.
- The main objectives of this proposal are to:
  - address deficiencies in the current stormwater network system in areas that pose a risk to public safety and damages to private properties.

- improve network capacity to control local flooding by implementing the most appropriate and cost-effective stormwater infrastructure.
- ensure the stormwater network is more robust to allow for future service impacts due to a number of factors, such as increased land development and climate change.
- The inner areas of Canberra are now being re-developed with more of a commercial and residential footprint, meaning that the surface has become more impervious. This results in more frequent flooding with greater stormwater runoffs as the stormwater cannot naturally soak into the soil under these new impervious areas. This is particularly a problem in the older areas of Canberra, such as the City and Narrabundah.
- An Infrastructure Capacity Study for Urban Intensification Localities in the ACT commissioned by EPSDD identified particular challenges for the stormwater network in the City, City to Gungahlin and South Canberra.

#### *Business case details*

- This proposal seeks to design and construct the priority augmentation works identified in an Urban Flood Modelling study for Narrabundah undertaken in 2019. The priority works in Narrabundah include the:
  - Finnis Crescent Retardation Basin – construction, including removal and replacement of existing playground.
  - Narrabundah Playing Fields Retardation Basin – detailed design funding.
  - Throsby Crescent Retardation Basin – detailed design funding.
- The purpose of the retention basins is to hold back stormwater in key locations to reduce flood risk to downstream local homes and businesses in known hotspots.
- This proposal also seeks to upgrade the stormwater networks at Verity Lane and Odgers Lane (Sydney and Melbourne Buildings), which are currently prone to causing flood damage to the heritage listed buildings.
  - The current funding profile for the Verity Lane and Odgers Lane stormwater improvement aims for project completion prior to the commencement of construction of Light Rail Stage 2A (in June 2022) to avoid competing for construction access.
  - However, it may be preferable to delay stormwater construction works to align with Light Rail Stage 2A.
  - The completion of design and construction of the Verity Lane and Odgers Lane stormwater improvement would ideally be aligned with Light Rail Stage 2A to ensure consistent assumptions through the design planning stage and to avoid abortive works at tie in points through the construction stage (i.e. connecting to existing infrastructure that would be replaced through LRS2A).

## Southern Memorial Park (TCCS CW46)

	2021-22	2022-23	2023-24	2024-25	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Capital	350	500	800	-	1,650
Net Capital	350	500	800	-	1,650

The Government will progress Stage 1 of the Southern Memorial Park through detailed design work that will deliver plans for submission for Development Approval. This builds on the early design works for the cemetery announced in the 2018-19 Budget Review.

This initiative contributes to the wellbeing domains of Social connection and Identity and belonging.

### Key Points

- The refreshed Masterplan takes a staged approach, advancing the delivery of the SMP across four stages within a 78-hectare site.
- The Mugga Lane site was identified following the October 2007 Cabinet decision (Decision No. 3421) to develop a cemetery in the south of Canberra.
- This business case requests funding of \$1.65 million to prepare detailed design and costings for Stage One at the Southern Memorial Park (SMP).
- Accurate costings will support a future proposal for capital funds to construct Stage One and undertake further preliminary designs for the further stages (stages 2-4).
- The SMP will strengthen cemetery and crematorium services in the south of Canberra.
- It is anticipated that the SMP will provide Canberra with cemetery and crematoria facilities for the next 100 years providing 27,000-30,000 lawn / aggregate burial sites and 6,000 – 10,000 natural burial sites.
- Stage One will provide 2,500 lawn / aggregate burial sites and, pending development and environmental approvals, sufficient natural burial sites for five years.
- Stage One is indicatively estimated to cost \$31 million. This cost would be refined through the detailed design phase as matters required to address Development Application approval and environment approvals are scoped and addressed.
- Woden Cemetery is currently reaching capacity and does not meet community needs or expectations.
- The remaining supply of allotments at Woden Cemetery on the southside is expected to be exhausted within three years. Of the 15,000 total allotments, 332 remain available for purchase.
- Gungahlin Cemetery will be the only option available for burials in the ACT once Woden remaining allotments are fully subscribed.
- Residents in Canberra's south will face up to an additional hour of commuting when attending services or visiting family graves if loved ones are buried at Gungahlin.

## Weighbridge System Replacement (TCCS CW50)

	2021-22 \$'000	2022-23 \$'000	2023-24 \$'000	2024-25 \$'000	Total \$'000
Capital Provision		750	-	-	750
Expenses	412				412
Net cost of services	412	0	0	0	412

### Staffing Impact

Total Additional FTEs	0.5				
Total Additional FTEs (Provision)		0.5	0.5	0.5	

The Government will replace the weighbridge system at the Mugga Lane and Mitchell Resource Management Centres, enabling revenue collection and the analysis and reporting of waste volumes.

This initiative contributes to the wellbeing domain of Environment and climate.

### Key Points

- This proposal is for the replacement of the weighbridge system at the waste disposal facilities of Mugga Lane and Mitchell (4 sites).
- The weighbridge system is at end-of-life stage.
- A complete replacement of the weighbridge system as it is the only viable option for this system. Upgrading only one or two weighbridges versus all four at once would limit the savings built into the costing as well as the efficiencies in weighbridge operations.
- Running 2 systems at once would increase the risk to data and revenue reconciliation due to the manipulations required to merge the information from both systems into Oracle and other WoG existing systems notwithstanding the impact to weighbridge operators.
- In addition to the system failure in March 2021, the weighbridge has sustained other issues and ACT NoWaste has now expired all remaining contingencies to keep the system running.
- The weighbridge system is responsible for the annual revenue collection of over \$28M in gate fees at the waste disposal facilities.
- There is significant financial risk exposure to Territory revenue loss should a complete system failure occur. System failure is will cost ACT Government approx. \$2.3m per month in lost revenue.
- There is significant operational risk exposure to waste disposal facilities users (residents, businesses and other Territory Departments and Agencies) should a complete system failure occur as access to the waste disposal facilities would be limited due to operational inefficiency.
- There is significant operational risk exposure to construction and demolition work operators within the ACT should a complete system failure occur as operators would be unable to dispose of their waste using their credit account impacting their operations.
- A select REOI is set to be released shortly to firm up costings and timelines.

**Sensitive: Cabinet**

- ACT NoWaste can review the ongoing costs related to the system as these were based on assumptions provided by Shared Services ICT and TCCS CIO Office benchmarked against existing agreements for Cloud based solutions.
- The additional 0.5 FTE at SOGC level funded in 2021-22 is to commence procurement and planning.

## Planning and design for a zero emissions bus network (TCCS CW06) (not published in the budget papers)

	2021-22 \$'000	2022-23 \$'000	2023-24 \$'000	2024-25 \$'000	Total \$'000
<b>Capital – Provision</b>	-	7,000	6,000	-	13,000

This initiative builds on existing Woden Bus depot funding and seeks to deliver Phase 2 of the depot as a single construction phase to future proof the depot for zero emission operations and avoid technological obsolescence and abortive works.

The capital provision established in 2020-21 Budget has been reprofiled into 2022-23 and 2023-24 with endorsement to make variation to the current design and construct contract based on provisioned amounts prior to seeking appropriation funding in 2021-22.

### Key Points

- The funding sought by the Business Case is in addition to the already committed funding from \$42.8m to \$55.8m.
- Overall funding position for Woden Bus Depot including proposed initiatives:

	Current and prior years		2021-22 Budget and Forward Years				Overall project total
	Prior year actuals (\$'000)	2020-21 (\$'000)	2021-22 (\$'000)	2022-23 (\$'000)	2023-24 (\$'000)	2024-25 (\$'000)	Total (\$'000)
New Bus Depot at Woden (2017-18 Budget review initiative)*	8,378	2,000	5,000	5,000	5,398	0	25,776
Woden Bus Depot Augmentation (2019-20 Budget Review initiative)*	0	0	7,000	10,000	0	0	17,000
<b>Subtotal Existing funding (Including Phase 1 and Stage 1 of Phase 2)</b>	<b>8,378</b>	<b>2,000</b>	<b>12,000</b>	<b>15,000</b>	<b>5,398</b>	<b>0</b>	<b>42,776</b>
Proposed CW06 funding (Phase 2, Stage 2)	0	0	0	7,000	6,000	0	13,000
<b>Total Overall funding if CW06 approved</b>	<b>8,378</b>	<b>2,000</b>	<b>12,000</b>	<b>22,000</b>	<b>11,398</b>	<b>0</b>	<b>55,776</b>
<b>Subtotal</b>	<b>10,378</b>		<b>45,398</b>				<b>55,776</b>

- Stage 1 of the Woden bus depot: accommodation of approximately 60 diesel buses and ancillary operational infrastructure.

**Sensitive: Cabinet**

- Stage 2 is intended to include the delivery of the remaining infrastructure and site works to accommodate up to approximately 104 vehicles including up to or around 40 battery electricity buses.

<b>Remaining project funding status S'000</b>	<b>Funded</b>	<b>Unfunded</b>
<b>Phase 1 – Demolition and Decommissioning</b>	<b>13,000</b>	<b>0</b>
<b>Phase 2</b>		
Stage 1 - 60 diesel vehicles and depot structures	19,400	0
Stage 2 - ZE facilitation	0	13,000
<b>Total Phase 2</b>	<b>19,400</b>	<b>13,000</b>
<b>Subtotal Phase 1 and 2</b>	<b>32,400</b>	<b>13,000</b>
<b>Total</b>		<b>45,400</b>

## COVID-19 Response - Continuing Government services (CMTEDD E33d)

	2021-22	2022-23	2023-24	2024-25	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Expenses	(514)	-	-	-	(514)
<b>Net cost of services</b>	<b>(514)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(514)</b>

The Government will continue to manage the additional costs expected in 2021-22 arising from additional cleaning and other measures to protect Canberrans from COVID-19. In particular, the Government will continue undertaking additional cleaning across libraries, public barbecues, playgrounds and other TCCS facilities. This initiative extends a similar initiative in the 2020-21 Budget. This initiative contributes to the wellbeing domains of Economy and Living standards.

### Key Points

- The items included in this submission relate to expenses incurred over and above the normal course of business.
- Funding has been agreed to cover 6 months of cleaning costs and the additional vehicles for DAS and Urban Treescapes.
- The funding sought includes the following:

	Amount sought for 21-22	Amount funded for 21-22
Libraries ACT cleaning and manual handling		188,000
Place management cleaning		207,000
480 NBA office cleaning		70,000
Additional vehicles for DAS and Urban Treescapes		49,000
<b>Total</b>		<b>514,000</b>

## Transport Canberra and City Services – Capital Works Reprofileing

- On several occasions through the development of the 2021-22 Budget, TCCS reviewed and subsequently amended the profile of the capital works program. Late in the development of the budget Treasury sought Major Projects Canberra (MPC) to conduct a final review and allocation of further reprofiling of the capital works program. The MPC review was to align the whole of government program in 2021-22 suitable for delivery.
- Projects were assessed with some COVID implications in mind (such as supply and time constraints).
- Due to the timing of the budget a S16b instrument to rollover appropriation was not required this year, with any funds remaining in 2020-21 rolled into 2021-22 through the budget process and included in the budgets and reprofiling at attachment A.

The final TCCS infrastructure program for 2021-22 is reflected in the table below.

	2021-22 \$'000	2022-23 \$'000	2023-24 \$'000	2024-25 \$'000
Works in Progress	174,164	233,528	141,231	102,046
New Works	23,175	64,703	67,783	89,870
Better Infrastructure Fund	31,834	26,043	26,694	27,362
<b>TOTAL</b>	<b>229,173</b>	<b>324,274</b>	<b>235,708</b>	<b>219,278</b>

- Some of the more significant amounts reprofiled through the 2021-22 budget are included in the table below. Most of these projects estimated delivery has also been delayed from the published dates in the 2020-21 budget. This table does not include any impacts on Commonwealth funded projects. In most cases the profile of Commonwealth grants are aligned to the Commonwealth's advice.
- The movement of \$44.7 million into 2024-25 for the John Gorton Drive and Molonglo River Bridge crossing project aligns the funding profile with the initial initiative (when this initiative was agreed we did not have access to the 2024-25 year in the budget system to reflect the intended timeframe).

Project	2020-21 \$'000	2021-22 \$'000	2022-23 \$'000	2023-24 \$'000	2024-25 \$'000	2020-21 Published completion date	2021-22 Published completion date
Better connecting Belconnen and Gungahlin	226	(9,226)	4,000	5,000	-	Jun-23	Jun-24
Building a Better city – Rehabilitating landfill sites	(1,853)	(18,647)	9,500	11,000	-	Jun-22	Jun-24
Making our roads safer while keeping Canberra moving	(359)	(6,641)	7,000	-	-	Jun-22	Jun-23
John Gorton Drive and Molonglo River Bridge Crossing	(1,613)	(29,237)	(8,150)	(5,740)	44,700	Jun-25	Jun-25
Upgrading an intersection on Owen Dixon Drive	(1,664)	(5,336)	7,000	-	-	Jun-22	Jun-23
Woden Bus Depot Augmentation	(778)	(8,222)	-	9,000	-	Jun-25	Jun-24

- The above projects have been assessed by both TCCS project managers and MPC to reflect the markets capacity to delivery, ongoing constraints as a result of COVID and the size of the program across Government.
- Attachment A is a complete list of the Directorates 2021-22 Infrastructure program including the budgeted profile from 2021-22 and any reprofiling that is reflected in the budget for each project



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Transport Canberra  
and City Services

2021-22 Infrastructure Program							2021-22 Budget Reprofileing			
Project	2021-22 \$'000	2022-23 \$'000	2023-24 \$'000	2024-25 \$'000	Four Year Investment \$'000	Physical Completion Date	2021-22 \$'000	2022-23 \$'000	2023-24 \$'000	2024-25 \$'000
<b>CAPITAL WORKS PROGRAM</b>										
<b>Works In Progress</b>										
ACT Contribution - Bridge Renewal Programme	2,197	2,000	0	0	<b>4,197</b>	Jun-23	2,197	2,000	0	0
ACT Contribution - Heavy Vehicle Safety and Productivity	1,805	0	0	0	<b>1,805</b>	Jun-22	1,805	0	0	0
Athllon Drive Duplication	1,299	3,500	0	0	<b>4,799</b>	Jun-23	-1,821	3,000	0	0
Better buses to support the new bus network	19,810	17,700	0	0	<b>37,510</b>	Jun-23	1,097	0	0	0
Better connecting Belconnen and Gungahlin (ACT Contribution)	774	14,000	5,000	0	<b>19,774</b>	Jun-24	-9,226	4,000	5,000	0
Better connecting Belconnen and Gungahlin (Commonwealth Contribution)	10,000	10,000	0	0	<b>20,000</b>	Jun-23	0	0	0	0
Better Customer Service - Improving Online Platforms	3,777	136	0	0	<b>3,913</b>	Jun-23	1,982	-1,000	0	0
Better Intersections - Delivering our Election Commitments	1,474	3,450	50	0	<b>4,974</b>	Jun-24	-1,890	2,000	0	0
Better public transport infrastructure for Canberra	674	0	0	0	<b>674</b>	Jun-22	674	0	0	0
Better Roads for Belconnen - Aikman Drive duplication	179	0	0	0	<b>179</b>	Jun-22	179	0	0	0
Better Roads for Gungahlin - Horse Park Drive duplication (Mulligans Flat Road to the Federal Highway)	548	0	0	0	<b>548</b>	Jun-22	548	0	0	0
Better Services - Improved asset management	476	0	0	0	<b>476</b>	Jun-22	476	0	0	0
Better Services - Improving libraries - self-service check out and improved access	302	0	0	0	<b>302</b>	Jun-22	302	0	0	0
Better services in your community - Essential Waste Management Infrastructure	41	0	0	0	<b>41</b>	Jun-22	41	0	0	0
Better services in your community - Integrated bus and light rail ticketing	97	0	0	0	<b>97</b>	Jun-22	97	0	0	0
Building a better city - Canberra Brickworks - Access road and Dudley Street upgrade 2	4,220	500	0	0	<b>4,720</b>	Jun-23	723	0	0	0
Building a better city - Gundaroo Drive duplication - Stage 2	0	2,484	0	0	<b>2,484</b>	Jun-23	0	2,484	0	0
Building a better city - Improving Tharwa Village firefighting water supply	391	500	0	0	<b>891</b>	Jun-23	391	500	0	0
Building a better city - Pialligo Avenue duplication early planning	477	0	0	0	<b>477</b>	Jun-22	202	0	0	0
Building a better city - Rehabilitating landfill sites	3,106	9,500	11,000	0	<b>23,606</b>	Jun-24	-18,647	9,500	11,000	0
Business system upgrade	80	0	0	0	<b>80</b>	Jun-22	80	0	0	0
Caring for our Environment - Lake Tuggeranong Water Quality Improvement - Stage 2 (Isabella Weir)	141	0	0	0	<b>141</b>	Jun-22	141	0	0	0

Project	2021-22 Infrastructure Program						2021-22 Budget Reprofileing			
	2021-22	2022-23	2023-24	2024-25	Four Year	Physical	2021-22	2022-23	2023-24	2024-25
	\$'000	\$'000	\$'000	\$'000	Investment	Completion	\$'000	\$'000	\$'000	\$'000
					\$'000	Date				
Civic to Gungahlin Corridor Improvements	17	0	0	0	17	Jun-22	17	0	0	0
Commonwealth Grant - Black Spot Projects	4,043	1,693	1,529	1,529	8,794	Jun-25	1,799	0	-318	1,529
Commonwealth Grant - Bridges Renewal Program	1,687	3,175	1,098	826	6,786	Jun-25	-165	1,616	-432	826
Commonwealth Grant - Disaster Risk Reduction	238	125	75	0	438	Jun-24	113	0	0	0
Commonwealth Grant - Heavy Vehicle Safety and Productivity	-18	117	2,139	1,459	3,697	Jun-25	-600	-1,070	975	1,459
Commonwealth Grant - Local Roads Community Infrastructure Program	5,386	0	0	0	5,386	Jun-23	0	0	0	0
Commonwealth Grant - Road Investment Component - Capital	11,860	24,000	26,000	0	61,860	Jun-26	0	0	0	0
Commonwealth Grant - Road Investment Component - COVID Stimulus	750	0	0	0	750	Jun-22	0	0	0	0
Commonwealth Grant - Roads to Recovery	7,946	8,288	7,331	7,969	31,534	Jun-25	-342	0	0	7,969
Delivering a new high school at East Gungahlin	499	0	0	0	499	Jun-22	0	0	0	0
Delivering a smart technology ticketing system for Canberra's integrated public transport system	500	18,923	18,523	0	37,946	Jun-24	0	0	0	0
Enhancement of library collections	2,789	2,063	2,063	2,063	8,978	ongoing	726	0	0	0
Ensuring uninterrupted power supply to traffic lights	238	125	75	0	438	Jun-24	113	0	0	0
Feasibility and design studies for community infrastructure and upgrades	1,724	0	0	0	1,724	Jun-22	0	0	0	0
Feasibility studies - duplication of Tharwa Drive and extension of Nudurr Drive	20	0	0	0	20	Jun-22	20	0	0	0
Future Bus Network	3,206	0	0	0	3,206	Jun-22	206	0	0	0
Green Waste Rollout	308	0	0	0	308	Jun-22	308	0	0	0
Growing investment in services for our suburbs	791	0	0	0	791	Jun-22		0	0	0
Improving Our Suburbs - New Molonglo Valley Infrastructure	1,116	0	0	0	1,116	Jun-22	416	0	0	0
Improving stormwater networks	6,066	6,294	0	0	12,360	Jun-23	-644	2,294	0	0
Improving water management infrastructure	258	0	0	0	258	Jun-22	20	0	0	0
Intersection Upgrades - Belconnen way intersection with Springvale Drive (ACT Contribution)	750	0	0	0	750	Jun-22	250	0	0	0
Intersection Upgrades - Kuringa Drive intersection with Owen Dixon (ACT Contribution)	2,771	0	0	0	2,771	Jun-22	436	0	0	0
Intersection Upgrades - Launceston Street intersection with Irving Street (ACT Contribution)	227	0	0	0	227	Jun-22	-273	0	0	0

2021-22 Infrastructure Program							2021-22 Budget Reprofileing			
Project	2021-22	2022-23	2023-24	2024-25	Four Year	Physical	2021-22	2022-23	2023-24	2024-25
	\$'000	\$'000	\$'000	\$'000	Investment	Completion	\$'000	\$'000	\$'000	\$'000
					\$'000	Date				
Intersection Upgrades - Launceston Street intersection with Irving Street (Commonwealth Contribution)	716	0	0	0	716	Jun-22	0	0	0	0
Intersection Upgrades - Southern Cross Drive intersection with Starke Street (ACT Contribution)	1,750	0	0	0	1,750	Jun-22	0	0	0	0
Intersection Upgrades - Southern Cross Drive intersection with Starke Street (Commonwealth Contribution)	790	0	0	0	790	Jun-22	0	0	0	0
John Gorton Drive and Molonglo River Bridge Crossing (ACT Contribution)	1,263	22,350	20,000	44,700	88,313	Jun-25	-29,237	-8,150	-5,700	44,700
John Gorton Drive and Molonglo River Bridge Crossing (Commonwealth Contribution)	2,423	21,350	20,000	43,500	87,273	Jun-25	0	0	0	0
Keeping our growing city moving - Better infrastructure for active travel	4,159	0	0	0	4,159	Jun-22	-341	0	0	0
Keeping our growing city moving - Canberra Brickworks Precinct - environmental offsets	274	30	0	0	304	Jun-23	4	0	0	0
Keeping our growing city moving - John Gorton Drive and Molonglo River Bridge Crossing - early design	460	0	0	0	460	Jun-22	76	0	0	0
Keeping our growing city moving - Monaro Highway upgrade	171	0	0	0	171	Jun-22	171	0	0	0
Keeping our growing city moving - Safer intersections	187	0	0	0	187	Jun-22	187	0	0	0
Look and Feel of City	1,805	0	0	0	1,805	Jun-22	1,805	0	0	0
Making our roads safer while keeping Canberra moving	9,214	7,000	0	0	16,214	Jun-23	-6,641	7,000	0	0
Materials Recovery Facility Expansion	244	5,500	0	0	5,744	Jun-23	-3,107	5,500	0	0
More active travel infrastructure for our schools and suburbs	351	0	0	0	351	Jun-22	351	0	0	0
More carpark for Palmerston Shops and Cooleman Court	394	0	0	0	394	Jun-22	394	0	0	0
More jobs for our growing city - Better town centres	28	0	0	0	28	Jun-22	28	0	0	0
More services for our suburbs - Better waste management	1,150	0	0	0	1,150	Jun-22	1,150	0	0	0
More services for our suburbs - Bringing Woden Town Square to life	464	0	0	0	464	Jun-22	464	0	0	0
More services for our suburbs - More trees	26	0	0	0	26	Jun-22	26	0	0	0
More services for our suburbs - Parkwood estate rehabilitation	788	3,550	0	0	4,338	Jun-23	-962	1,800	0	0
More services for our suburbs - Southern Memorial Park Detailed Design	584	500	800	0	1,884	Jun-24	234	0	0	0
More support for families and inclusion - Keeping Canberrans safe in public places	17	0	0	0	17	Jun-22	17	0	0	0

Project	2021-22 Infrastructure Program						2021-22 Budget Reprofileing			
	2021-22	2022-23	2023-24	2024-25	Four Year	Physical	2021-22	2022-23	2023-24	2024-25
	\$'000	\$'000	\$'000	\$'000	Investment	Completion	\$'000	\$'000	\$'000	\$'000
				\$'000		Date				
Northbourne Avenue Pavement - Part 1 (ACT Contribution)	3,000	0	0	0	3,000	Jun-22	0	0	0	0
Northbourne Avenue Pavement - Part 1 (Commonwealth Contribution)	1,252	0	0	0	1,252	Jun-22	0	0	0	0
Northbourne Avenue Pavement - Part 2 (ACT Contribution)	837	0	0	0	837	Jun-22	837	0	0	0
Northbourne Avenue Pavement - Part 2 (Commonwealth Contribution)	837	0	0	0	837	Jun-22	0	0	0	0
Northbourne Avenue Pavement - Part 3 (ACT Contribution)	750	0	0	0	750	Jun-22	750	0	0	0
Northbourne Avenue Pavement - Part 3 (Commonwealth Contribution)	683	0	0	0	683	Jun-22	0	0	0	0
Parkes Way Early works (ACT Contribution - CRP Funded)	1,826	655	0	0	2,481	Jun-23	0	0	0	0
Parkes Way Early works (Commonwealth Contribution - CRP Funded)	1,819	650	0	0	2,469	Jun-23	0	0	0	0
Planning and design for a zero emissions bus network	780	0	0	0	780	Jun-22	480	0	0	0
Planning better roads for our growing city	1,193	0	0	0	1,193	Jun-22	263	0	0	0
Road safety improvements (ACT Contribution)	3,930	1,000	0	0	4,930	Jun-23	930	1,000	0	0
Road safety improvements (Commonwealth Contribution)	3,922	0	0	0	3,922	Jun-22	0	0	0	0
Road Safety Works - Road Safety Barriers (ACT Contribution)	109	0	0	0	109	Jun-22	109	0	0	0
Road Safety Works - Road Safety Barriers (Commonwealth Contribution)	109	0	0	0	109	Jun-22	0	0	0	0
Road Safety Works - Traffic Signal Uninterrupted Power Supply (ACT Contribution)	106	0	0	0	106	Jun-22	106	0	0	0
Road Safety Works - Traffic Signal Uninterrupted Power Supply (Commonwealth Contribution)	106	0	0	0	106	Jun-22	0	0	0	0
Road Safety Works - Variable Speed Limit Systems (ACT Contribution)	1,192	0	0	0	1,192	Jun-22	492	0	0	0
Road Safety Works - Variable Speed Limit Systems (Commonwealth Contribution)	307	0	0	0	307	Jun-22	0	0	0	0
Schools for our growing city - Kenny High School	5,454	10,370	650	0	16,474	Jun-24	-546	1,370	0	0
Strengthening infrastructure supporting Canberra's new public transport network	1,652	0	0	0	1,652	Jun-22	-1,448	0	0	0
Supporting more Canberrans to Park and Ride	1,914	0	0	0	1,914	Jun-22	1,914	0	0	0
Transport for Canberra - Real Time Passenger Information System	1,555	0	0	0	1,555	Jun-22	0	0	0	0
Upgrading an intersection on Owen Dixon Drive (ACT Contribution)	164	4,500	0	0	4,664	Jun-23	0	4,500	0	0

2021-22 Infrastructure Program							2021-22 Budget Reprofiting			
Project	2021-22 \$'000	2022-23 \$'000	2023-24 \$'000	2024-25 \$'000	Four Year Investment \$'000	Physical Completion Date	2021-22 \$'000	2022-23 \$'000	2023-24 \$'000	2024-25 \$'000
Upgrading an intersection on Owen Dixon Drive (Commonwealth Contribution)	2,500	2,500	0	0	5,000	Jun-23	-5,336	2,500	0	0
Upgrading the ACT Material Recovery Facility (ACT Contribution)	881	5,000	6,350	0	12,231	Jun-24	-3,919	2,000	3,350	
Upgrading the ACT Material Recovery Facility (Commonwealth Contribution)	1,210	5,000	4,150	0	10,360	Jun-24	0	0	0	0
Woden Bus Depot Augmentation	3,778	15,000	14,398	0	33,176	Jun-24	-8,222	0	9,000	0
<b>Total Works In Progress</b>	<b>174,164</b>	<b>233,528</b>	<b>141,231</b>	<b>102,046</b>	<b>650,969</b>					
<b>CAPITAL WORKS PROGRAM</b>										
<b>New Works</b>										
Better community infrastructure - Improving local roads and community infrastructure	1,530	5,651	0	0	7,181	Jun-22	0	0	0	0
Better community infrastructure - Improving sport and recreation facilities	950	0	0	0	950	Jun-22	0	0	0	0
Commonwealth Grant - National Flood Mitigation Infrastructure Program	1,220	0	0	0	1,220	Jun-22	0	0	0	0
Connected and sustainable Canberra - Active travel investments	600	4,000	3,000	3,270	10,870	Jun-25	0	0	0	0
Connected and sustainable Canberra - Constructing the William Hovell Drive duplication (ACT Contribution)	3,250	450	4,500	28,550	36,750	Jun-25	0	0	0	0
Connected and sustainable Canberra - Constructing the William Hovell Drive duplication (Commonwealth Contribution)	0	11,950	11,900	2,650	26,500	Jun-25	0	0	0	0
Connected and sustainable Canberra - Monaro Highway upgrades (ACT Contribution)	750	17,500	22,500	27,500	68,250	Jun-26	0	0	0	0
Connected and sustainable Canberra - Monaro Highway upgrades (Commonwealth Contribution)	750	17,500	22,500	27,500	68,250	Jun-26	0	0	0	0
Connected and sustainable Canberra - Parkes Way/Coranderrk St intersection	4,006	0	0	0	4,006	Jun-22	0	0	0	0
Connected and sustainable Canberra - Upgrades for Pialligo (ACT Contribution)	500	840	0	160	1,500	Jun-25	0	0	0	0
Connected and sustainable Canberra - Upgrades for Pialligo (Commonwealth Contribution)	0	1,130	1,130	240	2,500	Jun-25	0	0	0	0

Project	2021-22 Infrastructure Program						2021-22 Budget Reprofiting			
	2021-22	2022-23	2023-24	2024-25	Four Year	Physical	2021-22	2022-23	2023-24	2024-25
	\$'000	\$'000	\$'000	\$'000	Investment	Completion	\$'000	\$'000	\$'000	\$'000
				\$'000		Date				
Connected and sustainable Canberra - Upgrading roads in south-west Canberra (ACT Contribution - CRP Funded)	400	400	0	0	800	Jun-23	0	0	0	0
Connected and sustainable Canberra - Upgrading roads in south-west Canberra (Commonwealth Contribution - CRP Funded)	400	400	0	0	800	Jun-23	0	0	0	0
Early design works for a new RSPCA facility	500	525	0	0	1,025	Jun-23	0	0	0	0
Fast Track Phase 3	1,850	0	0	0	1,850	Jun-22	0	0	0	0
Food organics and garden organics - household waste trial	159	3	3	0	165	Jun-24	0	0	0	0
Food organics and garden organics - waste recovery facility	700	0	0	0	700	Jun-22	0	0	0	0
Growing the public transport network	1,800	0	0	0	1,800	Jun-22	0	0	0	0
Mawson stormwater and placemaking improvements - construction (ACT Contribution)	0	1,010	0	0	1,010	Jun-23	0	0	0	0
Mawson stormwater and placemaking improvements - construction (Commonwealth Contribution)	1,110	1,010	0	0	2,120	Jun-23	0	0	0	0
Protecting Canberra's unique environment - Growing our urban forest	500	204	0	0	704	Jun-23	0	0	0	0
Protecting Canberra's unique environment - Upgrading the stormwater network	2,200	2,130	2,250	0	6,580	Jun-24	0	0	0	0
<b>Total New Works</b>	<b>23,175</b>	<b>64,703</b>	<b>67,783</b>	<b>89,870</b>	<b>245,531</b>					
<b>CAPITAL WORKS PROGRAM</b>										
<b>Better Infrastructure Fund</b>										
Accessible Bus Stops	1,565	1,565	0	0	3,130	Jun-23	0	0	0	0
Active travel - Age Friendly Suburbs and Cycle Path Maintenance	1,800	1,500	1,500	1,500	6,300	Jun-25	0	0	0	0
Base BIF of the agency	12,041	14,055	13,819	18,962	58,877	ongoing	0	0	0	0
Better playgrounds and dog parks	1,100	1,400	1,500	1,300	5,300	Jun-25	0	0	0	0
Local shopping centre upgrades	2,910	4,600	5,600	5,600	18,710	Jun-25	0	0	0	0
Pialligo Upgrades	0	0	1,000	0	1,000	Jun-24	0	0	0	0
Reducing reliance on potable water to irrigate grass	882	950	0	0	1,832	Jun-23	0	0	0	0
Road Median Improvement	465	573	675	0	1,713	Jun-24	0	0	0	0
Route Planning Study Gungahlin Town Centre	200	0	0	0	200	Jun-22	0	0	0	0

2021-22 Infrastructure Program						
Project	2021-22 \$'000	2022-23 \$'000	2023-24 \$'000	2024-25 \$'000	Four Year Investment \$'000	Physical Completion Date
Safer Dams & Weirs Improvement Program	1,610	0	0	0	1,610	Jun-22
Tuggeranong Foreshore improvements	800	1,400	2,600	0	4,800	Jun-24
Yerrabi Pond District Park - Design	600	0	0	0	600	Jun-22
<b>Total Better Infrastructure Fund</b>	<b>23,973</b>	<b>26,043</b>	<b>26,694</b>	<b>27,362</b>	<b>104,072</b>	
<b>Works in Progress Better Infrastructure Fund</b>						
Prior Year base BIF of the agency	7,861	0	0	0	7,861	Jun-22
<b>Total Works in Progress Better Infrastructure Fund</b>	<b>7,861</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,861</b>	
<b>TOTAL INFRASTRUCTURE INVESTMENT PROGRAM</b>	<b>229,173</b>	<b>324,274</b>	<b>235,708</b>	<b>219,278</b>	<b>1,008,433</b>	

2021-22 Budget Reprofileing			
2021-22 \$'000	2022-23 \$'000	2023-24 \$'000	2024-25 \$'000
0	0	0	0
0	0	0	0
0	0	0	0
7,861	0	0	0

**ISSUE: Fix My Street**

## Talking points:

- A meeting was held with both Ministers Steel and Minister Cheyne Offices on 4th Feb 2021 to establish the objectives of the Fix My Street Redesign, a collaborative effort between TCCS, Access Canberra and the OCDO. This meeting highlighted the need for the Fix My Street System to be redesigned from a user perspective, replacing the existing design based on an internal government perspective.
- The Access Canberra Customer Request Management (CRM) system was migrated to the Salesforce platform to sit alongside the Digital Account in May 2021.
- Work on the Fix My Street Redesign was put on hold pending the Access Canberra CRM migration to Salesforce to enable resources across the directorates involved to focus on this major initiative.
- A cross-directorate working group has been established with TCCS, Access Canberra and the OCDO to look at improving the Fix My Street experience for citizens.
- TCCS has established a formal project and a Steering Committee with cross-directorate representation which first met on 3 June 2021.
- The Project Steering Committee is the governance body across the three directorates for this project and will determine who will lead the various elements.
- The Steering Committee confirmed that the customer experience should be the focus for the redesign of Fix My Street and Citizen journey mapping needs to be a key component in the redesign.
- The Steering Committee agreed to adopt the following principles:
  - Customer-focussed design.
  - Simplicity (not building technical debt).
  - Focus on quick wins before moving into the more complex and time-consuming improvements.
- The first stage of the project was expected to take two months and include:
  - An internal discovery and stocktake of issues with Fix My Street across the directorate.
  - Discussing issues identified through the CSRM Project's Discovery phase.
  - Discussing issues identified through the Access Canberra Migration project (CXS).
  - A citizen and stakeholder engagement exercise to understand current pain points.
  - Functional design based on citizen feedback.
- As a result of the ACT entering lockdown on 12th Aug 2021 the project has had limited resources available to progress the first stage. Citizen and stakeholder engagement was put on hold to avoid distraction from public health related messaging.
- Surveys and interviews have been designed and are ready to go pending being able to contact the public.
- Procurement is underway for the functional design component to select a vendor once the surveys and interviews have been completed.
- Once the scope of work has been identified through the discovery and engagement exercises each issue will be categorised as one of the following:

Cleared as complete and accurate:

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- Minor modification – can be addressed as a minor change with Business-As-Usual (BAU) resources.
- Moderate change - can be addressed through one of the existing projects.
- Significant or Complex Change – requiring an implementation plan and possibly engagement with external vendors.
- Some items already under investigation include:
  - Refining the queues and processes to avoid existing manual intervention.
  - Improving integration of job status between the Access Canberra and TCCS Salesforce systems.
  - Including more automated customer updates on the progress of requests.
  - Improving the routing of jobs between Access Canberra, TCCS office staff, and field crews.

## Issues that may impact delivery

- The full scope of the project will not be known until after the first discovery stage of the project. Once this is complete a timeline will be established for the implementation to address the issues that are deemed to be within scope.
- Project delivery is likely to consist of many iterative updates to Fix My Street so that benefits are delivered to citizens faster.
- Citizen experience, performance, stability, and security are significant factors for any changes to the ACT Government Salesforce platform, in particular those connected to the Digital Account which includes Fix My Street.
- This project currently does not have a dedicated budget – this is to be absorbed into BAU activities, associated projects and other existing operational budgets.
- The COVID-19 situation in the ACT may continue to impact the project timeline.

## ISSUE: Customer Service Request System (CSRM)

### Talking points:

- The CSRM program was approved in September 2019 for for \$9.5M to improve service delivery for citizens, which will see the replacement of 20 access databases
  - \$5.9M capital and \$3.6M expenses
- A contract to deliver the CSRM program of work was entered into with ProQuest IT Pty Ltd in March 2021.
- The software platform, Salesforce, has been established and linked with the Digital Account and Access Canberra (AC).
- Solutions implemented on the Field Services platform to date include Domestic Animal Services (DAS) and ACT NoWaste (Bulky Waste, Bin Maintenance), WorkSafe and an integration with Fix My Street hosted by AC.
- Development is under way to enhance DAS, and ACT NoWaste business solutions as well as a project for Capital Linen Service.
- Lessons learnt from each project are captured and applied to subsequent projects as part of TCCS' continuous improvement processes.
- Discovery workshops with all impacted business units are nearing an end and have informed architectural designs submitted to the Salesforce Architectural Working Group (SAWG) to ensure consistency with better practice design.
- Approval of the CSRM solution design is due in October 2021.
- The CSRM will interface to numerous key operational systems such as the Asset Management System, GIS, Westpac Payment Gateway and Objective.
- The project is expected to take two years from the first workshop to develop all the components.
- Systems will be developed using an Agile delivery method, meaning systems will evolve iteratively over the life of the project.
- The CSRM favours configuration rather than customisation.
- The CSRM maximises re-use wherever possible and shares components with the Digital Account platform.
- The CSRM program has a number of interdependencies with the Fix My Street Refresh project including notifications and alerts/updates back to citizens when requests have progressed to completion.
- Once the discovery stage is completed for the Fix My Street Refresh project some adjustments may be required to future iterative releases of the CSRM program.

### Background

- A CSRM Pilot established a production system for Domestic Animal Services in 2019 and demonstrated the benefits that can be achieved across Transport Canberra and City Services (TCCS). This pilot forms the basis of the larger CSRM program of work.
- The CSRM has established the Field Services platform which will be the primary, central field services tool for TCCS and other field based business areas.

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## ISSUE: Freedom of Information Act 2016

### Key information:

#### Applications

- In 2020-2021, TCCS received 121 requests (four more than 2019-2020) for information under the *Freedom of Information Act 2016* (FOI Act).
  - All 121 are now complete; 15 were still in progress at end of reporting period.
- Assessment (see table 2)
  - 19 applicants provided with full access to government information.
  - 52 applicants provided with partial access.
  - 9 applicants were refused access as the information was found to be contrary to the public interest.
  - 5 applicants were advised that the information they were seeking is not held by TCCS.
- Across all the requests, information was redacted most often because it was information that could prejudice an individual's right to privacy under the *Human Rights Act 2004*. The other factor of significance in finding against public interest release was information that could prejudice the trade secrets or business affairs of an entity.
- Processing period
  - 48 applications were completed within the statutory 20 days.
  - 31 applications completed within extended period, with applicants' agreement under section 41 of the Act:
    - § 22 of these applications were decided within 35 or less days;
    - § 8 decided in less than 60 working days;
    - § 1 decided in more than 60 days;
    - § Less applications (-17) required an extended timeframe to make a decision; and
    - § Extension reasons vary such as: complex or large requests, volume of application being managed simultaneously.
  - Of the 121 applications, one application was not decided within the statutory timeframe. In addition, one application received 2019-2020 was decided outside of time in January 2021:
    - § The decision for application 21-018 was made on 2 March 2021 which exceeded the agreed timeframe by 3 working days. A notice to the ACT Ombudsman was tabled at the ACT Legislative Assembly on 30 March 2021.
    - § The decision for application 20-016 was made on 15 January 2021 which exceeded the agreed timeframe by six months. A notice to the ACT Ombudsman was tabled at the ACT Legislative Assembly on 11 February 2021.
- Breakdown of applicant groups:
  - Approximately 65% were members of the public;
  - 11% were Members of the ACT Legislative Assembly;

Cleared as complete and accurate:

Cleared by:	Executive Director	Ext: 55054
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Lead Directorate:	Transport Canberra and City Services	

- 2% were journalists; and
- 22% belonged to other groups such as community groups, solicitors and insurance companies.
- TCCS transferred 18 applications during the financial year. Applications transferred in full or part to TCCS are included in the count of received applications.
- Applicants withdrew 10 applications, 4 of which were resolved informally.
- The requests for information included:
  - 23% Domestic Animal Services, e.g. nuisance complaints, attacks, and investigations
  - 10% Transport matters, e.g. timetables, bus routes, statistics, and incidents
  - 23% Road and path maintenance matters, e.g. traffic surveys and reports, parking, scheduled works, fix my street requests and incidents
  - 13% City Presentation matters, e.g. Playgrounds, maintenance, permits, and investigations
  - 7% Urban tree management and tree protection matters
  - 1% Waste Management
  - 23% Other.

## Reviews

- Ombudsman review
  - Two applications were made to the ACT Ombudsman for a review of a decision by TCCS under section 74 of the FOI Act:
    - § Reference 21-018 – The application was received and decided in 2020-2021. In their request, the applicant sought access to CCTV footage captured by the forward facing camera aboard a bus. TCCS identified that the camera was non operational at the specified time, however footage captured by another camera was considered to be of benefit to the applicant and therefore the scope of the application was broadened. The ACT Ombudsman varied the decision on the access application, commending TCCS for acting in a way which broadened the scope, but finding that TCCS did not hold relevant information.
    - § Reference 20-016 - The application was received in 2019-2020 and decided in 2020-2021. In their request, the applicant sought access relating to complaints made to Domestic Animal Services. Partial access was provided to the applicant, with personal information relating to a third party and the name of relevant dogs as the information may identify third parties. The ACT Ombudsman varied the decision, finding that the disclosure of third party personal information was contrary to the public interest, however the dogs names should be disclosed.
- Further information on these applications can be found in table 4.
- ACT Civil and Administrative Tribunal review
  - Zero applications were made to review TCCS decisions under the FOI Act.

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## Breakdown

**Table 1: FOI Access Applications**

Application status	2020 - 2021	2019 – 2020	Difference in 2020 - 2021
Applications processed	133	134	-1
Applications carried over from previous financial year	12	17	-5
Applications Received	121	117	+4
Applications Resolved	118	122	-4
Applications to be resolved	15	12	+3
Number of applications resolved within 20 working days	48	35	+13

**Table 2: FOI Access Application Outcomes**

Access application outcome	Number of applications
<i>Note: This table refers to the 118 access applications resolved in 2020-2021</i>	
Full access	19
Partial access	52
Information not held	5
Access was contrary to public interest (refused)	9
Access applications not dealt with under s34(6)(b)	1
Access applications transferred in full to other ACT Government Directorates	18
Withdrawn applications	10
Access applications resolved outside of FOI	4

**Table 3: FOI Processing timeframe Table**

Access application decided within the time to decide (section 40)	Access application extended by applicant's agreement (section 41)	Additional number of days taken to decide per application
48	31	21, 23, 23, 23, 23, 23, 24, 24, 24, 24, 27, 28, 28, 28, 28, 29, 29, 29, 29, 30, 32, 33, 36, 37, 38, 40, 40, 40, 50, 56, 68.

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**Table 4: ACT Ombudsman Reviews**

Reference	Applicant	Information sought	Contention	Decision
21-018	FOI Applicant	The outward, forward-facing camera on Bus 384 on 5 February 2021	The reasoning of the decision-maker is flawed, and the current explanation for the Camera not being operational is not technically credible	<p>Varied</p> <p>ACT Ombudsman tasked with remaking the decision anew.</p> <p><i>Note: ACT Ombudsman advised that TCCS ought to have decided that it did not hold any information within the scope of the access request. By considering other footage and allowing the applicant to view it, TCCS was going beyond the formal requirements of the FOI ACT. The appropriate decision is that TCCS does not hold any information within the scope of the request.</i></p>
20-035	FOI Applicant	Alleged dog attack	Names of dogs and dog owner should be disclosed	<p>Varied</p> <p><i>Note: ACT Ombudsman agreed that TCCS was correct to redact the name and address of the individual and this information should remain redacted. However, the applicant should be given access to the names of the dogs.</i></p>

**Table 5: Financial Year Comparison – 2012-2013 to date**

Financial Year	Number of FOIs received	Number of FOIs Resolved with a decision	Number of FOIs completed within statutory timeframes <i>Note: 20 working days under the FOI Act 2016</i>
2020-21	121	118	48 (56%)
2019-20	117	105	59 (36%)
2018-19	130	91	16 (18%)
2017-18	98	78	40 (51%)
2016-17	101	78	34 (44%)

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Cleared by:

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**ISSUE: 2020-21 Procurement**

## Talking points:

- TCCS entered into 256 notifiable contracts with a total value of \$149m, of these:
  - 133 procurements undertaken were for the provision of Works, with the remaining 123 for Goods and Services
  - 42 procurements, representing a total value of \$12.4m were undertaken with an exemption from the Quotation and/or Tender threshold, and were conducted in accordance with the Single Select policy established by the Directorate.
  - The highest value select engagement was \$2.6m for the Customer Services Request Management System ICT solution, facilitated via a select tender process.
- TCCS has achieved the following results against the three performance measures for the **Aboriginal and Torres Strait Islander Procurement Policy**
  - Measure 1: **9** Aboriginal and Torres Strait Islander Enterprises responded to five tender and/or quotation opportunities issued from the Approved Systems.
  - Measure 2: TCCS **engaged 28 unique** Aboriginal and Torres Strait Islander Enterprises to a value of \$2.24m.
  - Measure 3: TCCS **achieved 0.85%** of addressable spend being attributed to Aboriginal and Torres Strait Islander Enterprises engagements.
- The Directorate continues to communicate and promote the policy to increase the engagement of Aboriginal and Torres Strait Islander Enterprises and the Directorate's performance against all three measures. The Directorate is continuing to identify opportunities to apply and monitor the policy.
- TCCS continues to promote and apply the **Secure Local Jobs Code**, including the requirements of the Services Category, introduced in November 2019.
  - No exemptions under section 22H of the Government Procurement Act have been provided or reported by TCCS.
- TCCS continues to deliver a range of improvements including the ongoing awareness of the Procurement Framework and related policies and procedures and are continuing to improve the relationship with Procurement ACT.

- TCCS progressed the implementation of the Purchase Order 2 Payment Contract Management module to enable automated Purchase Order and expense allocation to Contracts and improve contract management reporting.
- The solution also prevents overspend against the value of Agreements which represents one of the internal audit findings.

## Key Information

- TCCS have notified all contracts executed from 1 July 2020 to 30 June 2021, with a value of \$25,000 or more, to the ACT Government Contracts Register.
- TCCS engaged the services of Procurement ACT, CMTEDD; Infrastructure Delivery Partners, Major Projects Canberra; and where necessary, the ACT Government Solicitors Office, for all procurements above \$200,000.
- The engagement model to ensure a consistent and effective relationship with Procurement ACT remains in place.
- TCCS accessed NSW Government standing offer panel agreements where these are assessed as providing value for money.

## ISSUE: Sport and Recreation Facilities

### Key Information

- Data is reflective as at 30 June 2021 for FY 2020/21
- 26 employees which equates to 26 full time equivalent (FTE), an increase of 5 from 30 June 2020.

#### Diversity profile

- Headcount profile:
  - 3.8% [1 FTE] identified Aboriginal and Torres Strait Islander
  - 7.7% [2 FTE] identified with a disability
  - 0 identified as culturally and linguistically diverse
  - 0 trainees and apprentices
- Headcount by gender
  - 15.4% [4] female
  - 84.6% [22] male.
- Headcount under 30 years of age
  - 100% [1] male
  - Sport and Recreation has various programs that support employees under 30 including work experience, ASBAs.
- By age group

	Female	Male	Total
Under 25	0	1	1
25-34	0	2	2
35-44	2	4	6
45-54	0	10	10
55 and over	2	5	7
<b>TOTAL</b>	<b>4</b>	<b>22</b>	<b>26</b>
%	15.4%	84.6%	-

- By employment category

	Female	Male	Total	% of Female Employees
Permanent Full-time	4	22	26	100%
Temporary Full-time	0	0	0	0%
<b>TOTAL</b>	<b>4</b>	<b>22</b>	<b>26</b>	<b>100</b>

- By employment classification

	Female	Male	Total	% of Female Employees
Administrative Officers	2	1	3	66.6%
General Service Officers and Equivalent	1	10	11	9.1%

<b>Rangers</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0%</b>
<b>Senior Officers</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0%</b>
<b>Technical Officers</b>	<b>1</b>	<b>5</b>	<b>6</b>	<b>16.7%</b>
<b>TOTAL</b>	<b>4</b>	<b>22</b>	<b>26</b>	<b>15.4%</b>

**ISSUE: COVID-19**

## Talking points:

### WFH ARRANGEMENTS

- As a result of the ACT entering a lockdown effective 5pm 12 August 2021, the Director-General notified all staff of the requirement to work from home wherever possible, affirming this to all office-based staff.
- On 12 August 2021, all staff were reminded to complete the [COVID-19 and Working from Home Checklist](#) and discuss any reasonable adjustment requirements with their manager.
- On 13 August 2021, all staff were also provided access to [Practical Guidance for Home-Based Work](#).
- Those unable to work from home due to the nature of the role, i.e. some of those working in frontline services, were stood down on COVID-19 leave and or redeployed to support the ACT Governments response to the local pandemic.
- A total of 112 workers across TCCS volunteered to support a range of tasks, including but not limited to, COVID response line, contact tracing, administration at testing sites, vaccination bookings, delivery drivers, data analytics etc. Many of these workers were those who were unable to work from home due to the nature of their roles, for example, customer service officers in libraries, arborists, roads workers, sportsground rangers amongst others. Not all workers were called upon.
- Regular and consistent messaging led by the Director-General with a focus on safety, wellbeing, connection and juggling work-life balance has been maintained on a twice weekly basis since 16 August.

### COVID IMPACTS

- The average number of TCCS impacted by COVID as either close/casual contact between August 14 – October 12 averaged 45.5 each day.
- In addition, we had four staff test positive to COVID19 in the same period.

**MINISTER FOR TRANSPORT AND CITY SERVICES  
QUESTION TIME BRIEFS  
6-8 OCTOBER 2021**

<b>COVID Response</b>	
A.	TCCS' response to COVID lockdown
B.	PT COVID-19 exposure sites and Check In CBR compliance on PT
C.	Workplace safety and availability of PPE for TCCS employees
D.	Interim PT network including services for school kids
<b>Roads/Active Travel</b>	
1.	Parking Issues in Campbell
2.	Mortimer Lewis Drive Parking
3.	Umbagog Park Bridge (north/west) Closures
4.	Footpath Maintenance, Prioritisation and Upgrades
5.	Black Spot Funding from the Commonwealth
6.	Local Area Traffic Management
7.	Horse Park Drive (Noise)
8.	Potholes and Road Resurfacing
9.	Traffic Signals/ITS Maintenance and Management
10.	Stormwater including GPT's
11.	Streetlights (incl light pollution)
12.	New 40kmh Speed Zones
13.	Road Duplications and Upgrades
14.	Intersection Upgrades
15.	Capital Works Stimulus – ACT and Commonwealth Funded
16.	Maintenance of Rural Roads
17.	School Traffic Management
<b>City Services</b>	
18.	Traffic Disruption Taskforce (LRS2)
19.	Coles Dickson – parking disruption
20.	Yerrabi Pond
21.	Licensing and Compliance on Public Land
22.	Street Trees and Urban Forest Strategy
23.	Shopping Centres and Town Centres
24.	Playgrounds
25.	William Hovell Drive Duplication (DA notification)

26.	Charnwood Shops (trees and pavers)
27.	Mowing
28.	Public Toilets
29.	Water sensitive Urban Design
30.	Fix My Street
31.	Dog Attacks and DAS Seizure Powers
32.	Animal Welfare and Management (incl Cat Containment and Dog Registration)
33.	New RSPCA Facility
34.	Cemeteries and Gungahlin Crematorium
35.	Libraries ACT
<b>ACT No Waste</b>	
36.	Green Bins and FOGO
37.	Landfill Expansion / Weighbridge Replacement
38.	Canberra Sand and Gravel (CSG)
39.	Bulky Waste Service
40.	COAG export bans
41.	Single Use Plastics
42.	Fyshwick Waste Facilities
<b>COO</b>	
43.	Auditor-General's report into CCTV cameras
<b>Transport Canberra</b>	
44.	Flexible Bus Service
45.	Future Light Rail Network
46.	Zero Emissions Buses (including bus fleet)
47.	Woden Bus Depot
48.	New Ticketing System
49.	Patronage for Buses and Light Rail
50.	Transport Recovery Plan
51.	Weekend buses/Transport Action Plan
52.	Public Transport – New Suburbs
53.	Advertising on Public Transport
54.	Takata Airbags Vehicle Registration Cancellations/Suspensions - Access Canberra
55.	E-Scooter Scheme
56.	Transport Strategy Implementation

<b>57.</b>	GLS and Driving Instructors
<b>58.</b>	Automated Vehicles
<b>59.</b>	Regulation of Zero Emission Vehicles
<b>60.</b>	Mobile Device Detection Cameras
<b>61.</b>	Dangerous Driving Penalties
<b>62.</b>	Roads Safety Cameras
<b>63.</b>	Autonomous Emergency Braking

### ISSUE: TCCS' RESPONSE TO COVID LOCKDOWN

#### WFH ARRANGEMENTS

- As a result of the ACT entering a lockdown effective 5pm 12 August 2021, the Director-General notified all staff of the requirement to work from home wherever possible, affirming this to all office-based staff.
- On 12 August 2021, all staff were reminded to complete the [COVID-19 and Working from Home Checklist](#) and discuss any reasonable adjustment requirements with their manager.
- On 13 August 2021, all staff were also provided access to [Practical Guidance for Home-Based Work](#).
- Those unable to work from home due to the nature of the role, i.e. some of those working in frontline services, were stood down on COVID-19 leave and or redeployed to support the ACT Governments response to the local pandemic.
- A total of 112 workers across TCCS volunteered supporting a range of tasks, including but not limited to, COVID response line, contact tracing, administration at testing sites, vaccination bookings, delivery drivers, data analytics etc. Many of these workers were those who were unable to work from home due to the nature of their roles, for example, customer service officers in libraries, arborists, roads workers, sportsground rangers amongst others.
- Regular and consistent messaging led by the Director-General with a focus on safety, wellbeing, connection and juggling work-life balance has been maintained on a twice weekly basis since 16 August, this frequency will be reviewed end of month September 2021.
- Daily COVID updates have also been messaged to staff using a variety of communication channels in recognition that not all have act.gov accounts. These updates will move to twice weekly effective 14 September 2021.

### TRANSPORT CANBERRA AND BUSINESS SERVICES

#### Transport Canberra Bus and Light Rail Operations

- Transport Canberra responded quickly in addressing large staff shortages due to quarantine arrangements, predominately in the Belconnen depot to manage the continuity of the delivery of essential services following the lockdown on 12 August.
- Subsequent actions undertaken include delivery of an interim bus service to respond to the impacts of the pandemic on the workforce; provision of contact tracing information from MyWay cards; services for Canberrans traveling to mass vaccination centres, and delivery of bespoke school services for children of essential workers. The current status of activity is listed below:

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## Interim bus timetable

- In response to the evolving COVID-19 public health situation, Transport Canberra buses moved to an interim weekday timetable on Wednesday 25 August which will continue until 22 October 2021, with weekend services operating as normal. From Monday 25 October 2021, there will be an update to the interim network which will see the reintroduction of all dedicated school services and 's' trips which allow for diversion on regular route services into schools.

## School services up until COB Friday 22 October 2021:

- Transport Canberra is working closely with the Education Directorate to ensure that all students that utilise the regular bus network to get to and from school can continue to do so with frequent services provided during peak school travel times.
- Dedicated school bus services (including 's' trips) are not running. Children of essential workers who have been using dedicated buses during the lockdown to get to and from school have been accommodated.

## School Services commencing 25 October 2021:

- All dedicated school services and 's' trip diversions will be resume at which time the bespoke school service will cease operation with all registered participants being notified during the week commencing 18 October 2021.
- Updated school packs will be available during the week commencing 18 October to allow students to plan their travel for return to school.

## Light Rail

- Light rail services continue to operate as normal.
- Canberra Metro has arrangements in place to enable essential workers to operate separate shifts and minimise contact between the workforce. Non-essential workers are working from home.

## Communications:

- Transport Canberra is keeping the community informed through social media, the Transport Canberra website, eNews and at stops and stations to remind Canberrans:
  - to only use public transport for essential reasons during this time, and if they have COVID-19 symptoms not to travel on public transport; and
  - they are required to wear masks, use the QR codes to check in and use registered MyWay cards to tap on and off public transport.
  - Reminders to check the updated timetable, including school services will be distributed via social media channels and via emails direct to principles and school contacts.

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## Transport Canberra is providing free travel to ACT Gov Vaccination Clinics:

- Transport Canberra commenced free transport on bus and light rail for anyone travelling to any ACT Government COVID-19 vaccination clinic from Friday 3 September.
- To access free travel, individuals need to show proof of their COVID-19 vaccination booking at an ACT Government clinic to the driver or customer service officer (upon request).

## AIS Mass Vaccination Clinic Transport:

- Individuals with bookings at the AIS Arena COVID-19 mass vaccination clinic can make use of the Rapid 9 (R9) from Dickson and Belconnen interchanges.
- The service will be diverted to drop off and pick up customers from the AIS Arena COVID-19 mass vaccination clinic.
- The service operates every 15 minutes on weekdays and every 30 minutes on weekends.
- The R9 diversions run until after the AIS Arena clinic finishes its last appointment.

## Lockdown arrangements for Transport Canberra staff:

- All non-essential Transport Canberra staff are working remotely where applicable.
- Drivers are essential workers and are performing duties as required unless under quarantine/isolation arrangements.
- Workshop, depot administration staff, field and communication centre staff are essential workers and have implemented different shift structures to minimise contact between workers.
- Transport Canberra continues to monitor the wellbeing of staff and flexible work arrangements required to ensure childcare and home schooling are balanced with productivity.

## Business Continuity Plans:

- Both Transport Canberra and Canberra Metro have business continuity plans designed to enable continuation of services at a reduced level should there be a circumstance where this is required.

## Strategic Policy and Customer

### Driver licensing:

- A number of measures have been implemented to assist drivers needing to renew a licence or transfer licence to an ACT licence:

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- the expiry date for learner motorcycle and car licences that expire between 9 August 2021 and 31 January 2022 will be extended by six months.
- The period for which a non-ACT driver licence holder (eg. interstate licence holders, holders of an external territory licence, New Zealand citizens) can legally drive in the ACT on their non-ACT licence is also being temporarily extended from three months to six months. This extension is in place until 31 March 2022.
- TCCS is supporting driver training course providers to transition to online delivery where this is possible and does not compromise road safety outcomes.
- The timeframe in which the practical component of the Safer Driver course (an approved learner driver training course) must be completed following completion of the theory component has been extended from 30 days to three months.
- The timeframe in which a pre-learner or pre-provisional licence training course must be completed before an application for a learner or provisional motorcycle licence has been extended from 1-month to 3-months. This extension is in place until 31 March 2022.
- Licence holders do not need to do anything for the extension to apply and there is no associated cost.
- Learner and provisional driver licences cannot be issued online.
- Government driving assessments are not currently operating.
- Accredited driving instructors are not considered an essential service and have ceased operating.
- Learners can still go out driving with a supervised driver from their household. It is recommended that this is done in your local region.
- Similar measures were also taken in 2020.

#### Infringement notices:

- To support the temporary suspension of non-essential Government services, the timeframe for serving infringement notices to a responsible person for an offence detected by a traffic offence detection device is being extended from 28 days to 45 days.
- The extension will apply from 4 September 2021 to 31 March 2022.

#### Infringement notice management plans:

- A person may apply for an infringement notice management plan through participation in an approved community work or social development program if there is a place for that person in an approved community work or social development program within the 3-month period of the person applying.
- This period is being extended to 6 months from 12 August 2021 to 31 March 2022.
- This follows similar measures taken in 2020.

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## Vehicle Registration Certificate of Inspection:

- The validity of a Certificate of Inspection is being extended from one month to three months.
- The extension will apply from 12 August 2021 to 31 March 2022.
- This follows similar measures taken in 2020.

## Parking:

- All pay parking in Government car parks has ceased at this time.
- Park and Ride permit scheme is suspended at this time.
- These arrangements are currently in effect until 31 October 2021. Although the lockdown restrictions are currently in place until 11:59 pm on 15 October 2021, I disapplied the parking arrangements for an additional two weeks to provide the community and essential workers with a transitional period to adjust to the new arrangements.

## Taxis:

- The maximum taxi vehicle age and use requirements for standard taxis and wheelchair accessible taxis (WATs) were extended by one year in 2020. This arrangement has been extended by another year, until 12 September 2022.
- The extension allows vehicles that reach the maximum age or use limit during the COVID-19 health emergency to be eligible for registration and continue to operate up until 12 September 2022, after which the vehicle will need to be replaced with a vehicle that has not reached the maximum age or use limit.

## Domestic Animal Services

- Domestic Animal Services (DAS) has continued to offer services relating to public safety and animal welfare to the community including:
  - 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 including the cleaning of kennels, feeding of dogs, provision of enrichment activities and support for regular health checks and vaccinations that the dogs undergo with the veterinary service provider.
  - An exemption from ACT Health has been approved for behavioural assessments of dogs at DAS to continue, using contactless transfer of dogs to the assessor to

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enable dogs to be assessed and investigations finalised or for them to be placed on the adoption list; the behavioural assessor is considered as an essential service provider in support of DAS.

- DAS has approval to stand up its Volunteer Dog Walking program using contactless processes, it will further support DAS in meeting Animal Welfare requirements for the dogs.
  - Adapting to an innovative new process for dog adoption by holding phone interviews with prospective owners and the sharing of videos of the dog, with DAS Rangers managing the delivery of the dog to the new home for a trial and moving to contact free transfers of dogs that are rehomed through animal rescue organisations.
  - Maintaining procedures such as veterinary drops off of dogs for desexing appointments and other health checks performed outside of DAS facilities to assist in re-homing dogs.
  - Processing of dog registration payments and posting dog registration letters received to enable delivery of the Digital Dog Database, using minimal administration staff on site; who also perform task such as folding of letters and placement in envelopes ready for postal service pickup and delivery of post on a weekly basis.
- 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. Those team members in attendance at DAS have been grouped into team A and team B where neither are in attendance at DAS at the same time; nor do essential personal cross over; they follow the COVID response plan including wearing of mask, regular cleaning of workstation to enable business continuity should team members at DAS become a close contact.
  - Activities that have ceased include volunteers to enrich / walk the dogs along with community engagement events and education programs. However, a brief seeking the return of volunteers is being considered to assist with enrichment and exercise activities.

## **Libraries ACT**

- All 10 library branches (including ACT Heritage Library) and return chutes closed at 5pm on 12 August. Library volunteer activities have ceased.
- Mystery Box and Home Library services have resumed, with registrations opening on Monday 20 September and the first deliveries taking place on Friday 24 September. Community interest in these services has been high, with 1100 new registrations already received.

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- The ACT Heritage Library has established new arrangements to allow staff to safely access collection materials to remotely assist researchers.
- Online services are still available to library members via the [library website](#) (with access provided to eBooks, eAudiobooks, streaming music and films, and other digital resources). Since the beginning of the current lockdown, use of Libraries ACT digital resources has increased by 234%.
- Additional content has been added to Overdrive, an e-reading platform. eBooks and e-Audiobooks in community languages have also been added.
- Online programs are available including Giggle and Wiggle, Story Time, and Too Busy Book Club.
- New members can join through the Libraries ACT website and access online resources. Assistance to access these services is provided via phone call to the Libraries ACT Customer Information Centre and Digital Helpline
- Due dates have been extended for all items to 30 November 2021.
- Tuggeranong, Belconnen and Gungahlin Libraries are expected to reopen in the week commencing Monday 18 October for visits of 30 minutes at a time. Opening hours are being finalised but are expected to be Wednesday to Friday 10am-5:30pm, Saturday 10am-4pm, Sunday 12pm-4pm.
- Visitor numbers will be restricted to 25 people at any one time.
- Customers will be able to return books, browse, borrow; and access printers, photocopiers, and computers at these 3 locations. All activities are subject to COVID Safe measures including capacity limits and physical distancing.
- Onsite computer use is available on a drop-in basis. Due to the limited number of computers and time available, plus the visit duration limits, sessions are restricted to a maximum of 30 minutes.
- Return chutes will be open at the libraries that are open. All other return chutes will remain closed.
- As of September 2021, Libraries ACT has 7,989 Facebook followers and 3,570 Twitter followers. Facebook followers have increased by 681 since the 12 August lockdown began.
- 7 Libraries ACT staff members are currently registered with and are assisting ACT Health. All other staff have returned from their secondments.
- Library staff continue to assess which other services may be able to return given the current public health orders and any anticipated changes.

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## Yarralumla Nursery

- Most staff moved to WFH and just a skeleton crew on site for essential plant/site maintenance.
- Modifications were made to the Nursery's COVID Safety/ Transition Plan to allow essential plant maintenance and to operate under a click and collect.
- On 6 September 2021 trading and essential production operations resumed under a click and collect arrangement for registered customers and deliveries to retail garden centres.
- Operating under two teams on a week on week off basis (alternate week WFH).
- Freight and essential services such as garbage collection, potting mix deliveries and contractors to resume as needed in line with current health directions. COVID 19 safety plans have been sent and updated copies received.
- Currently planning for changes to operations following easing of restrictions in line with Phase B of the ACT Roadmap.

## Cemeteries

- The number of people able to attend a funeral is 20 people (excluding the people necessary to conduct the funeral); and
- those employees who normally perform outdoor activities returned to normal duties albeit under a COVID Safety Plan.
- Gungahlin Crematorium continues to operate, with the capacity of eight people in the private viewing room (including funeral staff).
- Canberra Memorial Parks' office remains closed to the public. Customers needing to make arrangements are able to contact the Customer Service Team on 6207 0000 during office hours or email [canberramemorialparks@act.gov.au](mailto:canberramemorialparks@act.gov.au).
- Customers wishing to collect ashes can do so by making arrangements to collect the ashes during office hours from the Gungahlin Office.
- While the parks do remain open, visitors are encouraged to stay at home and observe Health restrictions.

## Capital Linen Service (CLS)

- Due to the nature of work undertaken by CLS particularly with the processing of potentially infectious linen (COVID or otherwise) has seen an ongoing deployment of the previously developed COVID-19 Safe Plan. This plan is considered a live document and is being continually improved.
- CLS has seen a steady but low level of staff in quarantine. This has not impacted operations.
- Hours of operation have been adjusted to reflect the change in demand and include no Saturday work and shifts conclude no longer than 3pm. Only staff considered essential to operations are on-site. All other staff are working remotely.

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- There are a number of permanent ACTPS staff who have been placed on call in the event of a positive COVID case at the laundry. These employees are undertaking training remotely.
- CLS has modified the COVID-19 Infection Linen Sorting Procedure. The key details of the change include a shift from contactless processing of infectious linen to all linen being sorted the same. This means that linen potentially identified as infectious is no longer contactless and achieved through a significant escalation in PPE mandated to be worn by workers in the sorting area at all times.
- The change to the procedure for sorting infectious linen was required due to:
  - The noticeable increase in the quantity of infectious linen received from various facilities in the ACT. The ongoing upward trend in the receipt of potentially infectious linen has the potential to lead to a longer term inability to meet the demand. Existing process was inefficient and in larger volumes had the potential to increase the risk of manual handling injuries.
  - The inability to properly identify if linen was infectious noting that some hotels were unaware that guests were COVID positive until partway through their stay, or after checking out.
  - Ensure staff were protected under all circumstances.
- Demand from hotels is at an all-time record low.
- CLS is currently working through the development of a roster which considers a gradual increase in demand based on the assumption hotels reopen in the near future. This roster will also need to consider the deployment of additional labour hire workers and an associated training program.

## CITY SERVICES

### Roads ACT

- Following the 12 August lockdown some essential field services were paused temporarily to confirm appropriate Covid-safe practices were in place. During this time only emergency 'on-call' services were provided.
- Essential field services have since recommenced in line with public health orders. These essential services are being performed by works crews in a Covid-safe manner following extensive consultation with WHS officers and executives, work crews and Unions (predominantly CFMEU).
- Works crew "bubbles" have been created to separate the various field teams, e.g. Signs and Line Marking; Street Sweepers (x2); Asphalt and Flocon; Traffic Network Operations (Traffic Management Centre). Separate areas of the Fyshwick depot (255 Canberra Ave) have been designated to each bubble and set up with dedicated facilities to prevent contact between works crews, including the use of separate COVID check in QR codes.

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- All teams have individual safety plans which identify the requirements to remain Covid-safe and prevent contact between teams, including avoidance of contact with other Government agencies located at the Fyshwick Depot.
- The majority of all office-based staff in Roads Maintenance, Business Support, Infrastructure Planning and Traffic Management Safety have continued to work from home throughout the lockdown period where able. Productivity has been somewhat constrained by work from home arrangements (e.g. partner essential worker, home schooling with closure of schools/day-care, homes with no internet access).
- There has also been an increase noticed in mental health concerns (e.g. stress related). These constraints have been managed via several means such as flexible working arrangements and leave.

## **Infrastructure Delivery**

- Under the current ACT Government imposed lockdown, Infrastructure Delivery (ID) staff are deemed as non-essential workers.
- Within 24 hours of the lockdown announcement, all projects were made safe and had ceased work and all ID staff were operational from their homes.
- Numerous capital projects being delivered by TCCS are being impacted by COVID-19 through lockdowns in other states, changes in availability of supplies and/or contractors and price escalation. The impacts on the schedules and budgets of the capital program have been identified by TCCS from an analysis of its program.
- With the construction industry reopening, a COVID Safe Plan has been developed for Infrastructure Delivery staff, providing specific guidelines for instances where it may be appropriate for staff to attend construction worksites. Approval must be provided by the ID Executive Branch Manager.
- All projects are now back under construction.

## **City Presentation**

- Modified mowing, tree operations, environmental programs, sportsground maintenance and compliance activities are underway in a COVID-safe way.
- Operations across the City Presentation scope of services are being gradually increased in-line with seasonal demands, the easing of restrictions and as 'Covid Safe' protocols allow.
- The 2021/22 mowing program commenced at a small scale in early September with a focus on priority areas including line of sight, sportsgrounds, irrigated parks and arterial roads.
- Mowing is ramping up in accordance with COVID-safe plans and resource availability. The suburban mowing program commenced on 13 September 2021.
- From 3 September 2021, all playgrounds, fitness stations and dog parks across Canberra reopened to the public, with a requirement to use the Check In CBR app at high-use and popular locations (district playgrounds, large skate parks, fitness stations and dog parks).

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- Licensing and Compliance are providing additional resourcing and support to compliance duties led by Access Canberra and ACT Health.
- From 13 September, additional activities recommenced including tree planting and young tree maintenance, increased tree maintenance activities and processing of Tree Protection Act applications.

## **ACT NoWaste**

- Waste collection services have continued with COVID-19 safe plans in place. This includes household collections of green bins, waste and recycling and bulky waste collections. Household waste and recycling collections commence at 5am. There are no changes to collection times for household green waste and bulky waste collections.
- Mitchell and Mugga Lane Resource Management Centres have reopened to the public and commercial use. Some of the COVID-19 safe measures applied include:
  - Reducing the number of bays in the transfer stations to maintain appropriate levels of social distancing.
  - Temporary traffic management, including the use of VMS boards are now being gradually reduced as traffic issues on site have eased.
  - Weighbridge operators are undertaking all transactions in a contactless process.
- The Green Shed is currently closed and not open to the public.
- The CDS scheme has reopened following implementation of COVID-19 safe measures.
- Essential repairs and maintenance of assets has continued in accordance with ACT health directions and all contractors are required to provide COVID-19 safe plans and obtain exemptions were required.
- Staff are working from home. Contractor and regulatory site inspections were suspended and replaced with a condensed contractor inspection checklist for contractors to provide input.
- A risk assessment has been developed for recommencing inspections in a staged approach. JSAs (Job Safety Analysis) are under review to incorporate COVID-19 safe measures.

## **Development Coordination**

- Site inspections for infill and greenfield developments resumed from 5 October under a COVID Safe Plan. However, TCCS is continuing to seek opportunities to use photographic or video evidence in lieu of onsite inspections, whenever possible.
- Onsite inspections have recommenced subject to strict adherence to ACT Building and Construction Industry COVID-19 Requirements, and subject to staff adhering to the branch Safety Plan and WHS risk assessment.

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- The School Crossing Supervisor Program has been temporarily suspended but the supervisors are being paid by the contractor (HOBAN) for the hours they normally work. The crossing supervisors will resume supervising the crossings from 25 October 2021, when primary school age students begin returning to school.
- All office-based staff continue to work from home during the lockdown period. Productivity has been somewhat affected by work from home arrangements (e.g., partner essential worker, home schooling with closure of schools, technology issues and inconsistent internet access).

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

## **PUBLIC TRANSPORT COVID-19 EXPOSURE SITES AND CHECK-IN CBR COMPLIANCE ON PUBLIC TRANSPORT**

### **Talking Points:**

- Transport Canberra and Canberra Metro Operations (CMET) continue to assist ACT Health with contact tracing of positive cases of COVID-19 on public transport, including analysis and verification of relevant MyWay travel information following an initial interview with ACT Health.
- In addition, Transport Canberra is able to undertake manual reconstruction of travel data based on the information provided by ACT Health (including Check In CBR details), for those travelling without MyWay cards.
- Public transport exposure locations are published on the ACT Health COVID-19 website on a regular basis and shared on the Transport Canberra and CMET social media channels. This information includes travel times and locations, vehicle Check In CBR ID numbers and day/s travelled.
- ACT Health classifies vehicles as exposure sites for the period of time the positive case travelled - not the entire route, and passengers and bus driver as “casual contacts”. CMET light rail drivers are only considered “casual contacts” if they were in the passenger cab at the same time as the positive case.
- Transport Canberra and CMET are encouraging those using public transport to both check in using the Check In CBR App on board vehicles and to use a registered MyWay card, via social media, website information, PA announcements, radio advertising and stop and station signage.

- Once a vehicle is identified as an exposure location, it is taken 'Out of Service' and a clean is conducted of all surfaces within the vehicle (Light Rail Vehicles remain in service if they have already been cleaned since exposure).
- Additional cleaning of vehicles continues each day and passengers (12 years and over) are reminded to wear a mask, use the Check In CBR App and not travel on public transport if they are feeling unwell.
- ACT Police continue to have a presence at stops and stations to monitor COVID-19 compliance.
- Use of the Check In CBR App and a registered MyWay card remain the most useful tools to assist with contact tracing efforts.
- As of Monday 11 October 2021, Transport Canberra has 11 drivers and 10 workshop staff unable to attend the workplace due to being in isolation following ACT Health directions.
- As of Monday 11 October 2021, CMET had 1 Light Rail Driver, 1 Customer Service Officer and 1 Subcontractor unable to attend the workplace due to being in isolation following ACT Health directions.

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

## **WORKPLACE SAFETY AND AVAILABILITY OF PERSONAL PROTECTIVE EQUIPMENT FOR TRANSPORT CANBERRA AND CANBERRA METRO PUBLIC TRANSPORT EMPLOYEES**

### **Talking Points:**

- Transport Canberra has been working closely with ACT Health to ensure that cleaning materials used by staff meet required standards, and for Personal Protective Equipment (PPE) and other health measures such as physical distancing.
- Transport Canberra and Canberra Metro Operations (CMET) front line staff (driver, field staff, cleaners, workshops and depot operations) all have access to appropriate PPE including masks and hand sanitiser in the workplace.
- Staff undertaking cleaning on buses and light rail vehicles are provided with masks and gloves to ensure they are appropriately protected.
- Transport Canberra and CMET have also introduced different shift arrangements for workshops. Field and communication centre staff have been segregated to help reduce contact between colleagues and increase physical distancing in the workplace.
- CMET have installed a temporary portable building for customer service officers (CSOs) to support and improve workforce segregation. The Backup Operational Control Centre is being utilised for some Duty Manager shifts. CSOs are only travelling on light rail vehicles in emergencies.
- Transport Canberra and CMET depot administration staff are working reduced hours in the depot and only attending the office for essential tasks and undertaking work from home arrangements for all other tasks.
- Room capacity limitations have been introduced in shared areas such as the bus depot muster room and other facilities to ensure physical distancing is maintained in the depots.
- Communal gym/fitness areas in Transport Canberra depots have been temporarily closed and will reopen in line with easing of restrictions as detailed in the ACT Health Canberra roadmap.

**Portfolio:** Transport and City Services

## **INTERIM PUBLIC TRANSPORT NETWORK, INCLUDING SERVICES FOR SCHOOL STUDENTS**

### **Talking Points:**

- In response to COVID-19, Transport Canberra moved to an interim weekday bus network timetable from Wednesday 25 August. This network timetable will remain in place until COB Friday 22 October.
- The interim timetable currently in place provides 4,199 services each weekday. This is a reduction of 394 services each weekday compared to the regular timetable.
- Transport Canberra has seen a reduction in patronage of around 91% when compared to the equivalent non COVID-19 period in 2019.
- The interim timetable enables workforce contingency planning, with 140 shifts less than the regular network timetable. This allows for 140 drivers to be on standby to respond, should there be a requirement to address a workplace infection or staff absence due to exposure while at work or in their personal life.
- The interim timetable still provides a high level of frequency, with all local services and the Rapid 10 running at least every 30 minutes, and all other Rapids running at least every 15 minutes during the day, and around every hour after 8pm during the week.
- Saturday and Sunday timetables remain unchanged at this time.
- The interim timetable does not include dedicated school services or 's' trips. Transport Canberra continues to work with the Education Directorate and private schools to ensure that children who rely on these services are able to get to and from school, this includes the provision of a bespoke school service. The bespoke school service has 28 registered students as of Monday 11 October 2021.

- **From 25 October**, the interim network will be updated to reintroduce dedicated school services and 's' trip diversions to support the phased return of students back to face to face learning.
- Bespoke school services will cease operation from COB Friday 22 October and all registered students will be contacted week commencing 18 October informing them of the reintroduction of school services from 25 October 2021.
- The updated interim network will provide 4290 services each weekday plus 233 school services. This is a reduction of 303 services each weekday compared to the regular school term timetable.
- The updated interim network still enables workforce contingency planning, with 73 shifts less than the regular school term timetable. As with the current interim network, this allows for 73 drivers to be on standby to respond should there be a requirement to address a workplace infection or staff absence due to exposure which at work or in their personal life.
- The updated interim network will still provide the same level of frequency as the current interim timetable with Saturday and Sunday continuing to remain unchanged.
- Special Needs Transport and the Flexible Bus Service continue to run for those who require them.
- Light Rail services continue to operate to the regular timetable during both interim networks.
- A new light rail timetable, extending the PM Peak by 30min (until 7:00pm from Alinga) and increasing services on Sunday morning, will be implemented from 1 November 2021.

### ISSUE: PARKING ISSUES IN CAMPBELL

#### Talking Points:

- The ACT Government understands the need to balance conflicting parking needs while keeping the road available for the safe movement of traffic.
- The ACT Government also understands the need for parking, particularly to support our businesses, construction sites and the local community.
- Campbell has in recent years experienced significant growth both in residential and commercial developments, this has resulted in more demand for commuter and local parking.
- Construction parking should be managed by the developer, with provision of a suitable space on-site or on nearby, unused public unleased land such as public open space.
- When the latter option is taken, the developer would apply for a temporary licence from the ACT Government to use the public unleased land but also to ensure that the area being used for parking is restored to its original condition when parking is no longer required.
- Transport Canberra and City Services (TCCS) are working with the Environment, Planning and Sustainable Development Directorate to incorporate construction parking in the Development Application / Planning process.
- TCCS has raised the issue of commuter parking spilling into residential streets of Campbell with the National Capital Authority with the view that this should be addressed as part of planned expansion of Russell Offices area.
- TCCS review parking restrictions in residential streets when requested, to incorporate a balance of timed short, medium, and unrestricted parking.
- Consultation with the effected residents is undertaken prior to any changes.
- Provided that the majority of residents are in support of the recommended parking changes, TCCS install/ update signage as required.
- TCCS monitor the parking implementation and consider changes if required.

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### ISSUE: MORTIMER LEWIS DRIVE PARKING

#### Talking Points

- Several developments were under construction along Mortimer Lewis Drive. As a result of these developments, there was an increase in illegal verge side parking during the day.
- Mortimer Lewis Drive does not have adequate width for vehicles to park on the roadside, therefore, vehicles were parking on the verge which is also an offence unless otherwise sign posted.
- Access Canberra's Parking Operations team were made aware of the parking concerns in this street and have been undertaking an increased number of visits and enforcement over recent months.
- TCCS investigated whether there was any opportunity to assist with parking for construction workers by signing locations where verge side parking could be safely permitted on a temporary basis.
- Alterations to a nearby car park have been implemented to improve parking in the area.
- The development/construction is now complete, and the previous issue of illegal construction related parking has ceased.

### ISSUE: UMBAGONG PARK BRIDGE (NORTH/WEST) CLOSURES

#### Talking Points:

- TCCS owns a portfolio of 1,315 bridges, including 16 under construction. These have an approximate replacement value of \$1.6 billion and range in condition from newly constructed, to those nearing end-of-life.
- Roads ACT manages bridges and other structures by undertaking reactive inspections in response to enquiries, contract management and technical oversight of planned inspections, and undertaking maintenance to extend the life of assets to achieve best value for money for the community across the asset portfolio.
- A Structural Engineering consultant (SMEC) is contracted to undertake Level 2 planned inspections of all TCCS bridges on a three year cycle. This is with the exception of 28 timber bridges which are inspected annually by SMEC.
- Three bridges in the Umbagog District Park were inspected by a Structural Engineer on 21-23 August 2019. This inspection did not include inspection of inaccessible components, such as piers and girders.
- This inspection identified several defects to the timber railing and timber planks.

Following receipt of the consultant's report Roads ACT inspected the three bridges and undertook further works to remove or mitigate immediate safety hazards in December 2019.

- Following the completion of urgent safety works in 2019, the Roads ACT bridge inspector increased the frequency of inspections at the three bridges due to the accelerating decline in condition. At one of these subsequent inspections in February 2021, it was noted that the bridges had deteriorated further and contained many more structural and safety defects than had been previously reported by the consultant, including extensive timber rot.
- It was also noted that only a visual inspection could be made of piers without removing parts of the structure, meaning the degree of structural weakness was not fully understood.

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- In April 2021, the Roads ACT bridge inspector met with a contractor on-site to determine an approximate scope and cost for rectifying underlying issues. The bridges team discussed the risks and made the decision to close the three bridges until further notice.
- This decision was made for the following reasons:
  - the three bridges presented an immediate and high risk to members of the public using them.
  - the rate of asset deterioration was determined to reduce the effectiveness of any short-term safety measures, in comparison to replacement of components.
- Following this decision, TCCS Communications was contacted to provide advice and support with communication with the public. Temporary fencing and bridge closure signage was installed on 7 April 2021.
- Due to the urgent safety implications identified, no community consultation was undertaken prior to the closure.
- A detailed structural inspection was undertaken by a third party structural engineering consultancy, ABS holdings. They provided a report on 11 May 2021, confirming structural and safety concerns and estimating scope and costs for make safe rectification works.
- Based on advice from the structural engineers and Roads ACT engineers, and a planning / engineering consultant the following approach is being pursued by TCCS:
  - An ecological survey and heritage assessment will be undertaken.
  - Umbagog Park Reserve is known to contain ecological values that include matters of National Environmental Significance (protected under the *Environment Protection and Biodiversity Conservation Act 1999* (EBBC 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*.
  - A concept design for the three bridges will be progressed in response to the ecological and heritage assessments.
  - Community consultation will be part of the concept design stage and is expected to occur within the next 3 months.
  - Construction will commence as soon as the design approvals are received.

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- All bridges will remain closed due to safety concerns.
- Vandalised fence barriers have been replaced and additional signs added. For bridge 1193, signs requesting the public to use an alternate track 50m away on the same side of Ginninderra Creek have been installed.

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## Transport and City Services

### ISSUE: Footpath maintenance, prioritisation and upgrades

#### Talking Points:

- Roads ACT manages approximately 3,177 kilometres of community paths. Community paths consist of shared paths, off-road cycle, and pedestrian mall pavements.
- The network is constructed predominantly of concrete, though also includes other material surfaces such as asphalt, pavers and gravel.
- Lack of high-quality Active Travel infrastructure degrades the walking and cycling experience and can lead to real and perceived safety hazards for all transport users. This in turn reduces uptake of Active Travel modes and precludes the realisation of its benefits.
- Accessibility to public transport stops and interchanges is an important element of multi-modal trips. The 2017 Household Travel Survey showed that on average Canberrans walked 0.8 kilometres each day to access a bus service.
- Canberrans walked approximately 11 minutes per day. The median trip duration of a walking trip was approximately 12 minutes while cycling trips are slightly longer at 20 minutes. The median trip distance of a walking trip was 1.2 kilometres while that of a cycling trip was 4.4 kilometres.
- Investment in walking and cycling infrastructure contributes to several national and ACT government policy directions, including the Healthy Weight Initiative, the ACT Climate Change Strategy, the ACT Planning Strategy and the Active Travel Framework.
- The ACT Government has embarked on a program to progressively upgrade and enhance the community path network on a prioritised basis, to fulfil the government policies to encourage active travel, reduce carbon emissions and improve health in the community.

**New Path Requests (Infill)**

- A goal of the investment in Active Travel is to encourage people to walk and cycle more often by identifying and completing missing links in the strategic walking and cycling network and upgrading facilities where usage is higher.
- There are over 700 community path requests on the Community Path Infill Priority list.
- Requests to build missing links or to upgrade existing paths are received by TCCS from members of the public. TCCS uses a Warrant System to confirm the need for, and priorities of all requests.
- The Warrant System assesses whether a safe path can be provided for all path users. Safety, real and perceived, is identified as a major barrier to active travel. If the safety criterion is met, four assessment criteria are applied to prioritise the requests:
  - Strategic—how the request completes the routes identified in the ACT Strategic Cycling Network plan or Town/Group Centre Master plans which outline the priority improvement corridors, connections to the proposed surrounding network and its value within the network;
  - Community—proximity to community trip generators and attractors within residential areas, such as schools, shops, facilities, businesses and parks etc;
  - Public Transport—proximity to relevant public transport facilities to increase the possibilities of multi-modal trips; and
  - Demand—presence of desired lines or expected demand for a path, i.e. more compact developments are more conducive to active transport and public transport.

**Path Maintenance**

- Community path maintenance is important to ensure that walking around our suburbs is both easy and safe.
- Planned path inspection frequency:
  - Roads ACT has a systematic inspection and repair program for the community path network within the ACT. Suburbs are selected for this

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- program based on the likely condition of their paths (for example, due to age and trees) and budget.
- Currently 32 suburbs are inspected on a proactive basis under this program. High volume pedestrian areas are prioritised for a higher frequency of planned inspections undertaken by in-house inspectors, such as the city centre, town centres and community facilities.
  - Dedicated cycle paths are usually inspected every three years. To date this program has focused on finding and reporting defects, such as trip hazards or potholes.
  - City Presentation field staff will clean paths when reported through Access Canberra or Fix My Street.
- In addition to planned inspections, all requests for service received via Access Canberra and Fix My Street are also inspected by Roads ACT. Once reported, an officer will assess any issues at a site as soon as possible.
  - In general, if an issue presents an immediate safety hazard, Roads ACT will arrange for repairs to be promptly made safe, generally within ten business days.
  - Replacement of damaged sections of path, when not an immediate safety concern, are packaged into larger value scoped works and contracted to local companies to repair. These are typically completed within six to nine months but can take up to 12-18 months depending on priority and volume of requests.
  - A key aspect of Roads ACT's approach is to recognise that asphalt paths are flexible pavement and there is an opportunity for preventative maintenance. Condition data is collected for asphalt paths, analysed and a planned preventative maintenance program developed, similar to the approach taken to develop the road resurfacing program.
  - The COVID-19, Jobs for Canberrans (JFC) program created four new temporary positions for path inspector roles for TCCS. These temporary inspectors are working closely with the existing Roads ACT inspectors to undertake condition audits and defect assessments of the full path network across Canberra. These temporary functions will assist to capture the asset condition data that will improve Roads ACT's proactive asset planning such as the ability to forecast path upgrade and renewal funding requirements through the Strategic Asset Management Plan (SAMP). As of 8 October 2021, the team has inspected 3,331km of the 3,177km network. This number is higher than the total because

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the team has found additional paths that were not recorded in the Asset Management System. The program is expected to be completed by 30 November 2021.

- In parallel with the inspection program, Roads ACT is updating asset management plans for the community path network. A consultant is currently progressing this project.

### **Path Renewal**

- When an asset nears end of life the value for money of maintenance is typically poor. Asset renewal, also known as replacement, is typically undertaken at this point if the asset is still required. If it is not required, then it is demolished. Capital funding is allocated to path asset renewal or demolition on a site by site basis. This is separate from path upgrades (refer below).

### **Path Upgrade**

- Path upgrade occurs where there is an existing path asset that is being elevated to a higher level of service. Capital funding is allocated to path asset upgrades on a site by site basis in line with the Active Travel strategic path network. Path upgrades consist of completely replacing existing paths and may include expanding the network, constructing wider and better connected paths, compliant with the current standards for Active Travel infrastructure.

All path upgrades and missing links will enable higher uptake of the active travel participants.

## Transport and City Services

### ISSUE: Black Spot Program Funding

#### Talking points:

- The ACT Government is working closely with the Australian Government in improving road safety across the Territory. More than 100 projects have been funded in the ACT under the Black Spot Program.
- The Black Spot Program is supported by the National Road Safety Strategy and Action Plan. It is estimated that the Black Spot Program delivered a 30 per cent reduction in fatality and casualty crashes at treated sites, with the overall safety benefits of the program substantially greater than the costs.
- Through the Black Spot Program, the ACT Government receives funding for road treatments to improve safety and reduce the associated social and economic cost of road trauma.
- The Black Spot projects target those road locations where crashes are occurring and by funding projects such as traffic signals and roundabouts at dangerous locations, the risk of crashes is reduced. Road improvements are usually very effective and could range from:
  - constructing roundabouts, raising pavement platforms, traffic separations and safety barriers; to reduction of speed limits, safe amenity improvements for pedestrians and cyclists such as upgraded street lighting.
- The Australian Government is investing a total of \$1.1 billion from 2013-14 to 2022-23 to fund safety works where there have been serious crashes or where serious crashes are likely to occur (e.g. records of at least three accidents involving casualties over a five-year period).
- As part of the 2019-20 Commonwealth Budget announcements, an additional \$50million per year, \$200 million in total allocated to the Black Spot Program from 2019-20 to 2022-23
- The ACT has been notionally allocated \$1.7 million for 2019-20 and \$1.6 million annually for the next three years from 2020-21 to 2022-23.
- In August 2019, the ACT Government received funding approval of around **\$2.55 million for two projects** as part of the **2019-20** program (Table 1).
- The funding includes:
  - **\$1.79 million** for the signalisation of two key intersections on Southern Cross Drive between Kingsford Smith Drive and Coulter Drive (the Southern Cross Drive/Ross Smith Crescent and Southern Cross Drive/Chewings Street intersections). Due to conflicts with adjacent projects, the design work for this project was delayed. The design is now complete, and the delivery of this project is anticipated to be by

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June 2022. The construction contract has been awarded and works commenced in September 2021.

- **\$0.76 million** for improvements along Mawson Drive between Athllon Drive and Ainsworth Street. The project is consisted of:
  - channelisation to single lanes in both directions and for left turns;
  - conversion of Mountevans Street to left-in/left-out only;
  - reduction of pedestrian crossing distance on Mawson Drive connecting to the main community route;
  - reduction of speed limit to 40 km/h between Athllon Drive and Hurley Street; and
  - installation of traffic calming devices in both directions between Mawson Place and Heard Street.
- The detailed design has been received and is currently being reviewed.

## Key Information

### Background Information

- The Black Spot Program Funding is administered under the *National Land Transport Act 2014* (the Act). The Australian Government aims to assist national and regional economic and social development by providing funding to improve performance of land transport infrastructure.
- Specifically, the funding provides allocation to projects for the improvement of road safety of a site (being all or part of any road) where the site has contributed to, or is likely to contribute to, serious motor vehicle crashes involving death or personal injury.
- Projects are selected based on:
  - the crash history of the site to which the project relates;
  - the results of any assessment of the safety benefits and the costs of the project;
  - the results of any road safety audit conducted in relation to the site; and
  - the extent to which persons other than the Commonwealth propose to contribute funding to the project.
- As Federal funding is involved, media announcements in relation to the Black Spot Program are primarily a Federal responsibility.
- In 2018-19, five of the 229 projects approved by the Commonwealth Government were ACT projects (refer Table 2).
- The jurisdictional Black Spot Program funding notional allocation are as follows:

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## Black Spot Projects<sup>(a)</sup>

\$million	NSW	VIC	QLD	WA	SA	TAS	ACT	NT	Total
2018-19	24.0	20.6	17.6	9.6	6.2	3.3	1.4	2.3	85.0
2019-20	34.6	29.3	24.9	14.4	8.6	3.9	1.7	2.7	120.0
2020-21	34.2	26.0	22.5	12.7	8.3	2.8	1.6	1.9	110.0
2021-22	34.2	26.0	22.5	12.7	8.3	2.8	1.6	1.9	110.0
2022-23	34.2	26.0	22.5	12.7	8.3	2.8	1.6	1.9	110.0

\*Some amounts in each year remain unallocated. These amounts have been notionally allocated to all states on an equal per capita basis.

Table 1. Funding provided on 21 August 2019 for expected completion in 2021/22:

Project Location	Proposed Treatments	Status	Funding
<b>Southern Cross Drive (Kingsford Smith Drive – Coulter Drive)</b>	Signalise the intersections of: <ul style="list-style-type: none"> <li>• Southern Cross Drive / Ross Smith Crescent and</li> <li>• Southern Cross Drive / Chewings Street</li> </ul>	<b>Detailed design complete. Construction has commenced</b>	<b>1,797,900*</b>  (over two years of funding)
<b>Mawson Drive (Athllon Drive – Ainsworth Street)</b>	<ul style="list-style-type: none"> <li>• Channelization to single lane in both directions.</li> <li>• Channelized left turn lanes for all intersections.</li> <li>• Convert Mountevans Street to left-in/ left-out only.</li> <li>• Improve the angle for the storage area in the medians.</li> <li>• Reduce pedestrian crossing distance on Mawson Drive connecting to the main community route.</li> <li>• Reduce speed limit to 40 km/h between Athllon Drive and Hurley Street.</li> <li>• Install traffic calming in both directions between Mawson Place and Heard Street.</li> </ul>	<b>Detailed design received and being reviewed</b>	<b>768,400</b>
<b>TOTAL</b>			<b>\$2,566,300</b>

\*Due to the cost of the program exceeding our annual allocation of \$1,529,000, the funding for the Southern Cross Drive project will be provided over 2 years (2019-20 and 2020-21).

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Table 2. Projects funded in 2018-2019, with delivery completed during 2019-20 include:

Project Location	Scope	Funding	Status
Hobart Avenue/National Circuit, Forrest	Intersection improvements	\$180,000	COMPLETED
Boboyan Road (550m north of Orroral Road), Booth	Installation of crash barrier	\$80,000	COMPLETED
Masson Street/McCaughey Street, Turner	Signage and intersection improvements	\$161,500	COMPLETED
Barton Highway (between Gundaroo Drive roundabout and Bellenden Street), Crace	speed limit reduction and associated improvements	\$113,700	COMPLETED
Pialligo Avenue (Scherger Drive to Air Disaster Memorial Drive), Pialligo	speed limit reduction and associated improvements	\$91,000	COMPLETED
<b>TOTAL</b>		<b>\$626,200</b>	

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**Transport and City Services****ISSUE: Local Area Traffic Management****Talking Points:**

- Achieving safer speeds on the ACT road network is an essential element of the 'safe system' approach outlined in the National and ACT Road Safety Strategies.
- A range of integrated speed management measures covering engineering, enforcement, encouragement and education are part of the ACT Road Safety Strategy and Action Plan.
- One of these measures is to implement local area traffic management (LATM) treatments in residential areas using a range of traffic calming measures.
- Traffic calming measures are physical devices; either horizontal in nature such as kerb alignments and roundabouts, or vertical such as speed humps and speed cushions. Their aim is to reduce vehicle speeds. Relevant signage and line marking is also used in traffic calming projects to reinforce safe traffic speeds.
- Indicative construction costs of traffic calming devices are:
  - Speed cushions - \$12,000
  - Asphalt humps - \$20,000
  - Asphalt raised platforms - \$30,000
  - Pedestrian refuge islands - \$40,000
  - Chicanes - \$50,000 - \$80,000 – depending on road geometry
  - Roundabouts - \$100,000 - \$400,000 – depending on size, service relocations
- To provide a safer road environment for all road users, safe speed reductions are also introduced in conjunction with traffic calming measures where warranted.
- TCCS considers a range of factors such as traffic volume and speed data, crash history and surrounding land use to identify the need for, and priority of, traffic calming measures on residential streets. High priority streets are then further investigated, and a traffic management plan is developed to mitigate identified risks on the road.

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- All directly affected residents (residences adjacent to the measures) are advised of the proposed works prior to their implementation via letterbox drops/door-knocks. Any concerns raised are discussed with the resident (usually on site) and addressed where possible.
- Consultation is also undertaken with Transport Canberra staff to discuss the impact proposed traffic calming measures would have on their ability to run its bus services on affected roads. For example, the size and placement of speed cushions is selected to ensure buses and other heavy vehicles, such as fire trucks and ambulances, are not impeded.
- All other affected stakeholders, including schools, Emergency Services and Community Councils, are also informed of the proposed works as appropriate.

### **LATM requests for anti-social driving behaviours**

- TCCS receives numerous requests to provide traffic calming measures to deter or reduce incidences of anti-social driving behaviours ('hooning') such as burnouts, donuts, speeding or illegal drag racing on local streets.
- Research and experience across Australia has shown that traffic calming measures such as speed humps will not be effective at deterring or managing such behaviour.
- Traffic calming relies on a driver reacting reasonably to the road layout. However, drivers committing 'hooning' type driving behaviour often see traffic calming measures as an added challenge to display their "skills", even if a multitude of closely spaced devices were installed.
- Law enforcement is the single most significant method of controlling anti-social driving behaviour.
- TCCS does not undertake traffic studies/public consultations or implement traffic calming measures to mitigate 'hooning' behaviours.

### **Roads ACT's current process for LATM measures**

- Traffic studies are undertaken on high priority streets (roads are prioritised based on current traffic speed, volume and crash data as well as the surrounding land use). Generally inappropriate speeding and/or crash rates trigger investigation warrants.

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- Recommendations from the traffic studies are then forwarded to Infrastructure Planning (IP) for inclusion in future funding bids for implementation.
- Delivery of LATM works is predominantly carried out by Infrastructure Delivery, inclusive of notification to residents.
- Some low-cost LATM works that are overdue, such as Ministerial commitments may also be delivered through Roads ACT's Minor New Works (MNW) Program, where possible.
- In 2020 - 21, Roads ACT implemented LATM measures on:
  - Heagney Crescent, Chisholm/Gilmore.
  - Newman-Morriss Circuit, Oxley.
  - Heysen Street, Weston.
  - McInnes Street, Weston.
  - Namatjira Drive, Chapman/Fisher/Stirling/Waramanga.
  - Krefft Street, Florey.
  - Charnwood/Flynn/Fraser LATM study.
  - Bandjalong Crescent, Aranda.
  - Phillip Avenue and Majura Avenue, Watson.
- In 2020-21, Roads ACT completed traffic studies on the following streets:
  - Bugden Avenue, Gowrie.
  - Owen Dixon Drive, Evatt.
  - Antill Street, Knox Street and Aspinall Street, Watson.
  - Boddington Crescent and O'Halloran Circuit, Kambah.
  - Marconi Crescent, Summerland Circuit and Livingston Avenue, Kambah.
  - Kosciusko Avenue, Palmerston.
  - Beasley Street, Torrens/Mawson.
  - Theodore Street and Carruthers Street, Curtin.
  - Knoke Avenue and Jim Pike Avenue, Gordon.
- Implementation of recommended measures from the above studies are currently unfunded.

- As directed by the Minister on 26 July 2021:
  - All planned LATM implementations involving vertical traffic calming (i.e. speed humps) have been put on hold.
  - No new LATM assessments will be undertaken without agreement from the Minister.
  - Speed hump implementations associated with areas directly next to a school or essential safety works will require Ministerial sign-off prior to implementation.

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### ISSUE: HORSE PARK DRIVE (ROAD NOISE)

#### Talking Points

- Transport Canberra and City Services agreed to carry out a noise survey at two residential properties on Buckingham Street in Amaroo following complaints of road noise pollution.
- Because of COVID-19 restrictions, and a reduction of traffic on roads in Canberra last year, the noise surveys were initially postponed and eventually undertaken in May 2021 to provide a representative sample once traffic levels had restored to 'normal levels'.
- The noise surveys were carried out in accordance with national guidance and carried out over a minimum 1-week period. Noise monitoring equipment was installed in two properties, and noise levels monitored and recorded throughout the survey period.
- The results of both surveys indicated that noise levels are below the thresholds set out in the ACT Governments Noise Guidelines (see table below) and that further action was not required.

Location	Recorded Day-time Actual (dB)	Day-time Threshold (dB)	Recorded Night-time Actual (dB)	Night-time Threshold (dB)
Site 1	53.7	60	45.5	55
Site 2	54.8	60	48.1	55

- A copy of the noise survey reports have been provided to both the residents / residential properties where the noise surveys were undertaken.

#### Background

- Several residents on Buckingham Street in Amaroo raised concerns regarding road noise levels on Horse Park Drive through Access Canberra and the Ministers Office.

**Transport and City Services****ISSUE: POTHOLES AND ROAD RESURFACING****Talking Points:**

- The heavy and frequent rain experienced in Canberra over the past 15 months (due to La Nina across the Eastern seaboard) resulted in an increase of recurring potholes and reactive maintenance required through hand-patching.
- This method is a fast and effective way to restore a safe usable road surface but is prone to reoccurrence depending on the nature and severity of underlying pavement damage and further rainfall.
- Utilising the \$4M additional funding surge through the 2020-2021 LRCI program, Roads ACT has increased the pothole repair and prevention activities on our roads:
  - Roads ACT has spent approximately \$1.5M on additional road resurfacing of the municipal and territorial road networks. This has increased the programmed area for resurfacing in 2020-21 to 3.9% (municipal) and 6.1% (territorial). The selection of locations has been made to minimise the occurrence of future potholes.
  - Roads ACT has applied approximately \$1.67M to augment the 2020-2021 heavy patching program to durably repair the increased numbers of potholes caused by current weather conditions and prevent cold mix “make-safe” repairs from re-occurring. This has been achieved by using both internal and external resources.
  - The remaining \$0.75M of this funding rolled over from the 20/21 Financial year has been scheduled, tendered and will be awarded to two contractors to undertake additional heavy patching in the North and South Canberra suburbs respectively. The work is projected to be completed by end November 2021.

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### Rainfall

- The below information has been sourced through the Bureau of Meteorology website:
- 2020 was a wet year throughout the ACT, with annual rainfall 25% to 45% above average at most locations. This followed three successive dry years in 2017, 2018 and 2019.
- In Summer 2021 rainfall was near average. Autumn 2021 rainfall was above average with a particularly wet March. Winter 2021 rainfall was also well above average particularly in June when most locations received at least double their average. .
- The outlook for November to January suggests that rainfall is likely to be above median for eastern Australia including the ACT.

### Statistics

- Roads ACT has repaired over 6,375 potholes and undertaken approximately 11,760 m<sup>2</sup> of hot asphalt patching works in the 2020-2021 financial year. This is an increase of approximately 134% in pothole and 391% in hot asphalt patching works compared to the 2019-2020 financial year, owing to the wet conditions.
- From 1 July 2021 to 24 September 2021 Roads ACT has repaired a total of 1187 potholes.
- For the current financial year, a maintenance budget of \$1.33m is allocated to undertake routine repair works, which includes pothole hand-patching.
- Roads ACT undertakes planned asphalt patching in preparation for the bitumen reseal, with a budget of \$2.3m for the 2020-2021 financial year, augmented by an additional \$0.4m stimulus funding. A program of approximately 92,463m<sup>2</sup> (10,000 tonnes) has been completed. This patching has been delivered by the Roads ACT team and external contractors.

### Road Resurfacing Program

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

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- The cost of annual bitumen resealing resurfacing program for the 2020-21 financial year was nearly \$8.50m and covered an area of approximately 896,675 m<sup>2</sup> in over 185 separate sites.
- The cost of annual asphalt resurfacing program for the 2020-21 financial year was nearly \$13m and covered an area of approximately 202,296 m<sup>2</sup> in over 42 different sites.
- The cost of the annual microsurfacing program for the 2020-2021 financial year was nearly \$800K and covered an area of approximately 64,379 m<sup>2</sup>.
- The 2021-2022 annual asphalt resurfacing program is expected to commence in August 2021 and is expected to run for the majority of the financial year.
- The annual bitumen resealing resurfacing program for the 2021-2022 financial year is anticipated to commence in November 2021. This annual program will cover an area of approximately 700,000 m<sup>2</sup> which will consist of Municipal, Arterial, and Rural roads.

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Transport and City Services

## ISSUE: TRAFFIC SIGNALS/ITS MAINTENANCE AND MANAGEMENT

### Talking Points:

- Roads ACT owns and is responsible for the operation and maintenance of 311 signalised intersections, 36 mid-block pedestrian crossings and flashing warning signals at 2 unsignalised pedestrian crossings.
- Roads ACT also operates and maintains on behalf of the National Capital Authority (NCA) 20 signalised intersections, 6 mid-block pedestrian crossings, and flashing warning signals at 5 unsignalised pedestrian crossings.
- Traffic signal infrastructure is maintained under a contract, which is currently held by Ecowise Services Pty Ltd, who are based in Fyshwick.
- Traffic signal infrastructure receives routine maintenance three times a year. This involves cleaning lantern lenses and checking the functionality of all components such as controllers, detectors, push-buttons and lanterns.
- The maintenance contractor also undertakes reactive maintenance by attending to faults as they occur. The contract specifies response times which vary according to the criticality and type of the fault.
- Faults such as blown lamps, detector and controller faults are automatically reported by the signal equipment into the centralised fault management system. Faults are also reported by the public by phone or through Fix My Street and are dispatched by the Roads ACT Traffic Signals Unit to the maintenance contractor for attention.
- Communications between Traffic Signals and their respective management computers are monitored by Roads ACT staff, who dispatch any faults which may occur to the communications service provider to rectify within the terms of the service provision contract, currently held with Telstra.
- The Territory's Intelligent Traffic System (ITS) field devices comprise five (5) permanent and six (6) portable Variable Message Signs, 26 Traffic Monitoring Cameras (live CCTV) and approximately 120 Bluetooth travel time sensors across the network. These devices are maintained by the Traffic Signals Maintenance Contractor, on a reactive basis as faults occur. Permanent VMS locations:

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- Gungahlin Drive southbound before Barton Highway, MITCHELL.
  - Tuggeranong Parkway northbound before Hindmarsh Drive, WARRAMANGA.
  - William Hovell Drive eastbound before Bindubi Street, COOK.
  - Yarra Glen northbound before Carruthers Street, CURTIN.
  - Hindmarsh Drive westbound before Jerrabomberra Avenue, SYMONSTON.
- CCTV Traffic Monitoring Camera locations:
    - Intersection of Vernon Circle and Constitution Avenue, CANBERRA.
    - Intersection of Northbourne Avenue and Barry Drive, CANBERRA.
    - Intersection of Northbourne Avenue and Antill Street, LYNEHAM.
    - Intersection of Gungahlin Drive and Barton Highway, MITCHELL.
    - Intersection of Gungahlin Drive and Sandford Street, MITCHELL.
    - Intersection of Gungahlin Drive and Ginninderra Drive (West), BRUCE.
    - Intersection of Flemington Road and Well Station Drive, HARRISON.
    - Intersection of Flemington Road and EPIC Entrance, LYNEHAM.
    - Intersection of Northbourne Avenue and Wakefield Avenue, TURNER.
    - Intersection of Gungahlin Drive and Well Station Drive, MITCHELL.
    - Intersection of Flemington Road and Federal Highway, WATSON.
    - Hindmarsh Drive/Tuggeranong Parkway southbound off ramp, CHIFLEY.
    - Intersection of Hindmarsh Drive and Melrose Drive, CHIFLEY.
    - Intersection of Hindmarsh Drive and Athllon Drive, PHILLIP.
    - Intersection of Hindmarsh Drive and Yamba Drive, O'MALLEY.
    - Intersection of Hindmarsh Drive and Stretton Drive, HOLDER.
    - Intersection of Aikman Drive and Ginninderra Drive, BELCONNEN.
    - Intersection of Haydon Drive and Ginninderra Drive, KALEEN.
    - Intersection of Aikman Drive and Emu Bank, BELCONNEN.
    - Intersection of Aikman Drive and Eastern Valley Way, BELCONNEN.
    - Intersection of Gundaroo Drive and Gungahlin Drive, PALMERSTON.
    - Intersection of Federal Highway and Barton Highway, LYNEHAM.
    - Intersection of Barton Highway and Clarrie Hermes Drive, NICHOLLS.
    - Intersection of William Hovell Drive and Bindubi Street, BELCONNEN.
    - Intersection of William Hovell Drive and Coulter Drive, BELCONNEN.
    - Intersection of Morshead Drive and Monaro Highway, CAMPBELL.

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## ISSUE: Stormwater (Incl Cleaning of GPTs)

### Talking Points:

- Roads ACT maintains over 6,000km of stormwater pipes, as well as other stormwater infrastructure.
- The stormwater network comprises:
  - underground stormwater pipe network;
  - above ground concrete lined and unlined channels, including cut off drains;
  - stormwater sumps and inlets; and
  - stormwater quality improvements devices, such as Gross Pollutant Traps (GPTs), sedimentation forebay, lakes, water quality control ponds, wetlands and biofiltration systems.
- The stormwater network is the largest and highest value road related asset with a replacement value similar to the road network at \$4.6 billion. When combined, the road and stormwater assets total 70 per cent of all road and road related infrastructure which is valued in excess of \$11.7 billion.
- Stormwater operations and maintenance has an important function to minimise flooding of public roads and private properties, protecting these and other assets from water damage. In addition, a fully functioning stormwater network helps to improve water quality in the lakes and waterways across the Territory.
- The stormwater network is not passively managed, rather needs to be proactively monitored and operated to ensure functioning as intended, to convey water safely through the urban areas. A well designed and operated stormwater network protects important assets such as the road and path network from early degradation and protects properties from nuisance flooding.
- Water quality in ponds, lakes and water courses has received increased attention in recent years, with the Federal Government investing in the ACT Healthy Waterways Project (Basin Project), contributing \$85 million to the ACT Government to improve water quality flowing into the Murray-Darling river system.
- This capital investment primarily focuses on improved water quality outcomes, rather than addressing infrastructure operations and maintenance.

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**Water Quality:**

- TCCS operates and maintains the stormwater network. Activities such as cleaning gross pollutant traps, desilting sediment basins/ponds, unblocking and monitoring the stormwater network and litter picking around waterways assist to protect water quality.
- Gross Pollutant Traps (GPT) are cleaned twice a year and after rain events of 25mm or more. If inspections indicate traps are 60 per cent or more full, debris is removed.
- TCCS maintains over 280 GPTs. One round of GPT cleaning costs approximately \$1.5 million.
- There are 22 large GPTs protecting the lakes from sediment, litter and debris including Lake Burley Griffin and an additional nine large GPTs to protect downstream of the lakes to the Murrumbidgee River. These large traps may be cleaned between 4-8 times per year depending on rainfall events.
- Underground pipe networks are proactively programmed for cleaning. Reactive pipe cleaning is prioritised when a blockage becomes apparent, indicated by surging in the stormwater network causing nuisance flooding.
- TCCS conducts a street sweeping program and recently undertook a project to optimise its effectiveness. The program mapped every street segment in the urban area of Canberra and assigned attributes based on tree species, canopy coverage, land use type and water quality indicators. This allows TCCS to focus its street sweeping on point-source pollution management within leafy suburbs and other areas with a build-up of debris during leaf fall. The street sweeping program prevents large quantities of leaf litter entering the stormwater system.
- The second stage of the project has doubled the program, focusing on during leafiest suburbs during leaf fall season. Currently, scheduling technology is being investigated that will accept geospatial data.
- EPSDD is undertaking an ACT wide Water Quality Monitoring program and TCCS is working to provide information to public under H2OK program.

**Stormwater Projects:**

- Griffith area flooding - Road Maintenance received multiple flooding complaints from residents of 18 Carstensch Street in Griffith. Roads ACT engaged a hydraulic consultancy to investigate the concerns and to provide rectification options. This report was provided, and additional funding proposal will be requested to commence the work.
- GPT Audit and Implementation Program - To improve the performance and functionality of the GPT network and associated assets, in this financial year \$150,000 including GST is allocated to finish this project.

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## **Better Infrastructure Funding (BIF):**

BIF priorities are based on three primary streams: flood modelling in suburbs, minor new works and replacing existing assets.

In 20/21 FY \$660,000 was spent on the following projects:

- Theodore at Conlon Crescent;
- Conder at Charterisville Avenue (design only);
- Banks at Angell Place;
- Weston at Buvelot Street, and
- Finniss Crescent, Narrabundah (design only).

In 21/22 FY, \$800,000 of BIF have been allocated to complete the following projects:

- McKinlay Street, Narrabundah (revised design and construction);
- Duffy Oval, Duffy (design), and
- Cut-off drains and associated works at Narrabundah Hill, Duffy (design).

## **Other capital works projects:**

In 2019/20, approximately \$19 million was allocated to the capital works fund to be spend over next four years to complete construction works at:

- Waramanga design/construct on Badimara Street;
- Page design/construct along Ogilby Crescent and Petterd Street;
- Weetangera design along Abernethy Street, through the Matheison Crescent playground and along Mathieson connecting to Bambridge Street and connecting to Belconnen Way;
- Fyshwick design along north side of rail corridor behind Harvey Norman, parts of Barrier Street and parts of Pirie Street, and
- Fyshwick design/construct along Canberra Ave service road between Lithgow Street and Geelong Street, parts of Geelong Street and parts of Yallourn Street

In the current financial year (2021/22), the following projects have been scheduled for delivery:

- Weetangera construction along Abernethy Street, through the Matheison Crescent playground and along Mathieson connecting to Bambridge Street and connecting to Belconnen Way
- Fyshwick construction along Canberra Avenue service road between Lithgow Street and Geelong Street, parts of Geelong Street and parts of Yallourn Street (NOTE: Construction along north side of rail corridor behind Harvey Norman, parts of Barrier Street and parts

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of Pirie Street in Fyshwick has funding pressures and will likely not progress in the short term.

### **Mawson Stormwater and Placemaking Improvements – Construction:**

- The Government will deliver stormwater and placemaking improvements on the southern side of the Mawson Group Centre. This will reduce flood risk in the area by building retarding structures upstream along Yarralumla Creek, as well as improving paths, lighting and landscaping around the Centre.
- This initiative will build on detailed design funding provided for water management infrastructure in Mawson in the 2019-20 Budget.
- The Commonwealth contributed \$2.120 million to the cost of the project under the National Flood Mitigation Infrastructure Program.

### **Goliath Court – flood mitigation - \$2.120 million**

- The Government will construct new stormwater infrastructure in O'Connor to support flood mitigation at Goliath Court and surrounding areas. The capital component of the initiative is funded under the Commonwealth Government's National Flood Mitigation Infrastructure Program.

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## 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 that operate the network.
- The rectification of reported streetlight related issues generally occurs within two to five days, addressed by the TCCS streetlight maintenance contractor (Electrix Pty Ltd t/a Omexom). This maintenance contract commenced in May 2018 for a seven year term. More complex repairs can result in extended repair times, for example: underground cable faults, streetlight control panels and overhead co-located Evoenergy/TCCS assets.
- 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.
- By the end of 2021, TCCS expects over 25,000 streetlights to be self-reporting with reliability. When this milestone is achieved, it should make responding to and repairing streetlight related faults more effective and efficient.
- Reports of streetlight outages are received daily. The number of reports received per month varies, generally increasing in autumn/winter, after periods of heavy rain and other weather events, for example, hail damage. Defects are recorded in a database and the maintenance activities are carried out by the maintenance contractor.
- Since 1 January 2020, the number of defects received each month and the number of jobs completed within the same month is shown in the table below:

	Total new defects received (within the month)	Defect repairs completed (within the month)
<b>2020</b>		
January	961	1002
February	1056	1169
March	1,662	1,534
April	1,303	1,183
May	1,251	1,158

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	Total new defects received (within the month)	Defect repairs completed (within the month)
June	1,560	1,548
July	1,873	1,777
August	1,560	1,502
September	1,726	1,941
October	1,455	1,462
November	1,513	1,461
December	890	863
<b>2021</b>		
January	567	389
February	965	1,083
March	1,158	1,114
April	928	1,041
May	2,035	1,720
June	1,484	1,530
July	1,265	1,357
August	971	553
September	925	1393

- There were 564 incomplete faults at the end of September 2021.
- In the event of a delay in repair or to arrange access, customers are notified through a notification flyer left by the contractor in mailboxes nearby.
- In 2018 TCCS funded a streetlight electrical safety inspection program, with a focus on electrical safety in high pedestrian areas. In 2019, 16,021 poles were tested with one energised column found and immediately made safe.
- If a faulty device or an outage is identified by a customer, it should be reported to Access Canberra or Fix My Street.
- Streetlighting is the ACT Government's highest use of electricity.
- Electricity usage costs for the streetlight network varies. The cost to the ACT Government is currently \$5.7 million per annum. The Carbon Neutral Government Framework noted the importance of energy efficiency upgrades of the street light network.
- On 1 January 2019 the whole of government electricity contract increased the energy rate from \$0.122/kWh in 2017/18 to \$0.201/kWh in 2019/20. Without the LED upgrade program the electricity cost would have increased from \$5.1m to \$8.4m.

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**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. So, contrary to the way light is often described (i.e. “warm” red) fire or candlelight has a temperature of approximately 1,000 Kelvin where the light from a clear blue sky might exceed 10,000 Kelvin.
- 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.
- Colour perception is generally more realistic (i.e. better matches daylight experience) at colour temperatures similar to daylight i.e. 5,000 – 7,000 Kelvin. LEDs generate light most efficiently at higher light colour temperature – around the temperature of sunlight.
- 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.
- LED technology is also more directional than older lighting technology meaning less light is lost as light pollution and more is directed to the subject area.
- 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.

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**New lights:**

- 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.
  - Estimated cost not weighted – funding considerations etc, whole of life cost.

**Street light management contract – Energy Performance Contract**

- The Territory has 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 replacement program commenced on 6 September 2018, and will see over 50,000 streetlights replaced with new LED luminaires.
- At least two thirds of the streetlight network will be upgraded to LED by April 2025.
- The LED upgrade program has resulted in a 50 per cent reduction in streetlight electricity consumption as of August 2021 (exceeding the annual KPI). As a result, the estimated electricity cost saving for the 2020-21 financial year is \$3.3m.
- At the end of September 2021, the total number of LED luminaire replacements was 42,966.
- The solution will include guaranteed energy efficiency outcomes and a smart operating system over the life of the contract resulting in improved levels of service for the community, reduced operation and maintenance costs, increased safety and improved manageability.
- The streetlight network will form the backbone of the ACT's Smart City platform. The energy performance contract will involve annual payments to

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the contractor within the current level of expenditure per year, guaranteed energy savings, a smart control system and Smart City capabilities.

- Energy Performance Contracts in the context of street lighting are new to Australia.
- The ACT Streetlight project is the first of its kind in Australia.

### **Territory Smart City Network:**

- Under the 28097.310 Territory Streetlight Assets – Energy Performance Contract, one of the key performance indicators is the establishment of ‘smart city backbone’ infrastructure to provide the Territory with the capability and capacity to undertake future Internet of Things (IoT) initiatives for the benefit of the ACT economy and community.
- The Smart City systems and infrastructure are required to be safe and compliant, homogeneous, integrated, real-time, flexible, future compatible, and remotely controlled.
- The smart streetlight network adapts to needs, such as informing TCCS of streetlight outages and minimises unwanted lighting impacts.
- The network includes capabilities to automatically identify/detects faults, provides asset information, profiles demand and measures performance.
- The Smart City network will provide full coverage across the urban areas of the ACT.
- Smart City infrastructure will be installed on existing public streetlighting assets. Approximately 46 ‘access points’ and 30,000 ‘smart nodes’ will be installed on existing streetlight infrastructure to establish a fully capable Smart City network during the Contract term (ending April 2025).
- As of September 2021, there are 43 ‘access points’ and approximately 25,000 ‘smart nodes’ installed.
- Full geographical network coverage is achieved only when streetlights are operational (i.e. at night). During the daytime, there is the potential for localised communication ‘black spots’ however, streetlight assets are currently being converted to a permanent (24 hour) power supply arrangement so that they will also provide full geographical network coverage when the streetlights are normally off (i.e. during the day).  
Ongoing computer software programming and development is required to

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ensure the Smart City network is customised to the Territory's requirements.

### **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).
- Telecommunication carriers contacted Transport Canberra and City Services (TCCS) requesting access to the ACT's streetlight network for the installation of small cell telecommunication equipment (small cells) to facilitate the delivery of initially a 4G network and subsequently a 5G network.
- In May 2019, the ACT Government allowed Telstra to undertake a 12-month trial of small cells attached to six new streetlight columns within the suburb of Wright. This trial was governed by permit agreement between the ACT Government and Telstra Corporation Limited (Telstra). The trial permit has since expired, and these assets have been incorporated into the new long term arrangement signed by Telstra.
- 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 permit ensures that carriers comply with Work Health and Safety legislation and outlines additional obligations specific to the installation of small cells on ACT Government assets.
- All carriers now have access to the permit template and the document is currently being reviewed by their legal departments. The first permit with Telstra was executed in February 2021. Optus is currently reviewing the draft permit and it is expected to be signed by the end of 2021.
- Financial implications have previously been considered by Cabinet (Ref: 19/374).

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- The applicable fees are:
  - One off application fee: \$800 (pre-assessment) and \$2000 (full assessment).
  - Annual fee: \$2,000
- The agreed fees were developed based on cost recovery modelling undertaken by TCCS and Treasury, as well as compensation to the Government for the use of its infrastructure. Cost recovered will cover additional resources and ongoing operational costs.
- Revenue generated from the one-off application fee will be paid directly to TCCS.
- Revenue from the ongoing annual renewal charge will be paid into ACT consolidated revenue and TCCS will receive appropriated funds to support the requests for the rollout of small cells onto the streetlight network.

### **Application Process**

- The small cell team has developed guidance on small cell infrastructure in the ACT – Small Cell Infrastructure on the Streetlight Network – Guidelines and published it online.
- The guideline includes Pre-application and Full Application Checklists outlining information required from carriers to complete the application process.
- A webinar has been developed to support carriers to undertake the application process.
- Smart forms for both stages of the application have been developed and are published.
- Implementation arrangements for recruitment of staff (for processing applications), updating operational protocols, guidance material and website information:
- On-line training is being developed for carriers and their contractors about the application process and their responsibilities during small cell installations.
- Carriers will be contacted to provide indicative sites for the first stage of the roll-out to better understand upcoming challenges.

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## ISSUE: NEW 40 km/h SPEED ZONES

### Talking points:

- Areas around the City and Tuggeranong are safer for all road users with the expansion of 40km/h zones into further streets.
- As town centres continue to grow including increasing activities undertaken by pedestrians, local residents, and active travel users, the boundaries of the 40km/h zones require continual assessment and adjustment.
- This follows on from previous implementations of 40 km/h speed limit precincts in all ACT town centres in 2013 and all group centres in 2015.
- In the City and Braddon, work has been completed on the expansion of the 40km/h zone, which includes:
  - sections of Barry Drive, Cooyong Street and Northbourne Avenue between McKay Street to Vernon Circle.
  - a large section of the Braddon commercial precinct.
- In addition to new 40km/h area signs, 40 pavement markings have also been implemented at the start of the new zones on Northbourne Avenue, Barry Drive and Cooyong Street to further alert motorists.
- The existing speed cameras are now enforcing the 40km/h speed limits on Northbourne Avenue and Barry Drive.
- In response to community feedback on the new 40km/h signage:
  - Variable Message Signs (VMS) were reinstated in May informing motorists of the reduced speed limits; these signs are still in place to date.
  - Additional temporary 40km/h signage has been placed adjacent to the speed cameras.
  - Additional 40 pavement markings have been installed at mid-blocks on Northbourne Avenue, Barry Drive and Cooyong Street.
  - Additional permanent 40km/h area signs will be designed and installed once the current COVID restrictions are relaxed.

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- Data from the three speed cameras indicated that between 26 July to 19 September 2021, 96 per cent of vehicles travelling through the intersections were compliant with the new reduced speed limit.
- During this period (56 days):
  - 33,500 infringement notices were issued;
  - 1,566 motorists have received 3 (or more) infringement notices; and
  - 671 motorists have received 4 (or more) infringement notices.
- Based on the preliminary reported crash data, there has been a reduction in crashes of approximately 36 per cent since the introduction of the 40km/h limit areas on Northbourne Avenue, Barry Drive and Cooyong Street.
- In Tuggeranong, work has been completed on the expansion of the 40km/h zone, which includes:
  - a section of Anketell Street, from Athllon Drive to Pitman Street.
  - a section of Reed Street.
  - all of Eileen Good Street and Cowlshaw Street.
- A new 40km/h precinct has been implemented in the Kingston Foreshore area which includes Eastlake Parade, Trevillian Quay, Giles Street, sections of Printers Way, Eyre Street, Honeysett View and Kerridge Street.
- As well as new 40 km/h signage, two sets of speed humps have also been installed on the Eyre Street and Dawes Street approaches to Printers Way to reduce speeds through the intersection and further enhance safety for all road users.
- Temporary variable message boards (VMS) were in place for two weeks prior to the start of works in the City, Tuggeranong and Kingston Foreshore areas, advising motorists of the new speed limit. The VMS boards were also in place for additional two weeks after completion of works to further remind all roads users about the new reduced speed limits.

### Background:

- The expansion of 40km/h areas was an action item in the ACT Road Safety Action Plan 2016-2020. The Road Safety Action Plan 2020-23 continues to place emphasis on the dangers of speed and the need to protect vulnerable road users.
- Reducing speeds in residential areas and shopping precincts makes the road system safer for all road users and encourages more regular use by vulnerable road

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users such as pedestrians and those that use active travel to move around like cyclists.

- In July 2019, The Minister agreed to a three-month trial of the 40km/hr speed and the installation of countdown timers at the Alinga Street and Northbourne Avenue pedestrian crossings.
- Due to the ongoing LRS2 early works at the time, which included continuation of temporary 40km/hr speed zones along Northbourne Avenue and London Circuit areas, the 3 month trial did not progress and the countdown timers were proposed to be included in the LRS2 scope of works.
- In July 2019, Roads ACT progressed the design of the 40km/h zone on Northbourne Avenue.
- Given the City is a sensitive area with many existing signs TMS sought independent advice on the design and implementation of this project.
- In August 2019, Engineering Consultant R D Gossips Pty Ltd was engaged to determine the expanded zone and appropriate signage.
- The designs were finalised in December 2019.
- The Contract for implementation was awarded in April 2020.
- VMS advising of the proposed works were installed on the approaches to the new 40km/h zones; media release and social media tiles were developed for circulation.
- A new brief was submitted on 4 May 2020 – s2020/4088.
- On 24 June 2020, brief s2020/4088 was revised to include an option to postpone implementation.
- Brief s2020/4088 was then signed off on 7 July 2020, instructing Roads ACT to postpone the implementation of the expanded 40km/h zones and implement at a later stage once all traffic and public transport normalises.
- The construction contract was cancelled, and the contractor was compensated.
- On 17 November 2020, a new brief (s2020/6041) was submitted to, again, seek agreement to the expansion of the 40km/h zones in the city.
- Brief s2020/6041 was then signed off on 20 December 2020, agreeing to the implementation of the proposed new 40km/h zones in the city.
- The new 40km/h zones were installed in March/April 2021.

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

- The two 60km/h speed limit signs located on Northbourne Ave, near the intersection of Elouera Street, identify the change in speed limit for drivers entering Northbourne Avenue from the side road (where the default speed is 50km/h). This is a usual speed limit signing arrangement.
- In this instance, because of the proximity of the 40km/h signs, the value of these signs is marginal and removing them or replacing them with 40km/h ahead signs will likely have no impact on road safety or efficiency.
- TCCS will arrange for these two 60km/h signs on Northbourne Avenue to be replaced with '40km/h Ahead' signs.
- TCCS are further investigating the feasibility of non-standard additional coloured pavement markings and larger speed signage to enhance the 40km/hr zone on Northbourne Avenue.
- Smiley face speed signs were considered and deemed inappropriate as it is unlikely these signs will be adequately visible to be effective in the City, given the clutter of existing signs already present in the area.

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

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

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to recognise the 'end area' sign reverting the speed limit to the default, is a complex issue for both Australian Standards and car manufacturers to consider.

- TCCS has a representative on the Australian Standards committee that considers changes to road signs and this issue will be raised with that committee.

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### ISSUE: ROAD DUPLICATIONS AND UPGRADES

#### Talking Points

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

#### Current/Future Projects

Project	Original Budget
John Gorton Drive	3C – \$176.2 million 2020-21 for design and construction.
Gundaroo Drive Stage 3	\$44.53 million for construction and \$10.0 million in 2020-21 budget (signalised intersection)
Athllon Drive duplication	\$0.7 million in 2019-20 for infrastructure study and concept design, \$5.22 million in 2020-21 for detail design and \$73.95 million provision for construction in 2020-21. The construction funding will be a 2022-23 Budget Bid.
William Hovell Drive duplication	\$2.0 million for design in 2019-20 and \$63.25 million provision for construction in the 2021-22 budget.
Canberra Brickworks Precinct access road and Dudley Street upgrade	\$8.0 million for design and construction
Monaro Highway Upgrade program	\$230.5 million over 5 years (funded 50 per cent by the Federal Government)
East Gungahlin High School (supporting road works)	\$11 million funding in 2020-21 An additional \$5.65m in 2021-22 Budget.

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**John Gorton Drive 3C – \$176.2 million (Molonglo River Bridge Project)**

- **3C** – This is the final section of JGD and includes the Molonglo River Bridge and 1.7km of arterial approach roads. A total of \$176.2 million in capital works funding for the Design and Construction was announced in the 2020/2021 ACT Budget. \$88.7 million is Territory funding and \$87.5 million is Federal Government funding. This funding also includes the \$2 million allocation made mid-2020 to commence the Enabling Works delivery.
- An Enabling Works consultancy has been engaged to undertake the tender phase and GC21 contract documents, undertake industry engagement, call for Expressions of Interest and a Request for Tender, and to provide technical supervision of the Design and Construction Phase.
- Planning approval has been received with a Notice of Decision being handed down on 15 February 2021.
- Consent conditions for the development approval are currently being assessed as part of the Enabling Works engagement and an extension of time to December 2022 has been approved by EPSDD.
- Development Application representations submitted from Government and other Entities include:
  - ACT Health, Health Protection Services (HPS).
  - Conservator of Flora and Fauna (combined response from EPSDD Environment Division).
  - ACT Emergency Services Agency (ESA).
  - ACT Heritage Council.
  - Environment Protection Agency (EPA).
  - Transport Canberra and City Services (TCCS).
  - Evoenergy.
  - Icon Water.
- The issues raised by the Government and other Entities are uncontentious and will be addressed as part of the Enabling Works and Design and Construction engagement.

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

- The duplication of the arterial road between Ginninderra Drive and the Barton Highway, with the Commonwealth Government contributing \$20 million towards these works through the National Partnership Agreement on Land Transport Infrastructure Projects will occur over four years.
- The process for renaming this road is currently underway and whilst a decision on the change of name from William Slim Drive to Gundaroo Drive has been made, there is still a legislative process to be undertaken to formally complete this name change.
- The project involves the duplication of the 3.2km of Gundaroo Drive from the Barton Highway / Gundaroo Drive intersection to the Ginninderra Drive intersection.
- The completion of these works, along with the duplication of Gundaroo Drive Stages 1 and 2 which are physically complete, will provide a duplicated road corridor from Gungahlin to Belconnen.

The proposed scope of works includes:

- Approx. 3.2km of new carriageway.
- Approx. 6.4km of new on-road cycle lanes.
- Signalisation of the Dumas Street and Owen Dixon Drive intersections.
- New bus bays and relocation of existing bus bays.
- Barrier replacements at bridges along the corridor.
- Construction of linkages to existing community shared paths.
- New and augmented stormwater systems, including levee bank at the existing underpass.
- Street lighting and landscaping.

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- Reconfiguration of existing intersections, including:
  - Ginninderra Drive.
  - Dumas Street.
  - Baldwin Drive.
  - Owen Dixon Drive.
  - Chuculba Crescent.
- There are around 20,000 vehicle movements each day on this section of Gundaroo Drive and this is only going to increase with further housing developments in surrounding areas.
- The original design of the WSD Duplication was completed in 2013 and a Development Application (DA) was submitted for approval. A number of issues were raised during the public notification process particularly relating to elevated noise levels as a result of the duplication.
- Since then, a number of changes to the standards specifications and policies have occurred including addressing issues raised as part of the public notification process.
- The design has been updated to reflect previous community feedback and address changes to road infrastructure design standards. A Development Application (DA) has recently been submitted to EPSDD and has recently been approved with conditions. The design is currently being updated to incorporate these conditions.
- The works have been packaged in two packages with
  - Package A – between Barton Highway intersection to Chuculba Crescent and Baldwin Drive to Ginninderra Drive Intersections.
  - Package B – between Chuculba Crescent and Baldwin Drive intersections.
- Tenders for the construction of Package A were advertised on the 17 August 2020. The Contract has been awarded to BMD Construction and construction works commenced in February 2021. Package B was tendered in December 2020 and is currently being assessed and expected to be awarded in coming months.
- Funding of \$44.53 million was provided in the 19-20 Budget for the WSD Duplication and includes \$20 million (Federal Government) and \$24.53 (ACT Government) funding.

### **CSIRO Development Impacts:**

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

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## Athllon Drive duplication - \$5.92 million

- The Government committed funding in the 2019-20 Budget to commence design on this project.
- The initial phase of design work was:
  - An infrastructure study for the Athllon Drive road corridor adjacent to the proposed areas of land development as identified in the Woden Town Centre Master Plan and the Mawson Group Centre Master Plan. This is between Hindmarsh Drive and to just south of Mawson Drive.
  - Concept design for duplication of the unduplicated sections of Athllon Drive being the 2.4km section between Sulwood Drive and Drakeford Drive (southern section) and a 0.6km section from Shea Street to Melrose Drive adjacent to the suburb of Phillip (northern section).
- The initial design work for both sections was completed in July 2020 following a government stakeholder workshop.
- You announced the concept design on 18 August 2020.
- Additional funding of \$5.22m has been received in the 2020-21 Budget to progress the detail design of both the northern and southern sections of Athllon Drive duplication, and this was also included in your announcement.
- Provision of \$73.95 million has also been made to fund the future construction of both sections of Athllon Drive duplication. Construction funding for this project will be a 2022-23 Business Case.
- It is anticipated that the detail design and associated approval processes will take 18 months to two years. This will be followed by the construction works, subject to funding availability and timing. The construction works are anticipated to take in the order of three to four years depending on how the works are staged including if both sections are delivered together or one at a time.
- The 2021-2026 indicative Land Release Program includes 580 dwellings for release in 2024-25 in the new development area adjacent to the northern section of Athllon Drive duplication.
- The tenders for the detailed design were put on hold while MPC progressed the Parliamentary Agreement commitment to assess the viability and benefits of extending light rail to Mawson as part of the Light Rail Stage 2B (LRS2B) business case. This entails a rapid assessment of the viability, benefits and disadvantages of extending light rail to Mawson, including technical feasibility and options analysis by Arup. This work by MPC went to the Light Rail Board meeting on 30 June and to Cabinet on 29 July, where Light Rail Mawson Pre-Feasibility was agreed. This work has delayed tendering of the detail design for at least six months to mid to late 2021, whilst further agreements about the road cross section are reached to inform the project brief.
- In the interim some investigations are being undertaken to assist with the next stage of design works for the northern and southern sections of Athllon Drive. These are:
  - Noise modelling and assessment;
  - Tree assessment by an arborist;
  - Ecology assessment;
  - Preliminary site contamination assessment;
  - Aboriginal and heritage assessment;
  - ANRAM safety assessment review; and
  - Liaison with MPC and their light rail technical advisor (Arup).

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- Additionally, a high order cost estimate to realign Yarralumla Creek has been prepared. This identified that if this work is to be progressed by TCCS as part of the northern section of Athllon Drive duplication (based on the concept design that has been announced) an additional \$15m of construction funding will be required. Funding of \$0.5m would also be required to be added to the current Athllon Drive duplication detail design funding for the additional detailed design, hydraulic modelling of the creek realignment and the associated approvals.
- The agreed approach to the road cross section will influence the developable area adjacent to Athllon Drive and timing of the need to realign Yarralumla Creek) i.e. as part of the road duplication or prior to light rail stage 2B).
- A government stakeholder workshop was held on 27 September. Options were discussed that had been developed for the duplication of the northern section of Athllon Drive based on the work undertaken by MPC. Stakeholder comments including from MPC light rail stage 2b (from their Technical Advisor) are currently being received for consideration and to enable the brief for the detail design tender to be developed.

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

- The Government has committed funding for detailed design of the duplication of William Hovell Drive, from Drake Brockman Drive to John Gorton Drive. This project will address the demonstrated crash history and alleviate traffic congestion for residents of West Belconnen and support future land release including the new suburbs of Strathnairn and Macnamara.
- The detail design has commenced, with the final Preliminary Sketch Plan design being received and the Final Design progressing.
- A referral under the EPBC Act has confirmed that this project is a controlled action that can be processed via the ACT bilateral development approval process. A draft EIS and Impact Track Development Application have been submitted for concurrent approval.
- Construction funding for \$63.25 million has been provisioned in the 2021-2022 ACT budget.

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

- The EPBC approval has been received with conditions, the s211 EIS exemption has been granted by the Minister for Planning, and the Works Approval has been received with conditions.
- The impact track Development Application (DA) Notice of Decision was granted with conditions on 30 July 2019, for the construction of the access road into the Canberra Brickworks Precinct off Dudley Street (including a new roundabout intersection with Dudley Street) and the upgrade of Dudley Street in Yarralumla.
- These roadworks are required prior to the commencement of the estate development of the Canberra Brickworks site. The new road will provide access into the development site via a route that is not through the existing residential suburb and streets of Yarralumla. This will significantly reduce the impacts of the development's remediation and construction work traffic on the suburb and its residents. DOMA has recently advised that they will not be commencing any works on the Brickworks site until after settlement, which is anticipated to occur in early 2022.
- The site management (including PAP) tender was called in June 2019 and the consultant has been engaged.

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- A Notice of Application for Review of Decision-DA 201935514 was made by James Eldridge. A Directions Hearing was held on 27 September 2019. The ACAT Hearing was held on 23 October 2019 and the ACAT Decision was received on 31 March 2020. ACAT found that the decision of ACTPLA to approve the DA, subject to specified conditions, is confirmed. No appeal of this decision was received in the 28-day appeal period.
- The construction tender closed on 12 September 2019, and following the 28-day appeal period a Letter of Award was issued to Cord Civil on 29 April 2020. The pre-construction conditions have been progressed as part of Milestone 1. A Construction Environmental Management Plan has been approved by the Environment, Planning and Sustainable Development Directorate and the Department of Agriculture, Water and the Environment in accordance with environmental and planning approval conditions. As required by the approvals all Temporary Traffic Management (TTM) Plans are prepared and then approved by Roads ACT before being approved by the National Capital Authority via a Works Approval
- Construction work continues on site. Golden sun moth translocation has been completed as well as the other initial activities on site to meet the environmental approval conditions. Site sheds and site fences have been erected, trees have been felled and mulched, all service relocations have been completed (including undergrounding of the overhead high voltage electricity line) and the final stages of bulk earthworks are underway. A portion of the pavement of the upgraded Dudley Street on the new alignment has been constructed with traffic switched on to it on 17 May 2021.
- The area from the Cotter Road intersection through the new roundabout, including the access road to the Brickworks, has been asphalted. Work to lay stormwater pipes is complete and the retaining wall near the Yarralumla Uniting Church has also been constructed. The most recent traffic switch was opened on 11 October taking eastbound traffic (ie heading towards Yarralumla) around the roundabout.
- Construction is expected to take 12 months for civil works and landscaping, including Native Temperate Grassland restoration (which will be completed two years after civil works are completed).
- The construction site being closed due to the covid-19 lockdown in the ACT has extended the duration of the project and has also delayed the timing of the next traffic switch.

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

- A Commonwealth investment program under the National Partnership Agreement on Land Transport Infrastructure Projects (the Agreement) has allocated \$115.25m for the Monaro Highway upgrade. The Commonwealth investment has been allocated as part of a 50 per cent co-contribution with the ACT Government, resulting in a total investment for the Monaro Highway of \$230.5m
- The Monaro Highway is a key arterial route both within the ACT urban area and traversing rural areas in the ACT, NSW and Victoria. Within the ACT the Monaro Highway provides a key connection between southern suburbs and the industrial areas of Hume and Fyshwick, and also provides a part of the key link between Queanbeyan and Canberra City. The Monaro Highway is also a key component of the outer orbital route connecting to the Majura Parkway at the northern end and continuing south to Cooma and then on to intersect the Princes Highway at Cann River in Victoria's Gippsland region.

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- The program comprises two key projects:
  1. Monaro Highway Upgrade project; and
  2. Monaro Highway Safety Improvements project.
- The Monaro Highway Safety Improvements project has seen the construction of an overtaking lane on the Monaro Highway between Old Cooma Road and Williamsdale Road and improvements at the Old Cooma Road and Williamsdale Road intersections. Works commenced in November 2019 and were completed in mid-2020. Works to rectify pavement defects were completed late 2020. Investigations are underway into some pavement defects that have appeared in the vicinity of the works. It is not yet clear if these were underlying issues or are related to the works.
- The Monaro Highway Upgrade project will make improvements to the intersections on the Monaro Highway in the vicinity of Hume, specifically between David Warren Road and Johnson Drive. A consultant has been engaged for feasibility and preliminary designs and is currently examining options and treatments for each of the intersections within the study area. Preliminary designs for the Monaro Highway / Lanyon Drive interchange have been completed in the first half of 2021 and will inform a design and construction tender which is scheduled to be released in early 2022. Options for the Isabella Drive interchange and the treatment of the existing signalised intersections through Hume are currently being assessed.
- In late 2019, the Australian and ACT Governments made a joint announcement that funding would be brought forward to allow construction to commence in the 2020-21 financial year. The Monaro Highway / Lanyon Drive interchange has been identified as an early construction package with works to relocate existing services scheduled to commence late 2021. Designs are nearing completion with procurement for the construction underway at present.

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

- The ACT Government has committed to deliver a new high school for Gungahlin and has invested \$72.5 million in the 2019-20 Budget. This project is to deliver supporting road, intersection and shared path infrastructure that are critical for the successful opening of the EGHS in January 2023. A total of \$11 million funding for this design and construction project has been approved in the 2020-21 Budget. An additional \$5.65 million funding was approved in the 2021-22 Budget.
- The approved Budget is for the absolute do-minimal solution to allow the school to open while the broader road network issues are identified for future consideration. The proposed minimal works include:
  - Extension of Albatross Cres west intersection to the south of approximately 200m, including a roundabout at the southern end.
  - Signalisation of WSD/Albatross Cres west intersection.
  - Signalisation of WSD/Kings Canyon St intersection.
  - Provide shared path from Flemington Rd to Albatross Cres west.
  - Construction and relocation of bus stops.
  - Noise walls on the Harrison side of WSD or on-site treatment to mitigate the traffic noise impacts.
- The detailed design is currently underway and is expected to be completed in October 2021. Construction is expected to commence in the first quarter of 2022 with the access to the new school provided before the school opens in January 2023. Civil construction of all remaining works will be completed in April 2023.

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- An Impact Track Development Application (DA) was approved by Minister Gentleman on 16 September 2021. There are several conditions that need to be addressed prior to releasing the plans.
- Four sections of noise walls will be constructed along Harrison side of Well Station Drive, after considering different traffic noise mitigation measures i.e. pavement or via noise walls.
- A workable stormwater infrastructure interface between the road and the school projects has been resolved between the road design consultant, the school's contractor and TCCS. Further stormwater modelling has been undertaken to determine the extent of treatment for the stormwater from Harrison 3, as required by EPSDD. The additional stormwater modelling confirmed that the overall catchment meets the WSUD code requirements, although Harrison 3 and the School does not meet the WSUD code, when considering as individual catchment. The additional stormwater modelling report has been submitted to EPSDD for approval/ comments for all three DAs (Estate Development DA, School DA and Road works DA). An inconsistency between EPD DA and Road works DA was identified which requires school east boundary to be moved 7-10.2m west. The EDP DA has been revised to be consistent with Road works DA.
- The draft DR package was received on 26 August and workshops were undertaken early September.
- The PAP tender has been postponed from August to October to better align with construction tender time which is scheduled for mid-October.

## **Canberra South-West Corridor Upgrade**

- The Government will develop a corridor plan that identifies and prioritises future infrastructure upgrades in Canberra's south-west, to support the growth of the city, improve road safety and strengthen opportunities for alternative forms of transport. Following the outcome of the corridor plan, specific upgrades will proceed for design and construction. A provision has been established for this purpose, co-funded by the Commonwealth Government for a total project value of \$100 million.
- This initiative builds on recent Government actions in this area including the duplication of Cotter Road from Tuggeranong Parkway to Yarralumla Creek, the Molonglo East-West arterial road – Early planning initiative and the Parkes Way Early Works initiative and John Gorton Drive and Molonglo River Bridge Crossing project which are jointly funded by the Commonwealth Government.
- The initiative contributes to the wellbeing domain of Access and connectivity as it will enhance traffic flow through the south-west corridor. This initiative will also contribute to Time and Safety domains, as upgrades to the corridor are expected to decrease travel time and enhance road user safety.

## Strategic Context

- The ACT Transport Strategy 2020 identifies the south-west corridor (Tuggeranong Parkway and Drakeford Drive) to be a key orbital link. The south-west corridor is a key north-south arterial transport corridor connecting northern and southern suburbs of Canberra. Orbital links are key in supporting the ACT's central links by providing reliable alternatives for efficient movement.
- A key part of the south-west corridor includes the Glenloch Interchange where Caswell Drive, William Hovell Drive, Parkes Way and the Tuggeranong Parkway meet. The Glenloch interchange is one of the most significant strategic transport interchanges in the ACT transport network, facilitating both north-south and east-west movements.

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- The south-west corridor is a key part of the ACT's Orbital Freight Network. It also provides public transport connectivity as a peak bus route between the City and Tuggeranong south of Cotter Road (Routes 180 and 181).

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

- The 2019-20 Budget provided funding for the following intersection works over three years:
  - Kuringa Drive/Owen Dixon Drive
  - Southern Cross Drive/Starke Street;
  - Launceston Street/Irving Street;
  - Belconnen Way/Springvale Drive;
  - Kent Street/Novar Street;
  - Mount Taylor Safety Improvements; and
  - Hume Circle.
- The Commonwealth Government also provided funding in 2020-21 towards the intersections of:
  - Southern Cross Drive/Stark Street;
  - Launceston Street/Irving Street;
  - Belconnen Way/Springvale Drive; and
  - Kuringa Drive/Owen Dixon Drive.

**Kuringa Drive/Owen Dixon Drive**

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

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- Construction is nearing completion on the new retaining wall, handrail and shared path along Kuringa Drive.
- The new traffic signals are operational, and motorists are responding well.
- Works have recommenced following the easing of construction restrictions. Majority of asphalt for the shared path has been laid and work continues to finalise the shared path, handrail and retaining wall.

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

- New traffic signals will provide controlled right turn and through movements at the intersection.
- Associated widening of the road pavement will allow for the new signal arrangement.
- Construction contract was awarded in December 2020 and works commenced in February 2021.
- The project has incurred significant delays related to the relocation of a watermain, underground high voltage cable and recurrent inclement weather. Works were initially scheduled for completion in August 2021, however the COVID-19 lockdown has delayed completion. Works have recommenced following the easing of construction restrictions. Both the watermain and underground high voltage cable relocation are now complete. Road pavement and traffic island construction can now progress.

### **Belconnen Way/Springvale Drive**

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

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

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

### **Kent Street/Novar Street intersection upgrades – \$5.5 million**

- The Government has committed funding for detailed design and construction of three intersection upgrades on Kent Street and Novar Street. These upgrades will improve traffic flow and safety in the area, particularly during morning and afternoon peak periods.

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- The three intersections will be signalised with the traffic controls coordinated to optimise traffic improvements. These intersections are:
  1. Dudley Street/Novar Street/Kent Street/Adelaide Avenue on-ramp;
  2. Kent Street/Adelaide Avenue off-ramp; and
  3. Kent Street/Denison Street.
- These intersection upgrade works will also provide controlled crossings for both pedestrians and cyclists using the Principal Cycle Route along Kent Street/Novar Street, which will be a significant safety improvement.
- Construction of these works is anticipated to occur after completion of the Canberra Brickworks Precinct access road and Dudley Street upgrade project.
- A draft final design was received. This was following the Value Management, Safety in Design and P50/P90 cost assessment workshops.
- Following a Road Safety Audit, the consultant has revisited the traffic modelling. As a result, modifications have had to be made to revise aspects of the design to accommodate the findings of the audit and review of the traffic modelling. The preliminary revised design has been presented to government stakeholders and the National Capital Authority with feedback comments received. Detail design is underway taking into consideration these comments and associated design changes.
- Targeted public and community stakeholder engagement is planned to occur in October 2021 prior to the Works Approval application.
- A Telstra pit needs to be relocated to enable construction of this project. An initial design concept and costing has been provided by Telstra, however, their construction representative who needs to make a site visit to finalise these details is based in Sydney and is therefore unable to visit Canberra due to the Covid-19 lockdown and travel restrictions. This is a risk for the project, and the design may have to be finalised with this detail outstanding. Depending on the duration of the on-going covid restrictions experienced by the ACT and Sydney, the timing aspect of the construction works may also be a risk to the project. It should be noted that large areas of the construction works for this project can progress without being impacted by the Telstra pit relocation, and the concept staging of the project will be developed taking this into account.

## **Mt Taylor Safety Improvements**

- The Government has committed funds to develop a feasibility study for a shared path along Sulwood Drive, between Drakeford Drive and Athllon Drive. The study will also investigate the addition of a right turn pocket into the carpark from Sulwood Drive.
- \$0.340 million has been recently provided by the ACT Government in the 2020/21 mid-year budget to progress the design of the shared path following the completion of the feasibility study. These works are expected to commence shortly.
- \$0.057 million was provided by the ACT Government in the 2020/21 mid-year budget to progress the design of the right turn pocket into the car.
- Detailed designs for both components have commenced and are expected to be completed in December 2021.

## **Hume Circle**

- The Government has committed funds to develop a Preliminary Sketch Plan (PSP) to improve road safety at the intersection of Canberra Avenue, Sturt Avenue and Wentworth Avenue.

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- Contract for the PSP design has been awarded, the works are underway and are expected to be completed in December 2021.
- Through stakeholder consultation, NCA highlighted their interest in the project and stressed the importance of collaboration. TCCS has recently engaged a heritage expert to support the project in discussions with the NCA.

### **Namatjira Drive / Streeeton Drive and Heyson Street / Streeeton Drive**

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

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## QUESTION TIME BRIEF

### Transport and City Services

#### ISSUE: Capital Works Stimulus - ACT and Commonwealth Funded

##### Upgrades and extension of the footpath and cycleway network across Canberra – Stimulus 1

- Roads ACT manages approximately 3,177 kms of community paths (foot and cycle paths), as at 30 June 2020.
- There are more than 400 community path requests on the Community Path Priority list.
- The ACT Government has embarked on a program to progressively upgrade and enhance the local suburban community path network on a prioritised basis, to fulfil the government policies that encourage active travel, reduce carbon emissions, and improve health in the community.
- Requests to build missing links or to upgrade existing paths are received by Roads ACT from members of the public. Roads ACT use a Warrant System to confirm the need for and prioritise all requests.
- This stimulus package of works has fast tracked some of the new or improved footpath works where assessments have already been undertaken by Roads ACT officers.
- These works are being delivered in five packages which have been geographically allocated.
- TCCS has modified their delivery processes to expedite the delivery of these works.
- TCCS is also working closely with and being assisted by the NCA, EPSDD and other Directorates to identify any potential process that could be modified to reduce the risk of delaying the delivery of these works.
- Footpath works in Mawson and Woden were completed in December 2020.
- Works in Amaroo and Lyons were completed in December 2020.

##### Open Spaces Landscaping Improvements – Stimulus 1

- The economic stimulus measures being undertaken in the City Presentation space include the following activities:
  - More tree planting in 2019-20 – (an additional 2,500 trees will be planted in Autumn 2020) bringing the total number of trees to be planted to 4,000. To date, 4,002 trees have been planted, of which 2,497 are part of the stimulus program.
  - More tree maintenance activities in 2020-21 – (an additional tree maintenance team has been engaged to focus on addressing the maintenance backlog in the south of Canberra). Funds have also been allocated to establish a new depot in Woden.  
A temporary depot has been established at the Phillip enclosed oval and staff recruitment is underway.
- **Play spaces refresh works - \$300,000** from the stimulus package plus an additional \$193,000 from recurrent funding has been allocated to refresh play spaces (including some basketball courts) located across Canberra. The locations were selected based on feedback from the community and the results of recent play space inspections. The works include repainting, repairs to or replacement of equipment, topping up/replacing softfall, and replacing edging. Works are well underway with most projects completed. Some delays have been experienced for three locations due to delays in the supply of materials.

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- **Replacement of bollards - \$290,000** to replace bollards at several sites throughout Canberra. Works are underway. Delays have been experienced due to availability of materials.
- **Recruitment to the Jobs for Canberrans program** will provide additional cleaning services focussed on suburban shops. This will complement the City Renewal Authority's Jobs for Canberrans program which will be focussed on extra cleaning and maintenance in the city, Braddon and Dickson.

### **Building Improvements Package – Waste, Domestic Animal, Sports Grounds and Transport Waste – Stimulus 1**

- The stimulus package included upgrades and improvements to ACT NoWaste sites. The package mainly consisted of:
  - repairs to buildings at the Mugga Lane Resource Management Centre.
  - upgrades to site entry that will provide safer and more suitable entry capabilities for all vehicles at different sites.
  - upgrades to the paper cages at some of the Recycling Drop Off Centres.
- **All Stimulus 1 packages of works are complete.**

### **Look and Feel of the City**

- TCCS has received additional funding of \$6.951 million to complete the following projects:
  - Footpath/Bikepath continuation.
  - Public toilet replacement.
  - Shopping Centre upgrade program.
  - Park/Bike and ride facilities.
  - More bus stop upgrades and shelter improvements.
  - Urban forest.
  - Woden Library redevelopment.
- Footpath/Bikepath continuation:
  - Heysen Street Stage 2 – Works completed in February 2021.
  - Kaleen Baldwin Drive to Tyrell Circuit path connection – works to be delivered by the Education Directorate as part of adjacent package of works. Works were invoiced by the Education Directorate and paid in December 2020. Construction works commenced mid-April 2021 in tandem with the security fence contractor and are both ongoing. Asphalt works were completed in August 2021 with final completion delayed by the ACT lockdown. Works have recommenced on site and is now scheduled for completion by October 2021.
- Public Toilet Replacement – PMA engaged in October 2020. Tuggeranong District Park toilet is complete and the toilets were opened to the public in early September 2021. The new John Knight Memorial Park toilet was opened in late September 2021.
- Shopping Centre upgrade program – Rapid Audit (for 13 shopping centres) was completed in September 2020. Implementation of refresh works was completed at Spence North west and Spence South east in January 2020. Works were completed at Kambah (Castley Crescent) and Kambah (Marconi Crescent) in February 2021. Works were completed at Hackett in March 2021. Works at Philip, Page and Weetangera were completed in May 2021. Works in North Lyneham and Kaleen were completed in May 2021. Works at MacGregor, North Lyneham completed in June 2021. Macquarie and Gordon completed early July 2021.
- Kippax Group Centre Feasibility Study - Concept plans, feasibility study report and cost estimates were

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completed in May 2021.

- Park and Ride Dickson Netball Courts – Arrangements are to be finalised with the Netball Club to allow the Park and Ride to be operating during the week. Design has been completed. NCA works approval has been submitted. Sign installation commenced in December 2020 and is now complete.
- Park and Ride Belconnen Copland Church Evatt – Consultation with the Church has been completed. Sign installation commenced in December 2020 and is now complete.
- Bike and Ride Civic Barry Drive after Clunies Ross Street – Design and finalised.  
Concept design has been approved by ANU. Works approval from NCA obtained. Construction commenced in November 2020 and is now complete.
- Bike parking facilities at Wells Station Drive – Park and Ride site – Design is now complete.
- Bus Stop Upgrades – Bunker Bus Stop relocations – Construction is now complete.
- Bus Stop Upgrades – Purchase and Install new Shelters for New Suburbs – Civil works are currently underway. Shelters were supplied in batches commencing late November 2020 and works are now complete.
- Urban forest Jamison – Detailed design completed in May 2021. Work on site commenced 7 June 2021. Works are complete and the site reopened to the public in mid-September 2021.
- Woden Library redevelopment – demolition works completed December 2020. Internal construction works commenced February 2021. Works are substantially complete and are scheduled to be fully complete October 2021.

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

- TCCS has received Local Roads and Community Infrastructure funding of \$9.515 million to complete the following projects (noting three projects to the value of \$2.06 million do not commence until 2021/22):
- Public transport and active travel - Menindee Dr to Lake Burley Griffin Circuit - Menindee Drive - missing link on the Lake Burley Griffin Circuit. Construction commenced July 2021 and delays were experienced due to wet weather. The ACT lockdown has added a further three weeks to the program and works are now expected to be complete October 2021.
- Public transport and active travel - Priority crossings for the City-Woden cycle route at Loftus Street and Schlich Street Yarralumla. Construction works completed June 2021.
- Streetlights - Replacement of dull streetlight lamps - There are approximately 20,000 streetlights that are not providing the specified illumination due to defective luminaires (light fittings). These luminaires will be replaced with energy efficient LED fittings ensuring the optimal long-term cost benefits. A final list of 880 lights to be replaced has been provided by Roads ACT. Works commenced in December 2020 and are now complete.
- Streetlight Infill Program - This project will continue to improve and enhance lighting to provide safer public spaces and increase amenity across the ACT at locations identified through public requests. Includes assessing the suitability of additional lighting in the locations identified in the "Woman's Safety Audit". Construction tenders have been awarded and works have commenced and were expected to be completed in August 21, however these works are now delayed as a result of the ACT lockdown and expected to be now completed by October 21.
- Refurbish High Mast Lighting - This project addresses the structural issues identified by the Structural Consultant. Additionally, it maintains the heritage value of the high mast lighting poles and associated

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components and is the recommended option from the heritage impact statement prepared for the National Capital Authority.

The construction stage tender closed in January 2021 and works are now complete.

- Skate Park Refurbishments - works package will address issues identified in 2019-20 safety audits. Consultation with Skateboard association undertaken, and construction complete at Belconnen Skate Park March 2021 and at Woden Skate Park on 19 April. Construction of Shade Structure at Belconnen completed July 2021.
- Skateboarding Facility – delivery and construction of a new half pipe at Belconnen Skatepark that meets competition standards for skateboarding. PMA Variation approved by TCCS in May 2021. PMA engaged June 2021. Design consultant engaged and start up meeting held July 2021. Design work currently underway. Consultation with the skateboard community on the draft design undertaken. Design and construct contractor to be engaged by November 2021. Project expected to be completed March 2022.
- Rollout of Canberra cycle route wayfinding signage - design and documentation complete. Construction tender closed in April 2021, works commenced May 2021 and are continuing. Routes C3 City to Belconnen, C7 Belconnen to Gungahlin and C9 Gungahlin to Airport completed in June 2020. Route C8 City Loop is in progress but completion has been impacted by the ACT lockdown. Documentation of 'trailhead' signs siting commenced February 2021. Contractor engaged for fabrication and installation. Installation expected to be completed November 2021.
- Priority Crossing Theodore St - Melrose Dr Woden - Priority crossing for Theodore Street at Melrose Drive Woden. Detailed design complete. Construction contract to be varied into the Woden Pedestrian and Cycle Improvement Project. Work completed June 2021.
- Aikman Dr Path connection near UC Hospital - Aikman Drive path connection near University of Canberra Hospital. Construction work was completed in November 2020.
- Heysen St Link to Lyons Shops - Stage 3 - Connect the Heysen Street link to Lyons shops (stage 3 of the Heysen Street Link project). TCCS stakeholder meeting held January 2021 to consider on-road and off-road alignment options. Project delayed due to requirement for consultation on the proposed bicycle only path in the verge with residents of Devonport Street. Consultation completed April and approval to proceed. Contract awarded early June 2021 and construction commenced July 2021. The ACT lockdown has added a further three weeks to the program and expected completion is October 2021.
- ACT NoWaste facility/site improvements - Upgrade of the reusables shed at Mugga Lane, including paving and drainage for enhanced community safety and access. The site has been cleared in preparation for works to commence and all safety and COVID plans received. Project expected to physically commence mid October with completion expected mid December.
- Community Infrastructure – funding provided to improve a number of government building providing community services and managed by ACT Property Group including, Health Centre, Early Childhood Centre and Government depots. Improvement works are underway.
- Lake Beach Upgrade – provided to create and manage a new lakefront attraction which would be designed to complement the long-term plans for the new lakefront park around West Basin. The proposal is to undertake improvements to the public space located known as the 'triathlon beach' on the western end of the new boardwalk at the Acton Waterfront. Construction is underway.
- Public toilets Colbee Court Phillip and Lyneham Shopping Centre – Works have commenced on site at Lyneham for the new toilet facility on 27 September 2021. Works to commence on site at Phillip in October 2021.

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Sport and Recreation infrastructure works in progress or completed recently include:

Stimulus Phase 1 – Local Roads and Community Infrastructure - \$1.0m

- TCCS has allocated Australian Government funding under the LRCI program to undertake the following works:
  - Construction of new accessible adult change facilities at Woden Park, including a toilet and change facility that caters for users with high support needs and their carers where they require additional space, assistance and specialised equipment to allow them to use toilets safely and comfortably. Works were completed in February 2021.
  - Pavilion upgrades at Stirling 1 Enclosed Oval and Kambah 2 District Playing Fields (DPF) were completed in May 2021. Works included:
    - upgrades to meet the ACT Government’s Female Friendly Change Rooms @ Sporting Facilities guidelines;
    - sustainability upgrades such as water efficient devices and LED lighting;
    - general pavilion refurbishment works to replace aging infrastructure (including improvements to health and safety for user groups);
    - installation of bike racks;
    - upgrade of accessible facilities such as toilet/change areas and tactile/braille door signage;
    - installation of external bin enclosures for waste management;
    - upgrade of ageing services; and
    - installation of water refill stations.
  - The construction of a water meter pit at Stirling 1 Enclosed Oval will address safety concerns that exist with the ageing and outdated pit. Construction has now commenced.

Stimulus Phase 2 – Local Roads and Community Infrastructure - \$1.0m

- TCCS has allocated Australian Government LRCI funding to undertake the following works:
  - Installation of new sportsground lighting at Bonner DPF;
  - Female friendly upgrades to existing sportsground pavilions; and
  - An irrigation upgrade at Curtin DPF.
- Installation of the sportsground lighting at Bonner DPF was completed in April 2021 with commissioning undertaken in May 2021.
- Upgrade works to achieve female friendly compliance at Narrabundah 1 DPF, O’Connor 3 Enclosed Oval, Kambah 3 DPF and Kaleen DPF were completed in June 2021.
- Construction of the irrigation upgrade project at Curtin DPF has commenced.

**Road Safety**

**Road Safety - CCTV for priority intersections**

- The ACT have adopted a staged approach to the implementation of its Intelligent Transport Strategy (ITS)

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with:

- **First step:** establishment of the Traffic Management Centre and Incident response team.
  - **Second step:** installation of monitoring applications, such as security 'Closed Circuit TV' (CCTV) cameras, that will provide real time images of traffic conditions and assist in the verification of on-road incidents.
  - **Third step:** more advanced applications that integrate live data and feedback from several sources (for future development).
  - **Fourth step:** predictive techniques that allow advanced modelling and comparison with historical data (future development).
- 
- CCTV use for monitoring traffic flows and incident detection has been occurring at selected key intersections across north Canberra since 2016. This project will broaden the CCTV coverage of the network, building on the success and value gained from the initial installations and will include numerous key intersections across north and south Canberra.
  - The list of 20 priority sites has been selected as a scaled down option from 50 strategically selected sites throughout the arterial road network in the ACT.
  - Design for the installation of these cameras is now complete. All CCTV cameras have been received and are progressively being configured and installed. These works are expected to be completed by December 2021.

#### **Road Safety - LATM Ginninderra Drive safe systems network**

- Installation of improved line marking, reduced speed limit signage and a traffic calming device on Ginninderra Drive (between Tillyard Drive and Kerrigan Street). Works completed in June 2021.

#### **Road Safety - LATM Copland Drive / Verbrugghen Street roundabout**

- Conversion of the intersection from an uncontrolled T-intersection to a roundabout with associated median treatments. Work commenced in May 2021. Completion delayed due to the ACT lockdown, now scheduled for completion October 2021.

#### **Road Safety - LATM speed humps and pedestrian crossings on Krefft Street**

- Installation of traffic calming treatments including lane narrowing, speed cushions and pedestrian crossing refuge island to discourage 'rat-running' activities and improve the safety for pedestrians needing to cross the road on Krefft Crescent and Ratcliffe. Works were completed in June 2021

#### **Road Safety - LATM speed humps on Majura Avenue / Phillip Avenue**

- Installation of traffic calming treatments, including speed humps on Majura Avenue and Phillip Avenue in the vicinity of Dickson College to improve safety around this busy and heavily pedestrianised school. Works were completed in June 2021.

#### **Road Safety - Improved walking & cycling around schools**

- The main objective is to create safer school environments that will help encourage more children to walk and cycle to and from the schools and also to facilitate a healthier community.
- The program would also help to create adequate access with specific improvements that address how the school children and the school patrons move around school environments. To meet the project objective, these improvements will include, but will not be limited to the following:

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- New raised pedestrian crossings and speed humps.
  - New footpaths assisting in connections.
  - New line markings with speed signages.
- Most of the design for these works has been completed through the BIF '2019-20 – Safer Walking and Cycling around schools' program. All sites within this program have been constructed and the project is now complete.

#### **Road Safety - road barrier replacements**

- This project involves the design and replacement of road safety barriers that are non-compliant to ACT standards.
- Roads ACT has embarked on a program to progressively upgrade existing arterial road safety barriers. Safety barriers are upgraded on a priority basis that is consistent with the available funding.
- This project seeks to conduct the following:
  - Design of bridge barriers (3 sites) and bridge approach barriers (14 sites) up to current ACT standards on Tuggeranong Parkway.
  - Delivery (construction) of the designed bridge and bridge approach barriers noted in point 1.
- Design of these works, which are an extension of the current replacement program, have been completed with defects rectification currently underway.

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

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

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

- In 2019, Traffic Management and Safety engaged the Australian Road Research Board (ARRB) to undertake a star rating and Australian National Risk Assessment Model (ANRAM) risk assessment of all arterial roads in the ACT. This study included the risk assessment and testing of a variety of road safety interventions to

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determine the resulting reduction in fatal and serious injury crashes from mass application of safety interventions.

- The work to develop options and identify suitable safety interventions is still underway, however it is anticipated that one option will involve pavement widening to provide sealed shoulders.
- Uriarra Road, Cotter Road and Brindabella Road have been identified as priorities on the rural road network as they comprise the Cotter/Uriarra cycle route, a popular recreational cyclist route that sees large volumes of cyclists particularly on weekends. The absence of sealed shoulders on most of the route, high speed environments and topography with numerous climbs and curves increases the safety risks for these vulnerable road users.
- In 2020-21, design work is being progressed to document the safety interventions for several locations including parts of Uriarra Road, Cotter Road and Brindabella Road.

### **COVID Stimulus Shovel Ready**

#### **Kuringa Drive intersection with Owen Dixon Drive**

- New traffic signals at the intersection of Kuringa Drive and Owen Dixon Drive
- Associated widening of the road pavement will allow for the new signal arrangement.
- Off road shared path connection along this section of Kuringa Drive to the Barton Highway.
- Construction works have recently commenced and expected to be completed by August 2021.
- Construction is nearing completion on the new retaining wall, handrail and shared path along Kuringa Drive.
- The new traffic signals are operational and motorists are responding well.
- Works have recommenced following the easing of construction restrictions. Majority of asphalt for the shared path has been laid and work continues to finalise the shared path, handrail and retaining wall.

#### **Southern Cross Drive intersection with Starke Street**

- New traffic signals will provide controlled right turn and through movements at the intersection.
- Associated widening of the road pavement will allow for the new signal arrangement.
- Construction contract was awarded in December 2020 and works commenced in February 2021 and were originally programmed for completion in August 2021.
- The project has incurred significant delays related to the relocation of a watermain, underground high voltage cable and recurrent inclement weather.
- Works have recommenced following the easing of construction restrictions. Both the watermain and underground high voltage cable relocation are now complete. Road pavement and traffic island construction can now progress.

#### **Belconnen Way intersection with Springvale Drive**

- Conversion of the existing intersection arrangement into traffic signals.
- Potential realignment of slip-lane arrangements in and out of Springvale Drive to ensure safer operation with the new traffic signal arrangement.
- Construction contract was awarded in December 2020 and works commenced in February 2021 and were

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programmed for completion in June 2021.

- All works are now complete, and the traffic signals were commissioned by the end of June 2021. Motorists are responding well to the new traffic signals.

#### **Launceston Street intersection with Irving Street**

- New traffic signals at the intersection of Launceston/Irving providing a controlled pedestrian crossing across Launceston Street.
- Continuation of the existing median island closing the right turn into Furzer Street from Launceston Street, and the right turn out from Furzer Street to Launceston Street. This will convert Furzer Street into a left turn in and left turn out arrangement.
- Construction works have recently commenced and have been delayed due to COVID related delays for the supply of specialist services procured from interstate.
- The last of the streetlight, traffic signal pedestals and lanterns have been stood and hung.
- Majority of works are now complete, and the traffic signals were commissioned by the end of September 2021. Motorists are responding well to the new traffic signals. Minor defect rectification and landscaping works are continuing.

#### **Northbourne Avenue Pavement Rehabilitation**

- The project has been divided into three key stages including:
  - Stage 1 – Between Macarthur Avenue and Mouat Street (northbound).
  - Stage 2 – Between Condamine Street and Macarthur Avenue (northbound).
  - Stage 3 – Between Mouat Street and Macarthur Avenue (southbound).
- Works associated with the Northbourne Avenue Pavement Rehabilitation are now complete.
- Stage 1 trialed the use of recycled materials as part of the final resurfacing materials used. Works with Stage 1 involve:
  - Milling of 75 mm of existing asphalt that will be removed and reincorporated into the pavement as recycled asphalt.
  - Pavement stabilisation using foam bitumen asphalt/lime that will use the remainder of the existing asphalt.
  - 10 mm thick primer seal.
  - 45 mm thick recycled asphalt.
  - 45 mm thick wearing course.
- Stage 1 works were completed in late 2020.
- Most of the works associated with Stage 2 and 3 will be pavement repairs and/or milling/ re-sheeting of localised sections of the road. Construction for Stages 2 and 3 are now complete.

#### **COVID Stimulus Targeted Road Safety Works**

##### **Traffic Signal Uninterrupted Power Supply (UPS)**

- The objective of this project is to provide more resilient traffic signal operation across the Territory's traffic signals. This is proposed to be achieved through:

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- The provision of Uninterrupted Power Supply (UPS) units to provide continuous power supply to traffic signals in the event of a power outage.
- The provision of new cabling in conduits at older traffic signal sites which were constructed with direct buried cabling.
- The provision of micro pillars at traffic signal sites, which are supplied with power directly from the electricity grid without a service fuse.

- Primary works are now complete. Site checks and defect rectification works are currently underway.

### **Road Safety Barriers**

- This project involves the design and replacement of road safety barriers that are non-compliant to ACT standards.
- Roads ACT has embarked on a program to progressively upgrade existing arterial road safety barriers. Safety barriers are upgraded on a priority basis that is consistent with the available funding.
- This project seeks to conduct the following:
  - Design of bridge barriers (3 sites) and bridge approach barriers (14 sites) up to current ACT standards on Tuggeranong Parkway.
  - Delivery (construction) of the designed bridge and bridge approach barriers noted in point 1.
- These works have been completed with defects rectification currently underway.

### **Traffic Management Arrangements**

- The contractor generally intends installing approx. 100m of new guardrail per day. This will alternate between northbound and southbound carriageways.
- The lane closure will vary between the various sites and will remain in place all day while works at that particular location are carried out.
- As per the approved TTMP, lane closures will commence at 9.30am and then re-open before 4pm. For night works, lane closures will commence at 7pm and then re-open at 5am. For programmed weekend works, lane closures will remain in place for the entire weekend.
- The actual lengths of lane closures will depend on the type of work being undertaken. For example, smaller works at the concrete bridge barrier connections and installation of end terminals will be much shorter in length (approx. 50m).
- However, the lane closures will be a minimum of 100-150m in length. There are some locations (e.g., around Lady Denman Dr) where the approved TTMP shows much longer lengths to allow for on and off ramps to be maintained.

### **Variable Speed Limit System**

- The Variable Speed Limit System (VSL) projects will form the 'first of a kind' Intelligent Transport System (ITS) to be implemented in the ACT.
- This system when fully implemented will manage congestion, speeds and incidents on the Tuggeranong Parkway, between Glenloch Interchange and Cotter Road. It will also improve road safety, reduce secondary crashes, and improve travel time reliability.

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- The components of the new ITS system will include CCTV cameras, variable message signs, variable speed limit signs, communications, vehicle detectors and supporting infrastructure.
- Tenders for the implementation of the VSLs are currently being assessed. Approved funding was found to be insufficient to undertake the projects scope of works. The project has been placed on hold following confirmation of additional funding.

### **Boosting investment in Active Travel**

- This initiative includes the following projects that encourage greater mode shift to active travel:
  - **Garden City Cycle Route** - the feasibility study for the Garden City cycle route over two years will include the appropriate route from the suburbs to the north of the city and east of Northbourne Avenue, through Braddon, including Mort Street or Torrens Street, and will align with the upgrade work undertaken by City Renewal Authority.
  - **Sulwood Drive shared path and intersection signalisation (Sulwood Drive / Mannheim Street)** – construction funding over four years will also cover improvements to the entrance and egress of the existing carpark at Mount Taylor Nature Reserve.
  - **Age friendly Suburbs Program** (fully offset from BIF) – including Reid, Chifley, Sculling and O'Connor.
  - **Cycle path maintenance** (fully offset from BIF) – including \$1 million per year towards community path maintenance for the next four years, plus dedicating an additional \$0.3m in 2021-22 to constructing new community paths and missing links.
  - **Route Planning Study (Gungahlin Town Centre)** (fully offset from BIF) – including feasibility of cycle connectivity improvements and development of concept designs for priority items to improve active travel network connections as identified through the Gungahlin Town Centre Planning Refresh 2018.

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## QUESTION TIME BRIEF

Transport and City Services

### ISSUE: MAINTENANCE OF RURAL ROADS

#### Talking Points

- There are currently 248km of sealed rural roads and 346 km of unsealed roads (594km total) in the ACT.
- Of this, Roads ACT owns and manages 232km of sealed rural roads and 95km of unsealed roads (327km total).
- Roads ACT maintains our rural roads, through a proactive inspection program, with maintenance works undertaken as required based on those inspections. Reactive inspections and works (e.g: grading and patching) are also undertaken following storm events or community requests.
- For the rural unsealed roads, Roads ACT undertakes grading maintenance works. As at 30 September 2021, the following grading works are completed or underway:
  - Maintenance grading on **Angle Crossing Road** (5.8 km section) was completed in May 2021 between Smiths Road and Monaro Hwy.
  - Maintenance grading on **Smiths Road** (5.1 km section) was completed in May 2021 between end of seal to NSW border.
  - Capital upgrade works were completed on **Smiths Road** in August 2021. This involved converting sections of road (chainage 1.4km to 2.4km from Naas Road) from unsealed to sealed surface.
  - The section of **Smiths Road** (chainage between 2.4km to 3.4km from Naas Road) has been designed and submitted for DA approval. Construction works will be subject to future capital funding.
  - Maintenance grading on **Sunshine Road** (4.0km section) was completed in May 2021 between Naas Road to Smiths Road.
  - Maintenance grading on **Booroomba Road** (3.3km section) from Tidbinbilla Road to last gate was completed in May 2021.
  - Maintenance grading on **Boboyan Road** (18.0 km section) from end of existing seal to NSW border was completed in May 2021.

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- Also, on **Boboyan Road** capital project work was completed on unsealed pavement rehabilitation including widening of existing pavement and drainage rehabilitation in July 2021 on two different locations.  
First 1.0 km section was completed from end of Existing seal (no seal).  
Second 1.0 km section was completed from NSW border (no seal).
- Maintenance grading on **Top Naas Road** was completed with additional material imported to improve the pavement surface.
- Maintenance grading on **Woods Lane** (2.9 km section) was completed from Canberra Avenue end of seal on Woods Close to last gate.
- Maintenance grading on **Underwood Street** in Beard (0.4 km section) was completed in June 2021 from Copper Cres to the road end.
- Maintenance grading on **Mountain Road** (0.7 km section) and **Nimrod Road** (0.6 km section) was completed in June 2021 between Railway Street and end of Nimrod Road.
- Unsealed shoulder maintenance on **Corin Road** was completed in July 2021.
- Maintenance grading on **Mountain Creek Road** was completed August 2021 between Uriarra Road and NSW border.
- Maintenance grading on **Two Sticks Road** (2.4km section) was completed in August 2021 between Mountain Creek Road and NSW border.
- Maintenance grading on **Brindabella Road** (8.9 km section) was completed in September 2021 between end of seal to NSW border.
- Maintenance grading on **Mount Franklin Road** (3.5 km section) was completed in September 2021 from Piccadilly to Bulls Heads.

Transport and City Services

## **ISSUE: School Traffic Management**

### **Talking Points:**

#### TCCS School Safety Program

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

#### School crossing supervisors during the COVID-19 lockdown

- The School Crossing Supervisor program temporarily ceased operations during the COVID-19 lockdown. Student attendance at schools was very low, as were traffic volumes, and a large proportion of the supervisors are potentially more vulnerable to COVID-19.
- The School Safety Program notified all participating schools and worked closely with the respective schools and the Education Directorate to monitor student attendance numbers during the lockdown.
- The needs of each individual school was monitored during the lockdown and the supervisors could be reinstated as required subject to student numbers and the health and safety of the crossing supervisors.
- School crossing supervisors were paid for the hours they normally work by HOBAN Recruitment, who deliver the crossing supervisors in the ACT.
- The school crossing supervisors recommence at all participating schools on 25 October 2021 to coincide with primary school age children returning to schools.
- HOBAN Recruitment has a COVID safe plan in place to protect the safety of the crossing supervisors and students when the crossing supervisors resume.

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

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

#### School infrastructure improvements

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

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- Torrens Primary School
- Turner Primary School
- Improvements were delivered through stimulus funding in June 2021 to increase safety and improve pedestrian access to schools. The improvements, which included new footpath connections, traffic calming treatments (speed humps and line marking) and new refuge islands, were delivered at the following schools:
  - Cranleigh School
  - Evatt Primary School
  - Gilmore Primary School
  - Gold Creek High School
  - Isabella Plains Early Childhood School
  - Kingsford Smith School
  - North Ainslie Primary School
  - St Mary Mackillop College

### School zone on Canberra Avenue near St Edmund's College

- A consultant has been engaged through the Active Streets for Schools program to consider pedestrian improvements on Canberra Avenue to increase safety for students near the schools.
- Each school environment is different, and the treatments used to increase safety for pedestrians is varied. Speed and traffic volumes and the age of students are all important factors when considering the type of improvements around schools.
- The consultant will consider several potential treatments to improve pedestrian safety on Canberra Avenue, including reduced speed limits.
- TCCS will also consider potential future works at the Hume Circle and how these might benefit pedestrian movements for the schools.

### Harrison and Mother Teresa Schools

- TCCS has engaged a consultant to undertake a pedestrian and traffic scoping study around Harrison School and Mother Teresa Primary School.
- The study will assess the current pedestrian and traffic movements around both schools, including within the school carparks, and will recommend a range of education, enforcement and engineering treatments to increase safety for all road users.

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## Traffic management and safety support at schools

- The School Safety Program works closely with schools and stakeholders across the ACT Government to provide support through education, enforcement and engineering treatments.

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## **City Projects – Traffic Disruption**

### **Talking points:**

#### Traffic impacts

- Building light rail to Woden will have an impact on traffic flows, public transport and active travel routes to and from the city. The project team is working closely with the Government’s newly formed Disruption Taskforce to ensure light rail engagement activity and stakeholder management is contributing to and supporting the objectives, measures and initiatives of the Disruption Taskforce.
- Analysis of a “worst-case” scenario assuming concurrent delivery of multiple projects – raising of London Circuit (RLC), Light Rail Stage 2A and Commonwealth Avenue Bridge strengthening (a National Capital Authority project), lane closures and speed limit reductions on Commonwealth Avenue could see traffic capacity decrease from 5,200 vehicles per hour to as low as 1,100 vehicles per hour.
- Commonwealth Avenue serves as one of the primary connections between north and south Canberra. During peak periods, Commonwealth Avenue is operating near or at capacity. It carries around 56,300 vehicles per day and it is one of the ACT’s busiest arterials.
- Preliminary traffic analysis by Transport Canberra and City Services (TCCS) shows that during peak periods, a large number of vehicles could shift from Commonwealth Avenue onto other arterial roads like Kings Avenue and Parkes Way – roads which also experience congestion.
- If we do nothing, Kings Avenue could see over 20% more traffic in the morning and afternoon peaks while Parkes Way between Kings Avenue and the City could be up over 45% in the morning and almost 60% in the afternoon.

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## Disruption Taskforce

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

## Coranderrk Street / Parkes Way Signals

- One of the existing pinch points on the road network is at the intersection of Parkes Way and Coranderrk Street. An existing issue at this intersection is the dominant right turn into Coranderrk Street from Parkes Way (westbound – Airport to City).
- This intersection will be further disrupted as a result of more traffic on Parkes Way during construction of light rail to Woden.
- The 2021-22 ACT Budget provides \$4 million for traffic lights to control the right turn into Coranderrk Street. Controlling this right-turn will create increased opportunities for traffic on the eastbound approach to enter the roundabout.
- During the disruption period, it is estimated the signals will allow an additional 250 vehicles travelling eastbound to use this intersection per hour in the morning peak period – equating to an increase of approximately 20% from 1,350 to 1,600 vehicles per hour.

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- Traffic analysis shows during the height of the morning peak, journey time delays during the disruption period will potentially be alleviated by the installation of these traffic lights.
- In addition, the traffic lights will provide the opportunity to monitor the intersection in real-time from our Traffic Management Centre allowing TCCS to adjust the timing of the traffic lights depending on vehicle volumes at the intersection.

## **Background Information**

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

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

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

- One of the key objectives of the Taskforce is to fully understand the impacts of planned works and who will be most affected.
- The Canberra Strategic Transport Model (CSTM) and City and Inner North Reference Model (CINRM) will be used for this purpose.
- The CSTM is the overarching strategic transport model of Canberra. The primary function of the CSTM is to create transport demand forecasts and its basic outputs include volume-capacity (congestion) plots, plots showing forecast AM and PM peak volumes of car traffic, public transport passenger volumes and bicycle volumes in various model years, and origin-destination matrices by trip purposes and mode.
- The CSTM will be used by the Taskforce to assess the existing high-level traffic conditions along Commonwealth Avenue Bridge and confirm the areas of Canberra which will be most impacted during the construction.

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- The CINRM will be used to assess existing road network conditions and construction impacts in more detail, including travel time, vehicle flows and queues over short time intervals. This will then assist in identifying key bottle necks, developing intervention options, and testing them.

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

## **ISSUE: Coles Dickson Development – Redevelopment of Surface Carpark**

### **Talking Point:**

#### Redevelopment of surface carpark

- The surface carpark on the corner of Antill Street and Badham Street (Block 21, Section 30, Dickson) is being redeveloped to make way for a mixed-use development comprising a new supermarket, other retail and over 400 public parking spaces to replace the existing 237 parking spaces.
- As of 26 July, the carpark has been closed off to the public to allow construction works to begin.
- The developer recommenced work on 3 September 2021. The Badham Street road closure is scheduled to be reopened by mid-October.
- To help minimise inconvenience during the construction period, the developer (TP Dynamics) was required to develop a construction period parking plan for endorsement by the ACT Government.

#### Construction worker parking

- A temporary carpark has been constructed on a vacant block (Block 6, Section 72, Dickson) on Rosevear Place which includes 148 parking spaces for construction workers and 22 long stay parking spaces for Dickson business owners and staff.
- This carpark will more than meet the need during the initial construction period. From 0-15 months, 140 construction workers will be onsite and from month 15 onwards (when the maximum number of workers increases to 220), construction workers will be able to park within the completed basement.

#### Disability parking

- Replacement parking spaces for people with mobility impairments have been provided in the carparks opposite Australia Post (Block 19, Section 30, Dickson) and the Tradies club (Block 30, Section 34, Dickson). These replacement parking spaces are fully accessible and located close to the Dickson retail precinct.

#### Short-stay parking for customers and visitors

- On the ground wayfinding has been installed to help people find alternate parking spaces. A 2019 parking survey identified total parking supply of 1,338 with an average of 575 vacant spaces and 415 vacant during peak demand.

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- Additional short stay parking is provided in the Australia Post carpark with long stay parking spaces having been converted to short stay. This will increase turnover of parking spaces for use by shoppers and people visiting Dickson Group Centre.
- Other parking is also available further away from the retail precinct (approx. 500m).

## Parking for Dickson businesses and staff

- Sufficient long stay public parking has been identified within privately operated carparks and at Southwell Park.

## Dickson Aquatic Centre

- Transport Canberra and City Services (TCCS) is working with the managers of the Dickson Aquatic Centre to understand their concerns about local parking needs ahead of their re-opening in late October.
- The impact of the car park closure on the swimming pool car park will be assessed over the next month and TCCS will consider options to minimise any impacts on users of the swimming pool.

## Traffic Guidance System (TTM) implementation

- Temporary Traffic Management Plan has been implemented on Antill Street and Badham Street to facilitate the installation of utilities around the work site.

## Communications

- A comprehensive communications plan has been undertaken by the developer including signage, postcards to residents (in May 2021) and businesses (in May and July 2021), meetings with businesses and residents' groups, social media and a dedicated website – [www.dicksonvillage.com.au](http://www.dicksonvillage.com.au).
- The ACT Government has assisted to date with social media and website content, articles in both hardcopy and digital *Our Canberra* Central editions and provision of information at Dickson Library and via Access Canberra.
- Liaison between the developer and the ACT Government will continue for the duration of construction on an 'as needs' basis, particularly around road closures for utility works which may affect high-use roads.

## **Background Information**

- The Dickson Centre Master Plan 2011 identified Block 21, Section 30 as a potential site for a new supermarket. The Block was sold in 2012-13 following an expression of interest process
- In 2014 a Development Application (DA) was first lodged for the site. This DA was refused, reconsidered and approved and then subject to third party appeal.
- A new DA was lodged in 2019 and approved by the Minister for Planning and Land Management. The approval included a condition that no works commence pending approval of a construction period parking plan.

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TRIM Ref:

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

## YERRABI POND

### Talking Points:

- The funding provided in the 2021-22 budget will undertake feasibility and design associated with carparking, picnic and toilets facilities in urban open space near Yerrabi Pond.
  - \$300,000 is to undertake feasibility and design with the toilets, picnic facilities and lighting;
  - \$300,000 for feasibility and design up to the budget limit for additional parking facilities
- Additional streetlighting on the north-western side of Yerrabi Pond (Feasibility only to improve perceived safety for path users).
- This new funding builds on the \$300,000 provided through the 2020-21 Budget for Yerrabi Pond which mostly focussed on immediate improvements through activities such as maintenance or landscaping improvements.

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## ISSUE: LICENCING AND COMPLIANCE ON PUBLIC LAND

### Talking Points

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

### Land Use Licensing:

- Land Use Licensing coordinates public unleased land use in the Territory and is a primary point of contact for enquiries. This team works with the community and government agencies to activate public land within the ACT including:
  - small private activities or events e.g. weddings, birthday parties;
  - large public or commercial events, for example: festivals and concerts;

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- construction activities, for example site compounds, storage of materials; and
- long term use, for example large scale commercial or community base operations.
- In the 2021-22 financial year to date, Land Use Licensing has processed 379 short term public land use permits, 9 new long term land use enquiries and are currently administering 154 land use licenses.

### City Rangers

- City Rangers are responsible for regulating the *Public Unleased land Act 2013* and the *Litter Act 2004* which includes the management of unauthorised land use, abandoned vehicles, illegal dumping, littering, overhanging foliage, movable signs and shopping trolleys.
- City Rangers keep unleased Territory land safe and amenable. Since 1 July 2021, City Rangers has responded to 602 complaints and issued 47 infringement notices, 139 warning notices, and 211 Direction Notices. These engagements related to:
  - 177 investigations into unauthorised public unleased land use (including unapproved land use storage of materials and parking of vehicles);
  - 11 engagements with illegal campers;
  - 46 littering and illegal dumping reports;
  - 24 complaints relating to overhanging foliage obstructing public footpaths or causing a line of sight issue;
  - 5 movable sign and 6 fixed sign complaints;
  - 322 abandoned vehicle complaints;
  - 10 damage to trees reports; and
  - 1 shopping trolley complaint.

### Compliance Targeting Team

- The Compliance Targeting Team (CTT) works closely with City Rangers and Land Use Licensing and pro-actively targets non-compliant behaviour including litter, illegal dumping, unauthorised public land use, overhanging foliage, movable signage, dog control and tree damage.

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- Since 1 July 2021, CTT has undertaken 342 engagements and issued 45 infringements, 57 warning notices and 212 Direction Notices. These engagements related to:
  - 85 unauthorised public land use;
  - 21 construction activities;
  - 48 littering and/or illegal dumping;
  - 10 movable signage (not related to the ACT Election);
  - 49 abandoned shopping trolleys; and
  - 129 overhanging foliage matters.

### Investigations

- Investigations takes primary carriage of prolonged or protracted municipal matters referred to them by City Rangers/CTT and the Urban Treescapes Unit and administers infringement disputes and/or appeals. This team is responsible for the preparation of briefs of evidence to the ACT Civil and Administrative Tribunal and the Director of Public Prosecutions.
- Since 1 July, Investigations has undertaken carriage of 22 new cases. Investigations include:
  - 20 related to unauthorised public land use, including damage to trees on unleased Territory land; and
  - 2 overhanging foliage affecting public unleased land matter.

# QUESTION TIME BRIEF

## Transport and City Services

### ISSUE: Street Trees

#### Talking Points:

- Transport Canberra and City Services (TCCS) manages over 790,000 trees in streets and in urban open spaces, excluding Canberra Nature Park.
- On average, TCCS receives between 8,000 and 10,000 tree-related public enquiries each year.
- TCCS carries out tree maintenance work on a priority basis, with trees that represent a potential risk to the community being assessed and treated first.
- Tree maintenance work includes tree pruning (such as removing lower branches for line of sight), formative pruning of young trees, removal of dead or damaged timber, tree removal where trees are unsafe or in irreversible decline and tree replanting.
- Applications to remove private trees regulated under the *Tree Protection Act 2005* are managed according to the legislated process. The Tree Protection Unit received 2158 applications in 2019-20. A range of appeal processes are available where applications are not granted.
- A review of the *Tree Protection Act 2005* is underway, overseen by a cross-Directorate steering group. The review will build on policy work and community consultation undertaken in 2019 and 2020.
- As part of Government's commitment to maintain a healthy and resilient urban forest, in April 2021 the Government finalised the Urban Forest Strategy 2021-2045. This strategy was developed in close collaboration with other managers of Canberra's urban forest. It provides a range of objectives and actions to meet the 30% canopy cover target in Canberra's Living Infrastructure Plan, maintain and enhance the urban forest to improve amenity in a changing climate, review the Tree Protection Act and deliver sustainable biodiversity outcomes.
- The 2021-22 ACT Budget provides \$14.9 million to expand the tree planting program as part of work to grow Canberra's urban canopy coverage to 30 per cent by 2045. Funding will also support expansion of the Holder works depot, additional equipment to support community groups and the Adopt-a-Park program.
- The ACT Government has committed to planting 54,000 trees by 2024 to ensure Canberra's urban forest is renewed and enhanced for future generations.

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- This is the largest program of tree planting this century, to renew and enhance Canberra's tree canopy. Trees play a big role in the lives of Canberrans, keeping our streets up to 10 degrees cooler in summer, and helps us to adapt to climate change.
- Planting locations for the current program will particularly focus on areas of low urban canopy cover and areas where the canopy target is at risk of decline with the ageing of existing trees.
- The community can suggest planting locations via YourSay on the interactive map. There have been over 3,107 planting locations recommended by the community since the map launched in late 2019 and 921 trees already planted as a result of requests made through the YourSay map.
- As existing planting gaps are filled, future planting programs will increasingly focus on the staged removal and replacement of end of life trees. A staged renewal program will minimise impacts on streetscapes, reduce safety risks and assist in meeting the 2045 canopy cover target by enabling replanted trees to establish a canopy.

### Key Information

- Storm Damage
  - As a result of frequent storm and wind events in 2019, 2020 and into 2021, TCCS tree maintenance crews have experienced significant levels of additional work, resulting in extensions in expected completion times for previously assessed works. Crews continue to assess and prioritise requests received and are working to reduce the backlog of prioritised work.
- Tree planting
  - TCCS is planning for a further increase in planting to establish more trees in streets, parks, and other open spaces to increase tree canopy cover and help renew our urban forest. This includes 5,300 trees to be planted during the spring 2021 planting program which is set to commence in October 2021 and will be undertaken by planting contractors and the City Services inhouse tree planting team.
  - Urban Treescapes launched a targeted community engagement program in April/May 2021 to increase the number of street trees in six residential streets that have low canopy cover and have been identified as being vulnerable to urban heat. The *Street Forestry Program* was designed to engage residents of the selected streets to increase awareness of the benefits of street trees and involve them in the selection of the street tree species and the location of their new street tree. The focus of the program was to identify changes in attitudes before and after the engagement and ultimately increase the uptake of street trees and sense of stewardship that will lead to improved health outcomes for the newly planted trees. 443 potential tree planting locations were identified across the six streets selected for the Street Forestry Program and 327 trees planted. The project was completed in June 2021.

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- The autumn 2021 planting of 3,750 trees in streets and public spaces across 107 suburbs in Canberra commenced in April and was completed in June. This includes the *Street Forestry Program*.
- 2,131 trees were planted in spring 2020 by contractors and a new in-house planting crew, including 443 trees planted by community groups with support from Urban Treescapes and Urban Parks and Places Volunteer Coordinators. This brought the 2020 calendar year to a total of 6,312 trees planted.
- In 2019-20, 4,786 street and open space trees were planted as part of the TCCS tree planting program, with a particular focus on planting in residential areas that have been identified as being vulnerable to heat. An interactive map was released on the Your Say website to help people identify potential tree planting sites across the city.
- TCCS partnered with the CRA to plant 127 new trees in the City and Dickson regions in autumn/winter 2020; over 230 trees were planted by Volunteers; and 4,014 young trees established as part of developments were handed over to TCCS for ongoing management.
- The 2020 autumn planting program was increased from an originally planned 1,600 trees to over 4000 trees, supporting both the Yarralumla Nursery and local businesses. This included 2,500 trees that were planted in autumn 2020 as part of the COVID-19 stimulus package. These trees were planted across the ACT, focussing particularly on areas with low canopy cover.
- TCCS has increased involvement with volunteer tree management groups, with activities including young tree maintenance, data collection for mapping and minor pruning. The Urban Treescapes team has been working with community groups from across all five districts in Canberra to enhance the urban forest. In 2020-21, 39 groups were supported and 896 trees planted through community events. These events were in addition to regular maintenance activities of over 60 registered urban landcare volunteer groups currently supported by City Presentation. Community planting events will not be held in spring 2021 due to ongoing Covid-19 physical distancing safety requirements.
- In 2019-20 and 2020-21, Urban Treescapes collaborated with the Environment, Planning and Sustainable Development Directorate to deliver the ACT Environment and Nature in the City Grants. In 2020-21, TCCS contributed 50% of funds to this program, in acknowledgement that around 80% of projects in 2019-20 were undertaken on TCCS land.
- All new trees are subject to an extended consolidation period before being handed over to TCCS. The consolidation period involves contractors caring for the new trees throughout their first summer to ensure they are healthy and well established when handed back.
- Individuals who wish to have a tree planted on their nature strip should place a request through Fix My Street on the Access Canberra website at [www.act.gov.au/fixmystreet](http://www.act.gov.au/fixmystreet) or contact Access Canberra on 13 22 81 so a replacement tree can be arranged. The government does not encourage people to plant trees on their nature strips as these trees may interfere with infrastructure.
- Should a resident wish to develop their verge space with any alterations or plantings, they should submit a Nature Strip Development Application available on the TCCS City Services

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website. 'Your nature strip: guidelines for use of residential nature strips' is also available on the TCCS website to provide guidance.

- Tree watering

- The seasonal watering program for 2021-22 is scheduled to commence in October 2021 with eight trucks servicing over 20,000 juvenile trees across Canberra.
- The seasonal watering program for 2020-21 ran between October 2020 and 30 April 2021, with seven trucks servicing over 23,000 juvenile trees across Canberra.
- Juvenile trees are watered for up to 4 years following handover from contractors (i.e. 5 years from planting). When trees are assessed as well established, they are removed from the program.
- Residents are encouraged to take an active role in watering street trees in their neighbourhood to aid their survival in dry conditions.

- Tree surrounds repair

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

- Tree removal/maintenance

- An additional depot for the maintenance of trees in the Woden/Weston/Molonglo area commenced on 5 May 2020, temporarily located at the Phillip Enclosed Oval. This enables the large southern region to be split and will increase the capacity to address the existing backlog of outstanding public requests for service. These staff will be moved to the enlarged Holder depot when future funding enables works to be completed.
- Urgent circumstances: this relates to situations where a tree's defects and its location require immediate action to reduce the risk of failure. These trees are removed (or the defect is removed) within 48 hours of the assessment.
- Non urgent removal: this relates to situations where the tree does not pose an immediate risk to the public but is in advanced decline and where pruning is not an option, or the tree is dead.
- Should an assessment following a tree removal request determine that the tree does not require immediate removal, but for example, has limited value and life expectancy, or is an unofficial planting impacting upon the official street tree, the resident may be given the option of removal at their own cost should they wish the removal to be undertaken immediately. Otherwise, the tree will be monitored or placed on a program for future removal.
- For tree removal requests where the tree is impacting upon infrastructure, the preferred response is for TCCS to rectify the damage and install root barriers to mitigate any future issues. However, should the situation indicate that ongoing or repeated mitigation activities

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would be required, and the claimant requests an alternative of removal at their own cost, this may be considered.

o Notification of tree removal:

- In all cases where a tree that is not dead is to be removed, TCCS uses a notification process whereby the adjoining resident is informed of the impending tree removal by mail, with signage also placed on the tree to inform passers-by of the removal. Residents have 14 days to provide feedback on the removal. Should anyone have any questions about tree removal, they can contact Access Canberra on 13 22 81 or the Fix My Street online service accessible through [www.act.gov.au/fixmystreet](http://www.act.gov.au/fixmystreet).
- When numerous trees require removal in high use areas such as an urban park, a freestanding sign may be placed on the edge of the area to alert passers-by about the planned tree removal.

o When capital works or roads projects involve tree removal, the tree removal notification is included as part of the consultative process relating to the works.

o All sites where trees are removed are assessed for their suitability to receive a replacement tree, with site factors such as competition from existing trees and proximity to services being key considerations. Availability of suitable planting stock can, at times, delay replanting schedules.

• Tree removal contractor program

o The contractor removal program for 2021 consists of 164 trees and commenced in May. An additional 110 trees were removed in an earlier 2020-21 program.

o The contractor removal program for 2020 consisted of a total of 555 large or inaccessible trees to be removed. This included 15 trees on the Yarralumla Nursery site and 96 trees in Yarralumla dog park that had reached their end of life.

o A removal program of approximately 519 trees was undertaken in 2019.

o Dead or failing trees allocated to this program are generally large trees or trees that are located in inaccessible locations that are sufficiently stable to await the annual program. Other smaller or more accessible tree removals are undertaken by in house crews as part of maintenance operations.

o Yarralumla Dog Park – The declining *Pinus radiata* were deemed to be a risk to park users and given the large number of deceased or declining trees the entire stand was removed as any remaining stems would be at risk of ‘windthrow’ (falling due to exposure to wind when previously sheltered by other trees).

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

In late March 2021, the ACT Heritage Council endorsed the use of *Pinus halepensis* for replacement plantings in the heritage area of the dog park. Replanting of 64 *Pinus halepensis* took place in May 2021, prior to the reopening of the park in June 2021. An additional 11 Liquidambers were also planted in the non-heritage area of the park.

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

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- TCCS is renewing the treescape of City Hill. The majority of pine trees in this area had reached their end of life and required removal. ACT Heritage, the National Capital Authority (NCA) and the City Renewal Authority (CRA) were consulted and the removal of the remaining 40 trees took place in May 2019. A replanting program of the original 90 tree pattern was undertaken in spring 2019, with *Pinus torreyana* (Torrey pine) selected to replace the *Pinus radiata*, which is a declared pest plant in the ACT. *Pinus torreyana*, which is similar in appearance, is a rare species that is linked to Charles Weston's historic plantings in Canberra. Further removals of some of the declining *Cupressus sempervirens* 'Stricta' (Roman cypress-pencil pine) will be programmed for replacement in 2021 and 2022. 30 *Cupressus sempervirens* 'Stricta' will be planted in vacant tree gaps in spring 2021.
- Re-use of wood removed from the urban forest
  - City Presentation currently has around 60 registered volunteer groups, with requests for mulch received every fortnight. In 2020-21, over 3,000m<sup>3</sup> of mulch and over 900 logs to schools and community groups for nature playgrounds and park improvements and Parks and Conservation for natural regeneration projects. Mulch was also used by TCCS in garden beds and around new tree plantings throughout the City.
  - In 2019-20, urban wood waste was extensively recycled to provide approximately 10,620m<sup>3</sup> of mulch for reuse in open space across the ACT; approximately 19 logs (each weighing between 0.5-4T) were salvaged for use as a perching structure within a public wetland, as coarse woody debris in nature reserves and in urban green space and both mulch and logs were used to support the creation of Indigenous yarning circles in schools and nature playspaces in Haig Park, Eddison Park, Yerrabi Ponds, Kambah District Park, and Farrer. Salvaged logs were also provided to be milled for school and CIT woodwork projects.
- Powerline clearance works
  - Responsibility for carrying out powerline clearance works inside the urban area transferred to Evo Energy from 1 July 2018, in accordance with a technical code that clearly defines work to be undertaken by Evo Energy and their contractors.
  - Requests for powerline clearance works to TCCS are now directed to contact Evo Energy and a standard response is provided to the customer providing information about the transfer of responsibility.
  - TCCS is responsible for all other decisions about trees near powerlines such as removing hazardous branches, managing storm damage and arranging for tree removal and replacement.
- Tree Protection – Tree Damaging Activity Applications
  - A significant increase in Tree Damaging Activity Applications was received in 2020 and this trend is continuing in 2021, with over 200 more received in 2020 than in 2019. For the 2020-21 year, there was a 19% increase in applications.
  - In 2020-21 City Services received 2,570 requests relevant to the Tree Protection Act 2005 which included 2,141 tree damaging activity applications and provided advice on 429 Development Applications.
  - A total of 3,351 individual regulated trees were assessed in relation to a proposed damaging activity as outlined in the Act, through 2,141 Tree Damaging Activity applications (some covering

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multiple trees). This represents less than half of one percent of the total estimated number of trees on leased land in the ACT.

- There were 283 applications that were not covered by legislation and 82 withdrawn or not yet finalised.
- 37 requests to have the decision reconsidered were received, with an additional 15 applications that were subsequently withdrawn. Six decisions changed following the reconsideration.
- In the 2019-20 year, a total of 2,158 applications were received, including 1,793 tree damaging activity applications and 365 applications for which Development Approval advice was provided to ACTPLA (ESPDD).
- In 20-21, there were four appeals lodged with the Administrative and Civil Appeals Tribunal (ACAT), with two decision changed following ACAT review and one application withdrawn by the applicant.
- Four appeals were lodged in 2019-20 with one decision changed following ACAT review and only one appeal was lodged with the ACAT in 2018-19 with the Conservator's decision upheld.
- In the 2017-18 financial year, four applications for ACAT review were received. The Conservator's decision was upheld in three of the four appeals.
- Street Forestry Program
  - The ACT Government has committed to planting 54,000 trees by 2024 to ensure Canberra's urban forest is renewed and enhanced for future generations.
  - This includes planting 3,750 trees during the autumn 2021 planting program.
  - As part of this program, 327 trees have been planted through a pilot Street Forestry Program (SFP) which launched in March this year.
  - The program lets local residents decide what types of trees they want planted in their street from a selected shortlist, and then supports them with information on how to care for those trees once they're in the ground.
  - The program has engaged more than 1,100 Canberrans from 31 streets across six suburbs in Canberra. The number of trees planted in selected suburbs during the autumn 2021 program, including those planted as part of the SFP are:
    - Ngunnawal – 132 trees planted, 31 through the FSP
    - Florey – 148 trees planted, 73 through the SFP
    - Scullin – 71 trees planted, 41 through the SFP
    - Mawson – 190 trees planted, 94 through the SFP
    - Kambah – 119 trees planted, 56 through the SFP
    - Bonython – 71 trees planted, 32 through the SFP
  - The targeted streets in the six Street Forestry program suburbs were selected by looking at areas with low tree canopy cover, and heat and demographic mapping undertaken by the CSIRO to identify locations that are likely to have greater vulnerability to the effects of urban heat.

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- The overall autumn tree planting program has been spread across Canberra, with the following number of trees planted in each region:
  - 835 trees planted in the Gungahlin region.
  - 835 trees planted in the Belconnen region.
  - 553 trees in the Central region.
  - 936 trees planted in the Woden/Weston region.
  - 591 trees planted in the Tuggeranong region.
- The ACT Government is still considering the outcomes of this successful pilot program to include in broader community-driven tree planting initiatives.
- People can still request a tree to be planted in selected areas following the completion of the street forestry program. For more information on tree plantings visit: [cityservices.act.gov.au](http://cityservices.act.gov.au)
- Trees in new suburbs
  - In relation to trees in new suburbs, the Suburban Land Agency rolls out an extensive tree planting program as part of the development of new suburbs in Canberra. Recent examples include:
    - Throsby – 2,631 trees.
    - Taylor – 8,112 trees.
    - Whitlam – 1,345 trees.

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**Transport and City Services****ISSUE: Shopping Centre and Town Centres****Talking Points:****Town and Group Centres – Implementation of Master Plans**

- TCCS continues to deliver improvement projects to Town and Group Centres that implement key recommendations from Master Plans prepared by the Environment Planning and Sustainable Development Directorate (EPSDD) over the past five years.
- The EPSDD Master Planning Program sets out long-term visions for town centres, group centres and transport corridors.
- Under this program, Master Plans have been prepared for Tuggeranong Town Centre, Belconnen Town Centre and the Erindale, Weston Creek, Calwell, Kambah and Kippax Group Centres.
- Extensive community consultation was undertaken by EPSDD during the preparation of these Master Plans.
- The Master Plans are consistent with the ACT Government’s urban renewal initiative of “*Better Connections to Better Places*” which intends to encourage active, healthy lifestyles and stimulate economic activity by creating functional and inviting connections that result in vibrant places.
- The Master Plans also align with the ACT Government commitment to encouraging active travel in Town Centres by improving cycling and pedestrian network connectivity and the adjacent public realm.
- The current package of capital works projects will see various key Master Plan recommendations and other Town Centre priority work delivered this year. Further priority work recommended in the Master Plans will follow as funding becomes available.

## Town Centres

### Woden Town Centre – Better Town Centres Project (2018 – 2021)

<b>Scope</b>	<p>There are two project parts:</p> <p><b>Project 1 – Woden Town Square and Public Realm Improvements:</b> This project includes two stages. <b>Stage 1</b> was a temporary six-month activation of the Woden Town Square (Woden Experiment) including the installation of permanent and non-permanent improvements (landscape, furniture, structures, lighting, power) to the urban realm link between the Woden Town Square and Corrina Street. <b>Stage 2</b> follows on from Stage 1 with the design and construction of permanent improvements identified through place audits in the Town Square and the link through to Corrina Street which retained the successful elements from Stage 1 along with introducing new elements that renew this key pedestrian link.</p> <p><b>Project 2 – Pedestrian and Cycle paths:</b> Improve the pedestrian and cycle paths connections within the Woden Town Centre. This will include improvements to the associated public realm. A bi-directional cycleway has been constructed from Launceston Street to Callum Street along Furzer and Corrina Street.</p>
<b>Funding</b>	<p>The 2018-19 ACT Budget provided \$4.75 million over three years as part of the <i>Building a better city</i>, in collaboration with the Active Travel office.</p>
<b>Progress</b>	<p><b>Project 1 – Woden Town Square and Public Realm Improvements:</b> The <b>Stage 1</b> temporary 6-month activation (Woden Experiment) was extended until February 2020 as the experiment had been successful in activating the Woden Town Square. A range of activities and events were held between March 2019 and February 2020 to ascertain the types of events that were feasible in the Town Square and to promote the Town Square as a place for the community to visit and enjoy. Data collection and evaluation of the project prior to May 2019 showed an increase in visitors to the Town Square and an increased in people’s sense of safety. <b>Stage 2</b> - the town square and pedestrian link to Corinna Street reopened in April 2020. All works complete April 2021.</p> <p><b>Project 2 – Pedestrian and Cycle paths:</b></p> <p>Construction of the pedestrian and cycling improvements in the Woden Town Centre commenced in September 2020. The project includes active travel improvements along Corrina and Furzer Streets and at the intersections at Bradley Street, Ball Street and Worgan Street, and adjacent to ACT Health and Woden library and to the chemist Warehouse carpark area.</p> <p>Temporary part road closures have been put in place during construction to ensure the safety of workers and public users of the space. Construction works were delayed due to Covid19 lockdown and are scheduled to be completed October 2021.</p>

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## Tuggeranong Town Centre – Active Travel Works (2018 – 2021)

<b>Scope</b>	<p>There are two project parts:</p> <p><b>Project A – Tuggeranong Town Square &amp; Laneways Upgrade:</b> The upgrade will connect the Town Centre to Lake Tuggeranong, enable more active travel in and around the Town Centre and improve the amenity of this public space to create a more accessible, safe, functional and attractive environment that encourages activity and business.</p> <p><b>Project B – Pathway Improvements:</b> This project progresses preliminary plans to improve identified priority pedestrian and cycle path network connections in the Town Centre to detailed design and construction.</p>
<b>Funding</b>	<p>The 2018-19 ACT Budget provided \$4 million over three financial years as part of the Town Centre Active Travel New Works Program.</p> <p>Additional funding of \$1.404 million was provided in May 2020 to enable construction of Project B – Pathway Improvements.</p>
<b>Progress</b>	<p><b>Part A – Tuggeranong Town Square &amp; Laneways Upgrade (COMPLETED):</b> Construction has been completed and all areas opened to the public in November 2020. Minor defect rectification was completed in January 2021 and the project is in the 52 week tree consolidation and defects liability period.</p> <p><b>Part B – Pathways Improvements:</b> Construction commenced on site in June 2021 and is anticipated to be complete December 2021. Additional funds were allocated under the Fast track 3 stimulus program to deliver the full scope.</p>

## Belconnen Town Centre – Active Travel Works (2018 – 2020)

<b>Scope</b>	<p>There are three project parts:</p> <p><b>Part A – Belconnen bikeway:</b> Design and construction of a dedicated bikeway in the Belconnen Town Centre from Coulter Drive, along Joynton Smith, Emu Bank, Aikman Drive and College Street to Haydon Drive.</p> <p><b>Part B – Benjamin Way protected bikeway:</b> Design and construction of a protected bikeway along Benjamin Way from Emu Bank to College Street and improving pedestrian access and amenity in the adjacent public realm.</p> <p><b>Part C – Belconnen Arts Centre foreshore path:</b> Design and construction of a shared cycle and pedestrian path that will connect the commercial precinct to the east of the Arts Centre to the public parkland to the west and will complete the missing link in the Lake Ginninderra foreshore path.</p>
<b>Funding</b>	<p>The 2018-19 ACT Budget provided \$10.45 million over three financial years as part of the Town Centre Active Travel New Works Program.</p>
<b>Progress</b>	<p><b>Part A – Belconnen bikeway (COMPLETED):</b> Construction of the Bikeway from the Coulter Drive through to Haydon Drive was completed in late November 2020. The Bikeway is now open to the public.</p> <p><b>Part B – Benjamin Way protected bikeway:</b></p>

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	<p>Tender documentation was finalised in January 2021 and final review completed March 2021. The budget allocated to construct the Benjamin Way protected bikeway was reallocated to the Belconnen Bikeway project in early 2019 to enable its construction.</p> <p><b>Part C – Belconnen Arts Centre foreshore path:</b></p> <p>Construction commenced on site November 2020 originally scheduled to be completed in June 2021. Civil and landscape works were completed in early August with the exception of walkway mesh installation. Extensions of time have been approved for rain and flooding events which restricted site access and delayed critical project milestones. Walkway mesh has been installed, minor defects rectified and handover to asset managers will be undertaken since the Covid-19 restrictions have eased. The new path opened to the public on Friday 8 October 2021.</p>
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## Group Centres

### **Kippax Group Centre – MasterPlan Implementation (COMPLETED)**

Scope	To deliver on the public realm improvement priorities as recommended in the Kippax Group Centre Masterplan completed in 2019. The program for 2020-21 is for a feasibility study supported by site investigations and concept plans for an upgrade, with delivery of construction from 2021-22 onwards as funding is provided.
Funding	\$100,000 has been allocated from the \$1.2 million LFC-Shopping Centre Upgrade Program 2020-21 to prepare a feasibility study and concept plans for the Kippax Group Centre public space upgrade that is in line with the recommendations of the Kippax Group Centre Masterplan 2019.
Progress	A consultant to deliver the works was engaged in September 2020. Preliminary consultation with EPSDD has been undertaken to define project scope, priorities and alignment with the masterplan; and to co-ordinate with interdependent EPSDD projects. Consultation with other key stakeholders, site investigations and concept plans were completed by December 2020. Concept designs, cost estimates and feasibility study report were completed in April 2021. Additional work requested by government stakeholders based on newly identified information has also been undertaken. The final Kippax Group Centre Feasibility Study and supporting documents were completed in May 2021.

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## Talking Points:

### Local Shopping Centre Prioritisation and Upgrades

- In total, there are 90 commercial shopping centres in Canberra, including 66 local shops, 19 group centres, four town centres and the city centre.
- Since 2002, the ACT Government has had a rolling program to upgrade local shopping centres and separate programs focussing on master planning and upgrades to group and town centres.
- Historically, the upgrades have focused on measures to improve safety, amenity and function as well as assist with the ongoing commercial viability of the local centres.
- 25 local shopping centres have received an upgrade to their public realm on unleased land over the past 14 years through this program:
  - These include major refurbishments in Higgins, Holder, Holt, Melba, Garran, Deakin, Ainslie, Lyons, Scullin, Farrer, Red Hill, Waramanga and Chapman.
  - Less extensive (minor) upgrade works were carried out in Charnwood (Tillyard Drive), Griffith, Theodore, Cook, Kambah (Mannheim Street), Rivett, Evatt, Florey, Hughes and Torrens.
- There was no capital works funding provided in 2017-18 and 2018-19 for local shopping centre upgrades.
- The ACT 2019-20 Budget provided \$500,000 to upgrade the public realm at the Fraser Shops and improve the Dunlop Shops area with a shade structure over the nearby playground, and community notice board.
- In 2020-21 \$1.2 million Look and Feel of the City funding to deliver audits and minor refresh upgrades to 13 shopping centres and to undertake a feasibility study for the Kippax Group Centre:
  - The 13 shopping centres include Hackett, Kaleen, Kambah X 2, Macgregor, Macquarie, North Lyneham, Page, Pearce, Spence X 2, Philip Trades area and Weetangera.

### 2020-21 Capital Works

<b>Local Shopping Centres Upgrades Program 2020-21</b>	
Scope	1. Rapid Audit to identify package of works for improvements at 13 Local shops (Hackett, Kaleen, Kambah X 2, Macgregor, Macquarie, North Lyneham, Page, Pearce, Spence X 2, Philip Trades area and Weetangera. The package of works has been used as a base to undertake prioritised work at selected shops. 2. Construction of prioritised works at 13 Local Shops -from the rapid audit, minor to medium size infrastructure improvements (kerbs, pavement surfaces).
Cost	\$1.1 million has been allocated from the \$1.2 million LFC-Shopping Centre Upgrade Program 2020-21 to deliver: <ol style="list-style-type: none"> <li>1. <b>\$50,000</b> provided for the rapid audit of 13 shopping centres</li> <li>2. <b>\$1,050,000</b> provided for the design and construction of refurbishment</li> </ol>
Progress	The rapid audit of the 13 locations was complete in September 2020. The audit identified priority works for construction. A Project Management Agreement was executed in September 2020.  Implementation of priority works was completed at Spence North west and Spence South east in January 2020. Works were completed at Kambah (Castley Crescent) and Kambah (Marconi Crescent) in February 2021. Works were completed at Hackett in March 2021. Works at Philip, Page and Weetangera were completed in May 2021. Works in MacGregor were completed mid-June. Works in North Lyneham and Kaleen were completed in June 2021. Macquarie and Gordon were completed in early July 2021.

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<b>Fast Tracked Design – local shops Campbell, South Kaleen and Duffy</b>	
Scope	Progress the Forward Design Study concept plans to detailed design.
Cost	\$680,000 allocated
Progress	Design consultation engaged and initial review and site investigations completed March 2021. Public consultation on the Preliminary Sketch Plans closed on 10 May 2021. Final Sketch Plans were finalised July 2021. Detailed Design completed August 2021 and tender documentation are complete.

### Talking Points – maintenance of suburban shopping centres

- In total, there are 90 commercial shopping centres in Canberra, including 66 local shops, 19 group centres, four town centres and the City centre.
- Service level standards are applied consistently across the city whereby higher use and high-profile areas (town and district parks and shopping centres) are managed and maintained to a higher standard than lower use areas (neighbourhood parks, pedestrian parkland and local centres).
- Shopping centres are cleaned according to their priority and use profile. Large central shopping centres are cleaned more often frequently than small suburban shopping centres.
- Group Centres and large Central shopping centres are cleaned daily, 365 days a year.
- Areas under the awnings/eaves at shopping centres are not included. These form part of the shopping centre’s private lease and are the responsibility of the leaseholder.
- Government-managed car parks are part of the shopping precinct and require the same level of cleaning as the main shopping precinct.
- At some shopping centres the entire shopping precinct is privately leased. Cleaning services are not provided by TCCS at these locations.
- Cleaning of 69 public toilets in urban areas is undertaken daily or weekly, depending on patronage.
- At each visit for cleaning, litter, food scraps, vegetative material, dirt and gravel build up is removed, shrub beds are inspected for weeds, litter, dead plants and mulch levels and maintenance is undertaken as required.
- Minor upgrade works are undertaken as funding and priorities allow. For example, there is a program underway to repair tree surrounds and works have been undertaken at several shopping areas including Charnwood shops, Woden Town Square, Green Square Kingston, Curtin shops and Dickson shops.
- Many shopping areas also received recycling bins and new bin shrouds in 2020 as part of an initiative to provide additional waste and recycling bins in high use areas across the city.
- Safety issues are reported and addressed as a priority.
- Requests for reactive maintenance can be submitted via Fix My Street by visiting the Access Canberra Website.
- TCCS implements a regular mowing program of parkland and public open spaces in suburban areas. Under this program, suburb mowing including grassed areas around shopping centres is undertaken every four weeks during peak growing periods and every three months or as required at other times of the year.

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## Transport and City Services

### ISSUE: Playground Strategy/Works Program

#### Talking points:

- There are 515 playgrounds and 46 fitness areas managed by Transport Canberra and City Services (TCCS) in the ACT.
- Under the current Public Health orders, from 3 September 2021, all playgrounds and fitness stations across Canberra re-opened to the public with a requirement to check in at high-use and popular playgrounds and at all fitness stations using the Check In CBR app.
- Signage displaying the Check In CBR QR code has been installed at the 13 district playgrounds across Canberra, the high use and most popular community (central) level playgrounds and the major fitness stations.
- Playgrounds are classified into a hierarchy of three types of play spaces, as follows:
  - Local Neighbourhood – 0-9 years age group (toddler and junior children);
  - Central Community (includes Community Recreation Irrigated Parks) – 0-13 years age groups (toddler, junior children and pre-teen); and
  - District – 0-17 years age groups (toddler, junior children, pre-teen and teenager) maximising the importance of accessibility, inclusion and participation of visitors of all ages and abilities.
- Play spaces are prioritised for upgrade utilising recommendations from annual audits along with current demographic, spatial and social information. This process ensures that safety standards are maintained, and public investments are suitably targeted.
- A preventative inspection and maintenance program is also undertaken to mitigate risk from equipment failure and assess soft-fall levels against safety standards at Canberra’s playgrounds.

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

- A Play Space Strategy is in an advanced draft phase and is expected to be available for community consultation in quarter two of 2021-22.

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- The Play Space Strategy is being developed by TCCS with external subject matter experts and with input from a cross-Directorate Government Reference Group.

## Works since the Better Suburbs Initiative

- The Better Suburbs initiative, launched in September 2017, sought community views through deliberative forms of communication and engagement from across all sectors of the community to determine the relative priorities regarding the delivery of municipal services, including playgrounds. A citizen's forum was hosted in July/August 2018 to develop a Better Suburbs Statement.
- The Better Suburbs Citizens' Forum featured a Playspaces Forum concluding in late October 2018.
- The Government allocated \$1.9m in 2018-19 as part of the Better Infrastructure Fund to a 'Community and Neighbourhood Priorities project' to improve play spaces. These funds were allocated by the Citizen's Forum, based upon their identified priorities.
- In 2019-20 the Government allocated a further \$3.3m to continue the play space improvements priorities. This included \$0.3m as part of a Stimulus package to undertake additional refresh works to 30 playspaces.
- In 2020-21 the Government has allocated \$680k in the Better Infrastructure Fund to undertake playground audits and minor compliance makegoods as well as audit existing skate parks.

## Capital Program – Four-year picture

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

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2017-18	\$577	\$100	Natural play space at Giralang
		\$477	Minor works for standards compliance

## 2020-21 Playground funding of \$0.680 million

- Project Plan approved:
  - **Playground Compliance Audits** – will undertake assessments of all playgrounds across Canberra to identify priorities for future minor works. Audit report complete and submitted June 2021.
  - **Playground Minor Compliance Audit Makegoods** – will undertake makegood works for minor compliance issues identified within the FY19/20 Level 3 Compliance audit. Contractor engaged March 2021, works commenced April 2021, works have been delayed due to inclement weather, and more recently with COVID19 construction works shutdown, works are scheduled to be complete September 2021.
  - **Skate Park Audit** – will undertake assessments of all skate parks across Canberra to identify priorities for future minor works. Consultant engaged April 2021, physical inspections of 7 skateparks completed, consultant has issued final reports June 2021.
  
- Completed Projects:
  - **5 Suburbs play spaces priorities – Design and construction** – complete.
  - **2 New nature play spaces – extensions to play amenity at Kambah and Yerrabi Pond District Parks** – complete.

## LRCI Playground shade sails and fencing

- To deliver construction of up to 6 shade sails and fencing of 2 – 4 playground sites around the ACT.
- Contractor engaged in July 2021.
- Design of Shade Sails and Fencing complete.
- Construction commenced on site on 6 October 2021 at the Throsby playground.
- Project to be completed December 2021.

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### **ISSUE: WILLIAM HOVELL DRIVE DUPLICATION (DEVELOPMENT APPLICATION/ACTIVE TRAVEL)**

#### **Talking Points**

William Hovell Drive Detail Design (Planning better roads for our growing city initiative) – \$2.0 million and Connected and sustainable Canberra – Constructing the William Hovell Drive duplication – \$63.25 million

- The Government has committed funding for detailed design of the duplication of William Hovell Drive, from Drake-Brockman Drive to John Gorton Drive. This project will address the demonstrated crash history and alleviate traffic congestion for residents of West Belconnen and support future land release including the new suburbs of Strathnairn and Macnamara.
- The detail design has commenced, with the final Preliminary Sketch Plan design being received and the Final Design progressing.
- A referral under the EPBC Act has confirmed that this project is a controlled action that can be processed via the ACT bilateral development approval process. A draft EIS and Impact Track Development Application (DA) have been submitted for concurrent approval. The public notification period for the draft EIS has closed and public submissions are currently being assessed. All the supporting reports for the draft EIS and the DA (such as noise, environmental and other studies) were undertaken in accordance with current guidelines and standards.
- The DA number for the project is 202138722 – William Hovell Drive Duplication. The Project has a dedicated webpage with detailed information on the TCCS (City Services) website.
- Construction funding for \$63.25 million was announced in the 2021-2022 ACT budget.
- Construction is scheduled to commence in the second half of 2022.

#### Community consultation

- TCCS Communications directly emailed 41 community and interest groups providing detailed project information and links to further information, including details of the draft EIS and DA and how to make a public submission.

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- EPSDD mailed hardcopy letters to 216 residents adjacent to the project providing project information and links to the draft EIS and DA on the EPSD Directorate website. A total of five DA notification signs were also erected on the William Hovell Drive road reserve and adjacent to residences in Hawker.
- Originally there was an issue with the lack of DA signage for notifying the draft EIS and DA by the EPSD Directorate. To address this, an additional three development application notice signs were erected near Hawker (making a total of five).
- The notification period for the William Hovell Drive draft EIS and DA was extended twice. The first extension was in response to the community's request for additional consultation time due to the COVID-19 lockdown, and the second was due to the EPSD Directorate missing notifying some of the adjacent residences with their mail-out. Ultimately the notification period for the William Hovell Drive draft EIS and DA closed on 30 September 2021.
- The TCCS project officer fielded four phone calls from the public which were directed from Access Canberra and the Office of Minister Steel. Consultation and discussion of the off-road shared path were part of these liaisons, communications and discussions. The location of the off-road shared path adjacent to Hawker was to avoid conflict with equestrians using the Bicentennial National Trail (particularly in the underpass) and was at the request of the ACT Equestrian Association.
- No pre-DA consultation was done for this project as it was not a requirement at the time the DA was lodged in May 2021.
- However, the ACT Government recognises the benefit of early consultation ahead of the DA process and so has recently begun to undertake pre-DA consultation on select largescale civil infrastructure projects.

### Concerns raised by the community

- Through consultation, TCCS are aware of public concerns around the inclusion of noise mitigation, urban light spill and general impacts on adjacent and nearby properties. Feedback provided will be addressed as much as practicable during the detailed design process and in accordance with advice provided as part of the EIS final approval.
- Most of the issues raised will form part of the assessment that the EPSD Directorate will undertake as part of the draft EIS assessment process and these will be incorporated into the final revised EIS.

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- The EIS process has three stages: scoping, draft and revised. The scoping document outlines what the proponent must undertake to address environmental matters. The draft EIS is the proponent's initial submission against the scoping document. The draft EIS is placed on public notification and referred to entities (such as the Conservator of Flora and Fauna) for comment. If referral entities and the public raise additional matters, then the authority may request the proponent address these through a revised EIS. The authority may also request any matters not adequately addressed in the draft EIS to be addressed in a revised EIS.

### Active Travel associated with William Hovell Drive

- The planned duplication of William Hovell Drive will provide active travel infrastructure through the inclusion of:
  - 4.5 km of on road cycle lanes in both directions.
  - The replacement of the existing roundabout intersection at Drake-Brockman Drive and Kingsford Smith Drive with traffic signals to facilitate safe active travel movements for pedestrians and cyclists.
  - 7 km, three (3) metre wide shared path from the newly signalised intersection of William Hovell Drive and Drake-Brockman Drive through to Bindubi Street. This includes the inclusion of the approximately 2.5 km missing link between John Gorton Drive and Bindubi Street in the active travel network. The missing link design is at a final PSP and it is anticipated this section of shared path will be delivered as part of the William Hovell Drive construction.
- The new shared path will connect to the existing path network in the Molonglo Valley and Belconnen, including via:
  - Providing a direct link for residents from Hawker and West Belconnen to access the City;
  - Connecting to the existing shared path along John Gorton Drive providing access from the Molonglo Valley to the Belconnen Town Centre and to the City and following the construction of the John Gorton Drive bridge over the Molonglo Valley, a further connection into the suburbs of Coombs, Wright and Denman Prospect; and
  - Completing the missing link from William Hovell Drive onto Bindubi Street, providing access for residents of Cook and Aranda to access the City and the Molonglo Valley

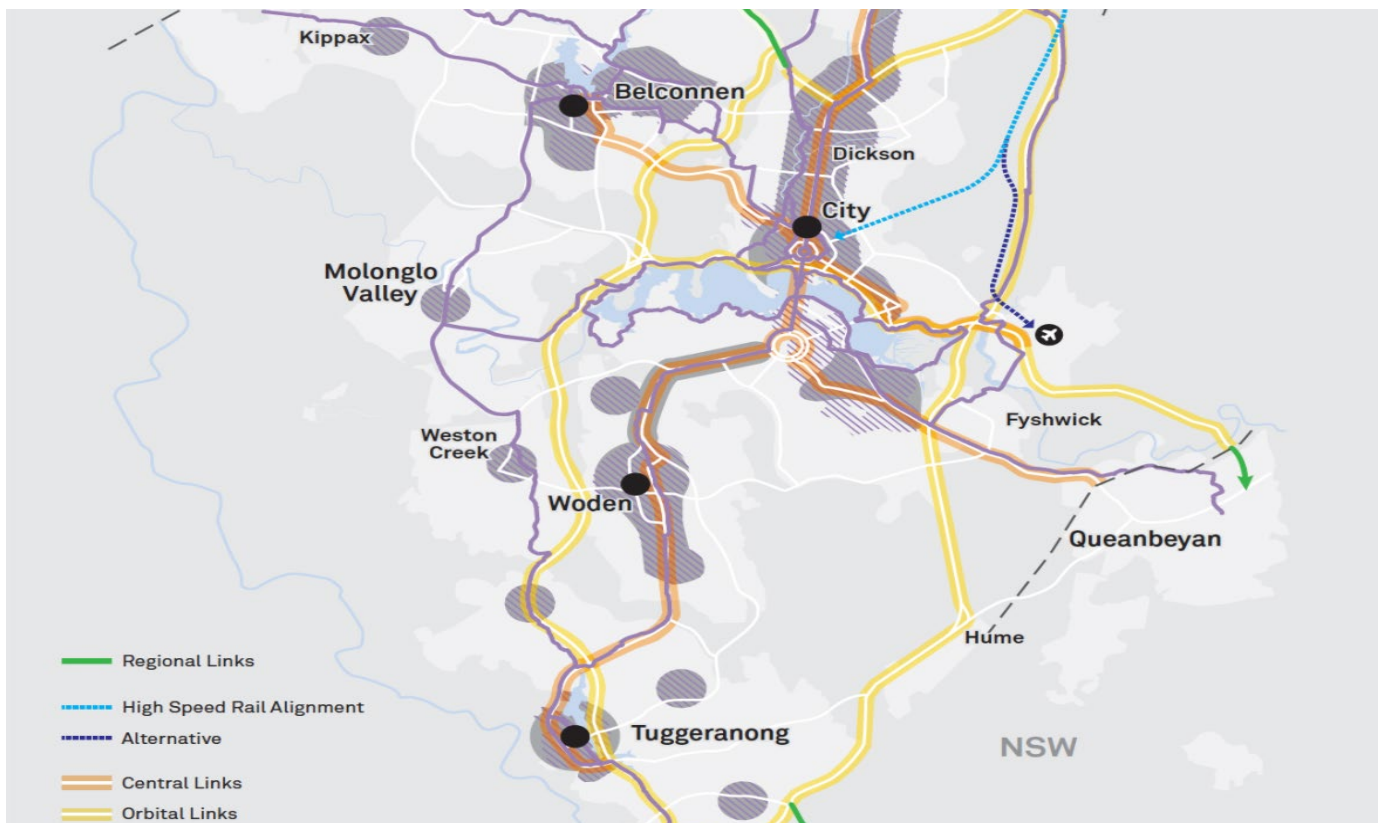
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- The shared path connection from Drake-Brockman Drive to John Gorton Drive has been included in the current draft EIS and DA, however the additional connection from John Gorton Drive to Bindubi Street may not be subject to DA requirements as it will be constructed entirely within the road reserve
- This additional link will be progressed separately, with construction to potentially take place in advance of the main road works

## Public transport associated with William Hovell Drive

- At present, there are no public transport routes planned along William Hovell Drive.
- Consideration was also given to the current ACT Transport Strategy when it was released to ensure that there were no inconsistencies between the design intention of the duplication and the strategy. The strategy in Map 1 – ACT Transport Policy Plan Map – Conceptual transport network 2045 (see Image 1 below), does not include William Hovell Drive as either a Central or Orbital Link within the network.
- Despite not being included in the ACT Transport Policy Plan Map, it is noted that should the decision be made to include William Hovell Drive as a Link in the future, the upgraded road will be able to support the inclusion of public transport.

## **Image 1** – Map 1 – ACT Transport Policy Plan Map - Conceptual transport network 2045



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**ISSUE: CHARNWOOD SHOPS (TREES AND PAVERS)****Talking points:**

- Trees in shopping centre carparks provide cooling and shading. Pavement close to tree trunks prevents rain from reaching the soil profile and can cause a layer of condensation to form between the soil and the paved surface that encourages surface roots.
- When there is an inadequate supply of water and nutrients due to restricted access for root systems, tree root growth is likely to remain close to the surface and may cause pavers to lift. Where this occurs, paver rectification is regularly undertaken. These maintenance activities are currently in process at Charnwood Shops.
- City Services recognises that simply removing exposed roots and replacing damaged pavers is unlikely to be an effective long-term solution. It is therefore trialling a mix of strategies to address the issue. This mix includes use of porous paving materials, different tree species, inground water storage systems, deeper and larger tree pits, and landscaping treatments such as raised garden beds, to encourage downward growth of tree root systems, ensure adequate water supply for tree health and reduce trip hazards.
- In 2020/21 City Services carried out substantial works at priority locations in Charnwood Shops. Some trees in poor condition were removed and replaced with species less likely to cause paver damage. Selected tree surrounds were installed with a porous and flexible treatment. The porous paving can accommodate some root movement without cracking and also promotes better water infiltration and tree health.
- A shift to porous paving materials will also assist the ACT to achieve its target of 30% permeable surfaces within the urban footprint as set out in Canberra's Living Infrastructure Plan: Cooling the City (2019) aimed at making our urban environment more sustainable and resilient.
- City Services engaged with the community to obtain feedback on what is important to them as the ACT Government looks to further address the issue of damage to paving from tree roots at the Charnwood Shopping Centre. This

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engagement ran on the Your Say website from July until 3 September 2021. A pop-up stall was also held at the Charnwood Shopping Centre on 5 August 2021 and 21 August 2021.

- An online YourSay survey was open during the consultation period from 22 July 2021 until 3 September 2021 for the local community to provide feedback on potential solutions to address trip hazards at Charnwood shops. Members of the local community also provided feedback via email.
- Prior to and during the pop-up sessions, the ACT Government also liaised with the Charnwood Residents Association and the Capital Chemist Charnwood, to advise of the YourSay Engagement survey and to share with their networks.

## Survey results

- 98.5% of those who filled out the online survey identified themselves as regular users of Charnwood Shops with 89.5% visiting the shops at least once a week. The main purpose for visiting the shops was grocery shopping, followed by having a coffee or meal, appointment for a service and visiting the chemist.
- Most respondents to the online survey were local residents (88%) predominantly from the suburbs of Dunlop, Charnwood, Flynn, MacGregor and Fraser. Four percent of survey responses were from members of the community who worked in the area, including Charnwood shops workers, tenants and shop owners.

**800+**

We reached 810 people via YourSay

**364**

We received 364 completed surveys

**250+**

We distributed more than 250 flyers at the shops

**5**

We received 5 submissions via email

**21,000+**

We reached a social media audience of 21,219

**8.9%**

We had an engagement rate of 8.9% on social media

**1**

We held one pop-up at Charnwood shops

**20**

We spoke to approximately 20 individuals at our pop-up

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## Key insights from the community

### Safety and accessibility

1. Improving safety and accessibility at Charnwood Shops is a key priority for the community.
2. There is strong support for reducing trip hazards and replacing the existing paving with a safer, level, non-slip option.
3. Installing an elevated walkway or ramp were other suggestions put forward to improve accessibility.

### Support for tree canopy

4. There is considerable support for maintaining some form of tree canopy at the Charnwood shops with two thirds of survey respondents preferring to either keep the existing trees or replace them with a more manageable tree species.
5. Support also exists for keeping some mature trees for the shade they provide while replacing other trees for safety.
6. Approximately one quarter of survey respondents would prefer if trees were replaced by low level gardens and shrubs.

### Replacement tree species

7. There is a wide variety of opinions on what type of tree species should be selected if the existing trees are to be replaced, with significant support for both native and exotic evergreens as well as deciduous trees.
8. There was general agreement that if the trees were to be replaced, any new tree species should have non-invasive roots, provide ample shade, be low allergy, low maintenance, drought tolerant and fast growing.

### General amenity

9. Shade is highly valued by the community. Several respondents suggested installing shade sails if the trees are replaced by gardens and shrubs to ensure there is adequate shade at the shops, especially in summer.
10. There is also support for additional seating at the shops amongst elevated garden beds to improve amenity.

## Next Steps

- TCCS will now consider this feedback to inform how we implement long-term improvements to safety and amenity at Charnwood Shops.
- Updates will continue to be provided via the YourSay page, or any questions or requests to be updated can be sent to [communityengagement@act.gov.au](mailto:communityengagement@act.gov.au).

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

## **ISSUE: Mowing**

### **Talking Points:**

- Transport Canberra and City Services (TCCS) is responsible for delivering horticultural and arboriculture services, maintenance and cleaning across Canberra's urban areas using a regional based service delivery approach. In this respect, Canberra's open space is managed through six regional depots and four sub-depots.
- A revised mowing program is underway and being undertaken in compliance with current public health directions.
- Mowing is ramping up in accordance with COVID-safe plans and resource availability. Mowing of high priority locations such as sportsgrounds, arterial roads and line of sight commenced in early September and the suburban mowing program commenced on 13 September 2021.
- In 2021, the ACT recorded its wettest winter in 5 years with more than 215 millimetres of rain. In June the total rainfall was 115.8mm which is 273% of the long-term average for Canberra. The total rainfall for July was 54.0mm which is 135% of the long-term average of 40.1mm.
- This winter rain will maximise grass growth during the peak spring growing period as daytime temperatures rise. Grass growth has potential to be rapid and this will challenge operations and the program's timeframes.
- Current climate predictions are that above normal rainfall is predicted for throughout the coming spring and summer period.
- The seasonal climate forecast is similar to the weather patterns received in the 2020-21 mowing season where significantly more mowing was required. During the 2020-21 mowing season, approximately 42,075 hectares in total were mown compared to approximately 29,248ha in the 2019-20 mowing season.
- Higher rainfall may lead to less available mowing days that could put additional pressure on the program.

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- High soil moisture levels have caused the groundwater tables to rise, meaning the risk of soil saturation increases with even small rainfall events. This prevents mowing due to the risk of bogging with the attendant safety and land damage issues.

## Key Information

### 2021-22 Budget

- \$34.6m has been allocated in the 2021-22 recurrent budget for delivering horticultural maintenance and cleaning services using a mix of in-house government staff and contract service providers.
- Approximately \$8.6m has been allocated to deliver a Canberra-wide mowing program that includes sportsground mowing.

### Mowing

- The suburban mowing program commenced on 13 September 2021.
- The mowing program seeks to mow public open spaces every four weeks and arterial roads every five weeks during peak growing periods. Mowing of sportsgrounds is undertaken on a more frequent basis to ensure the playing surface remains safe and fit for purpose.
- The open and transparent approach to providing information through the mowing map allows us to facilitate community requests for service and respond more effectively to a large number of community requests in the 2020-21 mowing season. This is predicted to continue in the 2021-22 season.
- The rapid expansion of African Love Grass (ALG) within the ACT creates issues for mowing crews and contractors, particularly in the warmer months. ALG grows very rapidly after rain and produces viable seed within two weeks. ALG is readily spread by wind, water and mowing equipment and limiting its spread has been a challenge.
- TCCS ALG control program is underway to target areas that were treated previously to ensure effective control. This program involves targeted spot spraying of ALG in lightly affected areas and more intensive use of herbicide and follow up over sowing with grass in heavily infested areas. Approximately 200 hectares was treated using a range of techniques.

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### ISSUE: PUBLIC TOILETS

#### Talking Points

#### Public toilets in the ACT:

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

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

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

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

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

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

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

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

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

Trends in provision over the previous five years:

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

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

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

Decommissioned toilets since 2011:

- In the last 10 years the list of decommissioned Government toilets include:
  - Kingston local shop toilet – replacement facilities provided within private facility. Transferred to SLA in December 2014.
  - Curtin group centre toilet - replacement facilities provided within private facility.
  - Weston Park toilet – repurposed during 2016-17.

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- Downer toilet (Melba Street) – Impaired since 2014, yet to be removed.

## TCCS policies on public toilet provision:

### *Summary*

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

### *Territory Plan and relevant Codes*

- Local shops: CZ4 – Local Centre Zone include to provide for convenience retailing to meet the daily needs of local residents.
- Group centres: (CZ1 – Core, CZ2 – Business and CZ3 – Services) are larger shopping centres throughout Canberra that serve groups of nearby suburbs. There are a number of group centres within each town or district (e.g. Charnwood, Hawker, Jamison, Kaleen and Kippax within Belconnen).
- Town and Group centres: (CZ1, CZ2 and CZ3) provide the main commercial and community focus for the district populations of Belconnen, Gungahlin, Tuggeranong and Woden/ Weston Creek.

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- The Commercial Zones Development Code identifies an intent to ensure that community and recreation facilities remain available to the community.
  - A proposal that reduces the range of community or recreation facilities (e.g. toilet facilities) available needs to demonstrate through a social impact assessment that there is enough land or sufficient other facilities in the locality to meet anticipated demand.

### *Plans of Management*

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

### *Municipal Infrastructure Standards (MIS)*

- Context for the provision policy for toilets is provided in the Design Standards for Urban Infrastructure (DSUI). These standards were replaced by the ACT Municipal Infrastructure Standards (MIS) as advised through Engineering Advisory Note 16 (EAN 16).
- DSUI 18 Public Toilets identified in the provision policy that:
  - *In new commercial developments, or as commercial areas are redeveloped, it is a development condition that public-access toilets be provided and maintained by the body corporate managers of the centre. Public toilets will not be retrofitted by the ACT Government to shopping centres where they have not been provided by the developer.*
- The ACT MIS available at <https://www.cityservices.act.gov.au/plan-and-build/standards-codes-and-guidelines> provide further information regarding the provision of public toilets.
  - *MIS 16 Urban open space* provides an overview of the types of facilities that are typically located in each of the urban open space typologies. Public toilets are always provided at Town, District and Community Recreation Parks. District playing fields

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include at least one pavilion that provides toilets and school ovals may contain toilet blocks. Enclosed ovals contain a large pavilion with toilets/change rooms.

- *MIS 17 Shopping centres and commercial areas* identifies that replacement or refurbishment of existing toilets at shopping centres is generally dependant on the available budget, the condition of the existing toilet, community consultation outcomes and the availability of a suitable site. MIS 17 also identifies an intent for toilet facilities at local shops to be provided and maintained within private facilities.
- *MIS 23 Public toilets* refers to *MIS 06 Urban open space* for a summary of open space typologies where new toilets can be provided. This does not include shopping centres. MIS 23 also references that existing toilet facilities will be maintained and upgraded as required unless they are deemed redundant.

### Cleaning and maintenance schedules for public toilets:

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

### Under-utilised public toilets (for example- Matina Street, Narrabundah)

- The ACT Government does not own any public toilet facilities near Matina Street. The nearest public toilet in this area is at the Narrabundah shops.
- Toilets are also provided at many locations across Canberra for the use of Transport Canberra bus drivers only, including at Matina Street.

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## Government investments in new public toilets

- City Services will provide or replace 3 public toilets in urban open space over the coming 4 years with a further 2 prioritised for replacement should funding allow.
- 1 new toilet currently under construction at Tuggeranong Town Park; 6 replacement toilets to be constructed at Lyneham shops and John Knight Park.
- A new toilet will be gifted as part of the development of Denman Prospect.

**Table 5:** Current/future investments

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

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## ATTACHMENT A: location of public toilets managed by City Presentation

ASSET_ID	LOCATION	Total
TOLT1	EMU BANK PEDESTRIAN PARKLAND	1
TOLT10	LYNEHAM SHOPS	1
TOLT11	MELBA STREET - PEDESTRIAN PARKLAND	1
TOLT12	DICKSON SHOPPING CENTRE	1
TOLT13	GLEBE PARK	1
TOLT138	AINSLIE SHOPS	1
TOLT139	RAY ELLIS CRESCENT DISTRICT PARK	1
TOLT141	ALINGA STREET ROAD VERGE	1
TOLT142	MORT STREET ROAD VERGE	1
TOLT143	NARDEN STREET COMMUNITY PARK	1
TOLT146	BURNUM BURNUM CLOSE NEIGHBORHOOD OVAL	1
TOLT152	SCULLIN SHOPPING CENTRE	1
TOLT154	MOLONGLO REACH DISTRICT PARK	1
TOLT155	GOZZARD STREET TOWN PARK	1
TOLT156	MARYBOROUGH STREET PEDESTRIAN PARKLAND	1
TOLT157	CAMPBELL SHOPPING CENTRE	1
TOLT158	COOK SHOPPING CENTRE	1
TOLT162	KILMENY CLOSE CRIP PARK	1
TOLT164	RIVER STREET NEIGHBOURHOOD PARK	1
TOLT166	BON SCOTT CRESCENT CRIP PARK	1
TOLT18	HAIG PARK	1
TOLT2	DIDDAMS CLOSE PEDESTRIAN PARKLAND	1
TOLT20	BLACK MOUNTAIN PENINSULA DISTRICT PARK	1
TOLT21	BLACK MOUNTAIN PENINSULA DISTRICT PARK	1
TOLT22	SHANN PLACE - NEIGHBOURHOOD PARK	1
TOLT24	WISDOM STREET - PEDESTRIAN PARKLAND	1
TOLT25	MAWSON SHOPPING CENTRE	1

<b>TOLT26</b>	PHILLIP TOWN CENTRE	1
<b>TOLT27</b>	EDISON DISTRICT PARK	1
<b>TOLT28</b>	PHILLIP TOWN CENTRE	1
<b>TOLT29</b>	YERRABI DISTRICT PARK	1
<b>TOLT3</b>	JOYNTON SMITH DRIVE PEDESTRIAN PARKLAND	1
<b>TOLT30</b>	BAILLIEU LANE PEDESTRIAN PARKLAND	1
<b>TOLT31</b>	HALL PARK	1
<b>TOLT36</b>	NARRABUNDAH SHOPPING CENTRE	1
<b>TOLT37</b>	JUSTINIAN STREET - ROAD VERGE	1
<b>TOLT38</b>	KAMBAH DISTRICT PARK	1
<b>TOLT39</b>	KAMBAH VILLAGE	1
<b>TOLT4</b>	GINNINDERRA PENINSULA DISTRICT PARK	1
<b>TOLT40</b>	KAMBAH DISTRICT PARK	1
<b>TOLT41</b>	TUGGERANONG TOWN PARK	1
<b>TOLT42</b>	FADDEN PINES DISTRICT PARK	1
<b>TOLT43</b>	CHISHOLM SHOPPING CENTRE	1
<b>TOLT45</b>	ACTON PARK DISTRICT PARK - ACTON FERRY TERMINAL	1
<b>TOLT48</b>	GRIFFITH SHOPPING CENTRE	1
<b>TOLT5</b>	JOHN KNIGHT MEMORIAL PARK	1
<b>TOLT51</b>	TELOPEA PARK	1
<b>TOLT52</b>	YARRALUMLA SHOPPING CENTRE	1
<b>TOLT53</b>	ALEXANDRINA DRIVE - PEDESTRIAN PARKLAND	1
<b>TOLT54</b>	RED HILL SCENIC LOOKOUT	1
<b>TOLT55</b>	WESTON PARK	1
<b>TOLT56</b>	YARRALUMLA BAY DISTRICT PARK	1
<b>TOLT58</b>	WESTON PARK	1
<b>TOLT6</b>	CHARNWOOD SHOPPING CENTRE	1
<b>TOLT60</b>	LIMESTONE AVENUE - PEDESTRIAN PARKLAND	1
<b>TOLT61</b>	WESTON PARK	1
<b>TOLT62</b>	LENNOX GARDENS	1

TOLT63	BOWEN PARK	1
TOLT64	DEAKIN SHOPPING CENTRE	1
TOLT68	LAKE TUGGERANONG DISTRICT PARK	1
TOLT69	YERRABI DISTRICT PARK	1
TOLT7	HAWKER SHOPPING CENTRE	1
TOLT70	MAJURA ROAD - PEDESTRIAN PARKLAND	1
TOLT71	POINT HUT DISTRICT PARK	1
TOLT75	BEDFORD STREET - NEIGHBOURHOOD PARK	1
TOLT76	MOLONGLO REACH WATER SKI	1
TOLT8	KIPPAX FAIR	1
TOLT9	O'CONNOR SHOPPING CENTRE	1
<b>Grand Total</b>		<b>68</b>

**ISSUE: Water Sensitive Urban Design****Talking Points**

- City Services is trialling a new technology to ensure more efficient and effective use of water for public trees within the Jamison Group Centre carpark. This trial has included the installation of multiple specialised structural tree pits designed to create an environment that encourages root growth.
- The tree pit uses structural cells (Stratavault system) that remove the need to compact soil under paved areas so that the area can still carry the weight and impact loads of vehicles without putting pressure on the soil. These pits also allow enhanced penetration of water and nutrients into the root zone.
- The uncompacted soil, increased space for roots and improved access to water, including stormwater harvesting, helps extend the life of the tree by reducing environmental stress. This in turn provides benefits to tree health such as improved canopy cover in the form of shade and cooling, provides landscape amenity, reduces requirements for ongoing irrigation and tree care, and prevents uplift of pavement by tree roots.
- In addition to the trial plantings at the Jamison Centre, 15 new trees will be planted using traditional methods in combination with kerb inlets to capture stormwater so that information on comparative growth rates can inform evaluation of the trial.
- Installation of monitoring tools that map water quality outcomes have been installed alongside the traditional and trial plantings. These tools capture data on rainfall, temperature, soil moisture, water quality and the health and growth of the trees. Data captured will allow a direct comparison between the two planting methodologies.
- The construction methodology being trialled through this project has the potential to re-shape how future tree planting is undertaken for a range of sites in greenfield and urban infill locations across Canberra, including unfavourable planting areas like car parks.
- Construction of the Jamison project was completed by 10 September 2021.

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### ISSUE: Fix My Street

#### Talking Points

- Fix My Street is accessed through the Access Canberra website, which underwent a major system upgrade on 1 May 2021.
- The website, and Fix My Street, are now linked to the ACT Government Digital Account, which offers more convenient access to a growing number of ACT Government services using a single digital account and can be personalised and linked with services relevant to an individual's interests and needs. Connecting the ACT Digital Account, Access Canberra website and the TCCS Customer Service Request Management (CSRM) system is designed to create a seamless digital experience for the community.
- All requests received through Fix My Street are assigned to subject matter areas within TCCS for actioning.
- Existing requests from before the upgrade remain on the Oracle CRM and are no longer visible to customers, however, are resolved in the same way and the client is informed of the completed works via email.

#### Roads ACT

The implementation of the new Fix My Street systems has exposed some legacy system integration issues that currently requires some double handling of issues between business units. These integration issues are to be resolved by the system vendors.

#### Traffic Management and Safety

- Fix my street requests are allocated to staff within the team for response, usually this is within 10 working days (noting delays are expected due to the current COVID lockdown in the ACT).
- Customer requests are varied in nature but typically will require investigation on site and the collection of traffic data prior to being able to provide a meaningful response.
- Many of these issues require detailed investigation, design and the procurement of works. While an initial response is sent to the customer as soon as practical, the follow up activities to resolve the customers concern typically take between three and six months.

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## Road Maintenance

- Road Maintenance has an established program of planned inspections and develops planned maintenance and operation programs for the majority of our infrastructure asset classes.
- Roads Maintenance responds to incidents that are reported to all asset classes. The response time to inspect and repair varies depending on the asset type (e.g. streetlight, path, road) and severity of the request (e.g. public safety or amenity).
- Roads ACT also provides a 24/7 incident emergency on-call response service.
- Requests for service are mostly provided via Fix My Street. Other sources include: verbal reports to Access Canberra via CRM; internal reports; Ministerial requests; requests from other areas within TCCS and other Directorates including the Emergency Services Agency and the Environment Protection Authority.
- Prescribed warrant systems tailored to each asset class are adopted to prioritise response to competing requests for service. Inspections are conducted where required. Road Maintenance prioritises public and worker safety in their assessment.
- The process to close out requests for service varies depending on the task required. Simple routine requests are closed out in the asset management system and CRM (e.g. responding and repairing a pothole). More complex requests may require investigation and feasibility studies to determine the optimal asset management response, which may require rehabilitation and capital funding.

## **City Presentation**

**Each area in City Presentation processes Fix My Street slightly differently as outlined below. In all cases, requests that do not have sufficient information (such as location) and are submitted anonymously may be closed after initial review.**

Licensing and Compliance (L&C)- responsible for municipal compliance issues (for example, public land use, abandoned vehicles, littering and dumping)

- Receive Fix-My-Street and telephone complaints from Access Canberra through the new Salesforce case management system. L&C also receives a number of emails and telephone calls directly and cases are then created.

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- When a complaint is received, it is reviewed by an L&C officer, and prioritised in accordance with the Licensing and Compliance Accountability Commitment, on a risk-of-harm basis.
- L&C applies a risk-based compliance approach to ensure that its resources are targeted to where the risks of harm, unsafe practices or misconduct are the greatest, thereby strengthening its capacity to take action where the community, Government assets and/or the environment are most at risk. L&C prioritises its actions based on a range of considerations, including the following:
  - conduct that causes harm or risk to people, animals, public land, territory assets, or the environment;
  - conduct that is systemic and is likely to have a detrimental effect on the community and/or the environment; and
  - conduct that demonstrates a blatant disregard for the law.
- When an officer is assigned a case, they record their findings and the regulatory action undertaken. Where a complainant has requested feedback, the case officer will either call or email the complainant and advise them of the outcome. Once the officer has completed the case, it is assigned to the relevant officer's team leader awaiting finalisation. The team leader reviews the case for quality assurance and probity, and once satisfied, closes the case.

Place Management (responsible for maintenance of urban open space including mowing, litter removal, cleaning)

- Fix-My-Street requests (submitted via the Access Canberra website) and email/telephone complaints to Access Canberra (manually entered forms, by the Access Canberra team), As jobs are complete, they are updated in the system so the customer can log into the Access Canberra System and see the status of the job.
- Requests for upgrades or additional facilities (such as playspaces or park furniture) may not be able to be actioned immediately (as they require budget allocation or further consideration), email responses are sent directly to the customer.
- Jobs are prioritised by risk. High priority jobs such as sharps and bodily waste are called through directly to appropriate field depot or the after-hours officer, with a response time of 2 hours. All other jobs are triaged at the beginning of each working day by the depot support offices and technical officers (first point of contact), initially to:

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- a) be reassigned if it has been placed into the correct jobs queue; or
  - b) rejected if it is not a TCCS asset/task and needs to be returned to Access Canberra to re-allocate.
- Once a request has been completed it is sent to the depot supervisor to confirm the job is completed and is closed in the system and the customer will be able to log into their Fix My Street account and check if the job has been completed.

Urban Treescapes (responsible for urban tree maintenance and administration of the Tree Protection Act)

- Receive Fix-My-Street and telephone complaints from Access Canberra through the CSRM system.
- The action officer will investigate and record information relating to the equipment required and the works priority. An email is sent to the client advising of the priority and expected period of time for the works to be undertaken.

*How are jobs triaged, what sort of inspections occur, how are jobs prioritised?*

- Jobs are prioritised by risk and sorted into types of jobs e.g. fallen trees, pruning request, storm damage, fallen branches, line of sight, tree assessment.
- Ensuring public safety is the highest priority when triaging requests generated by the community. TCCS employs a team of skilled and experienced staff that assess requests based on need and determine the appropriate management action. All programmed works are allocated a priority with a corresponding estimation of scheduled timing:
  - Urgent - within 48 hours e.g. very dangerous trees – safety considerations
  - High – aim to be completed within approximately 6 weeks
  - Medium – up to 6 months completion
  - Low – up to 12 months completion.
- However, additional unexpected works of a higher priority, such as storm events, can extend the period of time in which previously programmed works are undertaken.
- Teams must often reschedule routine maintenance work to allow urgent response to address risks to the community following these unforeseen events.

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- Once the job is completed, the system is updated and then an email is sent to the client to inform them that the matter is complete.

## Fix My Street Redesign

- TCCS has established a 'Fix My Street Refresh' project with TCCS, Access Canberra and OCDO working together to improve the Fix My Street experience for citizens. The project will have significant interdependencies with the TCCS CSRM project.
- Governance has established a Project Steering Committee and working group for the 'Fix My Street Refresh' project, both with representatives from TCCS, Access Canberra and DDTS.
- The first phase for the 'Fix My Street Refresh' project is to conduct citizen/customer research, document feedback, pain points and opportunities. This will produce citizen journey maps, which will inform design solutions.
- A prioritised roadmap of potential changes and enhancements for Fix My Street will be created, which could be incorporated into the CSRM project, Access Canberra's Fix My Street workplan or as part of the roll out of the Digital Account.

**ISSUE: DOG ATTACKS****Talking Points:**

- Dog attacks can be traumatic and distressing for all involved.
- Legislation is a key component of the approach taken to manage irresponsible pet ownership and associated dog attacks/harass.
- Under the Domestic Animals Act 2000, the Registrar must euthanise a dog when the dog is involved in an attack leading to death or serious injury of a person or the death of an animal, except under exceptional circumstances.
- To ensure public safety, dogs can be released under a Dangerous Dog Licence or Control Orders with strict conditions.
- In the 2020 calendar year no dogs were released under a Dangerous Dog Licence and 65 were released under Control Order conditions. This compares with year-to-date figures in 2021 of 0 and 33 respectively.
- In 2021-22 financial year DAS Rangers have issued 57 infringement notices under the *Domestic Animals Act 2000*. This compares with 339 in 2019-20 and 260 in 2020-21:
  - 4886 dogs registered in 2019-20;
  - 7127 dogs registered in 2020-21; and
  - 4463 so far this financial year to date.

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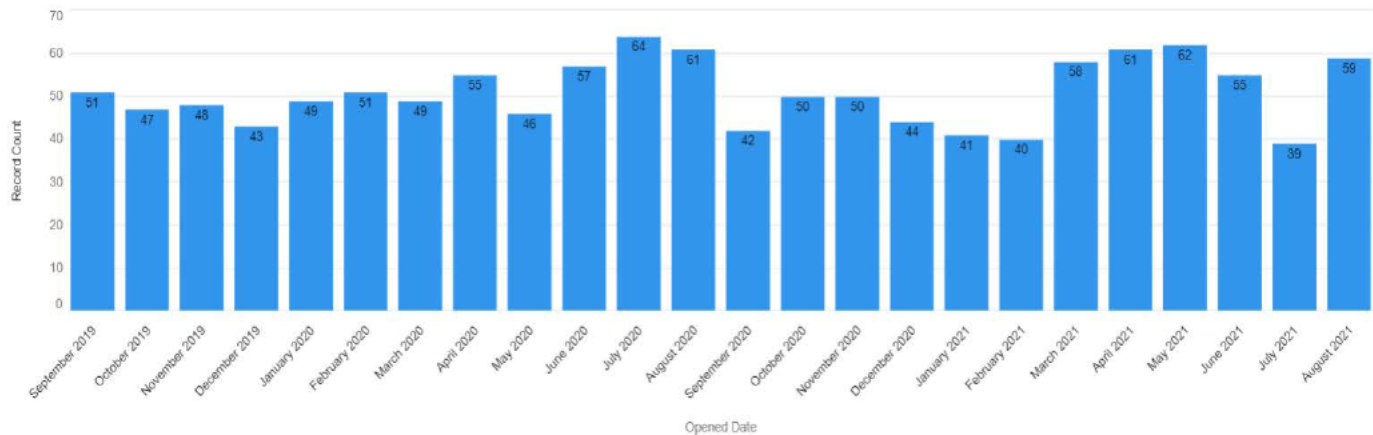
## Key Information

Dog Registration By Month  
(FY20/21 & FY21/22)



For Approved, Current Status excl. Deceased & Duplicates  
View Report (Dog Registration By Month)

Dog Attack Cases Opened by Month



Excl. Harass  
View Report (Dog Attack Cases Opened by Month (QTB))

## DAS Investigator Statistics

DAS Infringement Statistics	Oct 2020	Nov 2020	Dec 2020	Jan 2021	Feb 2021	Mar 2021	April 2021	May 2021	June 2021	Jul 2021	Aug 2021	Sept 2021
<b>*Number of infringements issues</b>	19	8	13	28	7	13	25	17	5	10	24	23
<b>Matters referred to ACAT</b>	1	0	0	2	0	0	1	1	0	0	0	0

**\*Domestic Animals Act 2000**

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Since July 2020 we have had 13 applications for review in ACAT, of those: three decisions were confirmed at hearing; two were resolved at mediation; five were withdrawn or dismissed; one has been to hearing and awaiting judgment; another two are yet to go to hearing. The Tribunal has also dismissed the appeal of a previous confirmed decision by the Tribunal.

**Dogs Euthanised pursuant to *Domestic Animals Act 2000***

	2018/2019	2019/20	2020/21	2021/2022
<b>Dogs Euthanised (not suitable for rehoming)</b>	91	82	33	3
<b>Dogs Euthanised (suitable for rehoming)</b>	10	7	0	0

All data and figures in this document are accurate as of 23 September 2021.

DAS is seeing a decline in euthanised dogs, especially those suitable for re-homing due to an internal cultural shift in relation to an emphasis on re-homing, with a proactive approach being taken to matching dogs with appropriate families. DAS is also developing closer relationships with fostering agencies and engaging the community.

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Transport and City Services

## ISSUE: Animal Welfare and Management

### Talking Points:

- The ACT is committed to the highest standards of animal welfare and management. The approach to animal welfare is outlined in the **Animal Welfare and Management Strategy 2017–22 (the Strategy)**.
- A key part of achieving animal welfare outcomes is recognising the important role that responsible ownership, particularly of dogs, has in respect of the animal's welfare, as well as community safety.
- It is important to remember that responsible pet ownership means that your dog is registered, microchipped and desexed, the dog is kept under effective control at all times, on and off-leash, and prohibited areas are respected, and that you carry bags to pick up after your dog. For cats it means it is microchipped and desexed and from 1 July 2022 it is registered.
- The **Canberra Dog Model** sets a vision for Canberra as a leader in dog management and commits to a range of immediate and longer-term actions, including on / off leash area changes:
  - All community paths, which were already dog on-leash, now have a 10 metre on-leash buffer either side of the path, all lakes and beaches are dog on-leash unless otherwise signposted.
  - There are an extensive number of off-leash areas around the ACT and most people will be able to walk to an off-leash area within 800 metres of where they live.
- Information about on / off-leash areas is available on the Transport Canberra and City Services (TCCS) website and on ACTmapi.
- On 1 April 2021 new legislation was introduced to establish a **digital dog database and annual dog registration**. The annual dog registration will be at no extra cost.

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- The legislation now passed and as of 1 July 2021 dog owners are required to update their ownership details every year.
- DAS processed around 381 lost dogs in 2020 and 319 so far in 2021. More up to date ownership details will mean faster reunions with families.
- Pending COVID-19 restrictions, a free microchipping and registration day will take place at Domestic Animal Services in the second half of 2021 to support the release of the new Annual Dog Registration Legislation.

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## **Additional information**

### **Assistance Animal Framework**

- People who rely on an assistance animal to alleviate the effects of a disability are able to have their assistance animal tested, accredited, and registered as an assistance animal and issued with an Accredited Assistance Animal card (ID card) for a period of up to two years.
- As of 19 July 2021, 32 applications for an Accredited Assistance Animal card have been received, only four of which failed to meet the requirements.
- The Public Access Test is conducted by a registered trainer and assessor. As of 23 September 2021, there were five registered assessors and one registered trainer.

### **Pet Business Framework**

- The Pet Business Framework has commenced as of August 2021 with a lengthy transition period to ensure it is not overly burdensome on pet businesses considering the economic impacts of the COVID-19 health emergency.
- DAS has received 1 application for a key Pet store covering several locations in Canberra that has been approved in September 2021 for 3 years.

### **Cat Plan**

- The Cat Plan was released on 28 May 2021 and outlines the Territory's approach to the management of cats in the ACT with a vision that all cats will be owned and wanted and cared for by responsible owners.
- It acknowledges that cats that are not responsibly owned are at risk of harm and pose a risk to wildlife and considers the role that cats play in society and the benefits they provide as companion animals.
- The Cat Plan's objectives are that cats are owned and cared for and pose no threat to native wildlife. It will also reduce the nuisance to ACT residents exhibited by roaming cats.

### **Cat Registration**

- Cat registration will commence from 1 July 2022 and will help the Government monitor how many owned cats are in the ACT and where they live. Registration will require details to be updated annually.

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- This aligns with the ACT Government's commitment to strengthen animal welfare standards and promote responsible pet ownership.
- A cat registration system would support compliance and enforcement and improve systems for reuniting lost cats with their owners and help target specific communications with cat owners.

## **Cat Containment**

- The Domestic Animals Act 2000 (the Act) outlines provisions for suburbs in Canberra to be cat containment areas.
- Cat containment will be progressively expanded to all suburbs across Canberra to coincide with the introduction of cat registration on 1 July 2022.
- Grandfathering arrangements will be put in place for all owned cats currently living in non-containment suburbs as long as they are microchipped prior to 1 July 2022.
- The current wording of the Act has an unintended consequence that cats cannot be walked in containment suburbs. The ACT Government will take steps to amend the Act to clarify that that cats may be walked on a lead in all suburbs, including containment suburbs.

## **RSPCA ACT**

- TCCS holds a long-standing relationship with the RSPCA ACT as a key animal welfare partner.
- The ACT Government provides funding contributions towards the RSPCA ACT's annual operating costs in delivering animal welfare services, in accordance with a Service Funding Agreement (SFA) between TCCS and RSPCA ACT.

## **Inspectorate Services**

- RSPCA ACT inspectors and DAS Rangers are appointed under the Animal Welfare Act 1992 (AW Act) by the Director-General TCCS. RSPCA ACT inspectors investigate cases in relation to breaches of the AW Act.

## **New annual dog registration process**

- The new dog registration legislation that came into effect on 1 July 2021 supports an annual dog registration system, at no additional cost to dog owners. This system will assist in keeping the ACT's dog registration data up to date.

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- Dog owners will now be required to update or confirm their dog's registration details annually, free of charge.
- Dog owners will receive an annual registration reminder notice in the form of an email, text message or letter from Domestic Animal Services (DAS) at least 14 days prior to their dog's registration falling due.
- A dog's annual registration date will coincide with the date the dog was first registered. For example, if you registered your dog in the ACT on 1 September 2020, then your annual renewal date will be 1 September each year.
- Dog owners who have received their reminder notification can update or confirm their dog's registration details by completing a simple smartform at [www.cityservices.act.gov.au/dogrego](http://www.cityservices.act.gov.au/dogrego) or by calling Access Canberra on 13 22 81 and selecting option 3.
- All dog registrations due in July 2021 will be given 28 days to renew their registration from date of renewal e.g. a dog registration that falls due on 1 July will be given until 28 July to renew. This will only apply to dog registrations due in July 2021.
- Since the new annual dog registration process came into effect on 1 July 2021, DAS has received 14k completed smartforms from dog owners to update their dog's registration details.
- Prior to annual dog registration being announced, on average, 530 new registration applications were received per month. Subsequent to this announcement:
  - 763 applications were received in May;
  - 1312 were received in June;
  - 2457 for July;
  - 1219 for August; and
  - 1001 in September.

There are close to 83k Dog registered in the ACT.

- The ACT Government expects that most of the outdated data will be removed or updated in the first 12 months of the annual dog registration process as dog owners receive their annual dog registration notification and update their records. For instance, 1642 Dog registration cancellations have been received.
- The ACT Government recognises that due to the age of the database we are going to have out-of-date information. We appreciate people's efforts to update their information

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- The community can visit [www.cityservice.act.gov.au/dogrego](http://www.cityservice.act.gov.au/dogrego) for more information on the new dog registration process.

### **Previous dog registration process**

- Previous dog registration legislation in the ACT supported a lifetime registration system. This system did not prompt the community to update their dog's registration details which has resulted in outdated data.
- Our registration database dates back to records created in 2002.

### **ACT Digital Account upgrade**

- The ACT Digital Account will be added to the process in future updates to the system. This is expected to be later this year.
- The ACT Digital Account upgrade will allow dog owners to link their dog's registration to their account. Linking a dog's registration will enable dog owners to see their dog's registration details and quickly update or confirm them.

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

**ISSUE: NEW RSPCA FACILITY**

**Talking Points:**

- RSPCA ACT has occupied their current site at Weston since the 1960's. The current facility consistently operates over capacity resulting in safety issues, concerning biosecurity and disease control. In order to mitigate these issues structural change is required.
- The ACT Government has agreed to establish RSPCA ACT in a new facility within this term of Government.
- The Government will undertake further feasibility along with early design works, to facilitate relocation of the RSPCA ACT from Weston. This initiative builds on earlier support for the RSPCA ACT to investigate opportunities to refresh and relocate these facilities. It will also support delivery of the *ACT Animal Welfare and Management Strategy 2017-2022*.
- The detailed design will determine the nature and footprint of the facility, ensuring that it is not only fit for purpose for current RSPCA operational requirements, but that it also exhibits sufficient flexibility to accommodate future needs.
- The detailed design will also inform the cost of construction.
- The 2021-22 Budget outlook outlined \$1.025M for the further development of this project.

**ISSUE: Public Cemeteries and Crematoria Authority****Talking Points:**

- On 29 September 2021 the Cemeteries and Crematoria Authority appointed its interim Chief Executive Officer. The Chief Executive Officer has commenced a term of employment to 31 December 2021. The Chief Executive Officer met with the Board of Directors on 6 October 2021 and will present at their first Board Meeting on 20 October 2021.

**Public Crematorium at Gungahlin**

- The new facility was delivered for the budgeted \$2.675 million.
- The Crematorium was officially opened on 15 March 2021 and conducted 228 cases up to 30 September 2021 and an additional 11 cases in October to date.
- The Independent Competition and Regulatory Commission (ICRC) completed its body of work on pricing in March 2021. It determined that the Authority's submission complied with the ACT Government Policy on Competitive neutrality.
- Cabinet approved the Business and Operational Plan for the Crematorium on 1 June 2021.

**TCCS Actuarial Review**

- TCCS has commissioned KPMG to conduct an actuarial review of the Authority's Perpetual Care Trust. This is a long-term commitment to review the perpetual care trust percentage at least once every five years, undertaken in accordance with the Act. On 1 October 2021 the Perpetual Care Trust percentage was published as an instrument after Minister approval under the Act. The percentage has been approved at 11 per cent.

**Southern Memorial Park Masterplan**

- Southern Memorial Park (SMP) is a proposed Cemetery set to serve Southern Canberrans going into the coming decades.
- TCCS has updated the 2012 Masterplan for the site. The masterplan was released for public comment ([yoursay.act.gov.au](https://yoursay.act.gov.au)) and submissions closed on 7 June 2021.
- Six public information sessions were held in Tuggeranong, Woden and Weston Creek. Feedback received at those sessions was supportive of the project. Negative comments, which were rare, were focused on:

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- the location of the site and its proximity to the waste management facility; and
- the potential for emissions from the crematorium proposed in stage two (five to 50 years).
- Community Council Engagement
  - A presentation was given to the Tuggeranong Community Council on Tuesday 2 June 2021. The response to the Masterplan was generally supportive.
  - Woden Community Council declined an offer of a presentation.
  - Weston Creek Community responded in writing generally supporting the proposal.
  - Formal written responses are expected from the Tuggeranong or Woden Community Councils.
- The Masterplan proposes that the 78-hectare site is developed over four stages:
  - **Stage One:** To be completed within five years, will provide 2,500 burial plots and include a signalised intersection into the site off Mugga Lane.
  - **Stage Two:** Expected to be developed in five to 50 years and incorporates a crematorium, memorial halls, an outdoor chapel, administration building and supporting infrastructure.
  - **Stage Three:** (50 to 85 years) incorporates areas of high ecological constraints, provides natural burials, more traditional burials and supporting infrastructure.
  - **Stage Four:** (85+ years) provides more traditional burials and supporting infrastructure.
- The Government will progress Stage 1 of the SMP through detailed design work that will deliver plans for submission for Development Approval. This builds on the early design works for the cemetery announced in the 2018-19 Budget Review.
- The business case for this work requests funding of \$1.65 million to prepare detailed design and costings for Stage One at the SMP.

- Stage One is indicatively estimated to cost \$31 million. This cost would be refined through the detailed design phase as matters required to address Development Application approval and environment approvals are scoped and addressed.
- Woden Cemetery is currently reaching capacity and does not meet community needs or expectations.
- The remaining supply of allotments at Woden Cemetery on the southside is expected to be exhausted within three years. Of the 15,000 total allotments, 291 remain available for purchase.
- Gungahlin Cemetery will be the only option available for burials in the ACT once Woden remaining allotments are fully subscribed.
- Residents in Canberra's south will face up to an additional hour of commuting when attending services or visiting family graves if loved ones are buried at Gungahlin.
- This initiative contributes to the wellbeing domains of Social connection and Identity and belonging.
- Approval to grant the \$1.65 million to prepare detailed design and costings for Stage One at the SMP has been granted by the Minister under the 2021-22 Budget briefing.

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Transport and City Services

## ISSUE: Libraries ACT

### Key Information:

- Libraries ACT operates nine public libraries, the Home Library Service, a Mystery Box delivery service, and the ACT Heritage Library, as well as providing a range of digital resources known as eResources, and access to computers, the internet and Wi-Fi.
- Libraries ACT provides access to information, supports reading and lifelong learning and contributes to literacy and language development in our city, offering access to a collection of 474,160 physical items in various formats, and an additional 68,405 eBooks, e-Audiobooks, digital magazines and archival assets online.
- During 2020-21 the library website received 866,077 views, and the catalogue website had 5,876,556 views.
- During 2020-21, Libraries ACT loaned 2,073,783 items, with 776,827 of these being digital items (eBooks, eAudio books, eMagazines, music tracks, articles and other downloads).
- All 10 library branches (including ACT Heritage Library) and return chutes closed at 5pm on 12 August 2021. All physical services ceased including Mystery Box and Home Library Service. Library volunteer activities also ceased.
- Deliveries for Mystery Box and Home Library deliveries restarted on 24 September 2021. Registrations for the Mystery Box service have increased since the announcement of this service recommencing, with more than 600 new registrations received in the month of September.
- The ACT Heritage Library has established new arrangements to allow staff to safely access collection materials to remotely assist researchers.
- Online services are available to library members via the library website. Library membership lets you download, stream and use the library at home with digital resources including eBooks and eAudio books, streaming stories for children, movies and documentaries, digital magazines, music, literacy games and language learning.
- Use of digital resources has increased on average 234% since the beginning of the current lockdown.

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- Online programs are available including Giggle and Wiggle, Story Time, and Too Busy Book Club.
- Promotions of digital resources and programs are occurring via social media. As at September 2021, Libraries ACT has 7,989 Facebook followers and 3,570 Twitter followers. Facebook followers have increased by 681 since the 12 August lockdown began.
- New members can join through the Libraries ACT website and access online resources. Assistance to access these services is provided via phone call to the Libraries ACT Customer Information Centre and Digital Helpline.
- Due dates have been extended for all items to 30 November 2021.
- Tuggeranong, Belconnen and Gungahlin Libraries are expected to reopen in the week commencing Monday 18 October for visits of 30 minutes at a time. Opening hours are being finalised but are expected to be Wednesday to Friday 10am-5:30pm, Saturday 10am-4pm, Sunday 12pm-4pm.
- Visitor numbers are restricted to 25 people at any one time.
- Customers can return books, browse, borrow, and access printers, photocopiers and computers at these three locations. All are subject to COVID-safe measures including capacity limits and physical distancing.
- Computer use is limited to 30 minutes on a drop-in basis. Due to the limited number of computers and time available, plus the visit duration limits, each session is a maximum of 30 minutes.
- Return chutes will only be open at the libraries that are open. All other return chutes remain closed.
- Seven Libraries ACT staff members are currently registered with and are assisting ACT Health, all other staff have returned from their secondments.

### Woden Library

- Works have recommenced on the project, with construction being undertaken in line with ACT Government lock down requirements.
- Practical completion of works is expected in October. Libraries ACT anticipate completion of equipment installation and security installation 4-5 weeks after that, opening to the public in November 2021.

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- \$2.1M has been allocated for Woden Library redevelopments. Upgrades will consist of new community spaces, including a kitchen and a recording studio equipped with a green screen.
- The existing first floor will be repurposed into four new distinct areas – “The Hive”, “The Life Lab”, “The Haven” and “The Gathering”.
- Portions of the ground floor will be transformed into two new community spaces with after-hours public access, a community demonstration room and upgrades to toilets. There will be upgrades for disability access.
- The spaces have been designed by local architects SQC and works are being carried out by Complete Constructions Australia.

### Key Information – Woden Library redevelopment

- **The Hive** will be a space for technology and knowledge sharing activities – including a recording studio, pod casting equipment and green screen.
- **The Lifelab** will be a flexible and multi-functional community space to learn and share new skills.
- **The Haven** and **Gathering** spaces will have seats and tables for separate reading and studying areas, and collaborative meeting spaces.
- For those who remember the library when it first opened, the story time pit will be returned to the first floor.
- A new awning will be installed to cover the book chute up to the front doors to ensure that customers are kept out of the weather as they return items to the library.
- Communications have been developed to inform the community of the works being undertaken and offering information about alternative libraries to use if patrons need a very quiet space.
- A community co-design process was undertaken in late 2019 and preliminary concept plans were completed in February 2020. The report from the co-design has informed the planning and design of the revitalised spaces.

### Imagine 2030

- Libraries ACT is undertaking a co-design project to create a new future plan for the library service, called 'Imagine 2030'. This project is on hiatus until February 2022.
- In line with current ACT Government requirements, online and face to face co-design activities have been deferred.
- A more targeted co-design will be held with the Molonglo community regarding the development of a library and community centre. This is in the current Parliamentary Agreement.

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## Transport and City Services

### ISSUE: Green Bins and FOGO

#### Talking Points

##### Food Organics and Garden Organics (FOGO)

- The ACT Waste Feasibility Study estimated that around 143,000 tonnes of organic waste go to landfill each year, which is around half of all landfill waste.
- More than a third of the ACT's household garbage contents (37%) is food waste which currently goes to landfill and contributes to greenhouse gas emissions.
- The household FOGO initiative will reduce organic waste to landfill and reduce the ACT's emissions from the waste sector by up to 30%. When fully rolled out it will replace the current household green bins service, which was an ACT Labor 2016 election commitment.
- TCCS is delivering a FOGO pilot involving 5,000 households in Belconnen to commence in November 2021.
- The pilot will be delivered by existing service providers:
  - JJ Richards and Sons Pty Ltd is the principal contractor managing the FOGO collections
  - Corkhill Bros will be subcontracted to process the feedstock into a saleable product at its green waste processing facility at the Mugga Lane Resource Management Centre;
  - Envirocom Australia Pty Ltd will be subcontracted to manage communication and engagement; and
  - SULO MGB Australia Pty Ltd will be separately contracted to supply the additional MGBs, caddies and liners.

##### Green Bins

- There have been no disruptions to services as a result of the COVID-19 pandemic.
- The roll-out of the opt-in household garden organic waste service, or 'green bins', was an ACT Labor election commitment announced on 28 May 2016 and delivered in the previous parliamentary term.

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- A pilot service was delivered to Weston Creek and Tuggeranong in 2017, followed by services commencing in Belconnen in September 2018. Registrations for the rest of Canberra commenced from 14 January 2019, and bin collections commenced on 1 April 2019.
- There have been 92,545 registrations for green bins as of 31 August 2021 – a take-up rate of approximately 54% of eligible households.
- As of 31 August 2021, a total of 54,523 tonnes of organic garden waste has been collected from green bins since the pilot commenced in April 2017.
- The contamination rate to date is under 0.01% (by weight), which is an outstanding result and reflects the commitment by Canberra residents to using their green bins correctly.

### Background

#### FOGO pilot

- The FOGO pilot will target a mix of single and multiple unit households.
- The identified suburbs are Bruce, Macquarie, Cook and Belconnen.
- The FOGO bin (lime green lid) will be collected weekly and the general waste bin (red lid) will be collected fortnightly.
- Each participating household will be supplied with a caddy and a roll of compostable liners.

#### FOGO processing facility

- A suitable site for a FOGO processing facility has been identified in the Hume Resource Recovery Estate.
- An Environmental Impact Statement (EIS) Scoping Report Application was submitted to the ACT Planning and Land Authority in early February 2021 for the identified site and the EIS scoping document was notified on the EPSDD website on 6 May 2021. The EIS must be submitted within 18 months of the scoping document being notified to the public (October 2022). A further scoping document may be required due to the delay in the approval of the FOGO facility budget business case.
- A 2021-22 business case is being progressed for funding of the FOGO facility and operations.

#### Food waste avoidance

- In August 2020 the Government launched Love Food Hate Waste – a pilot program to support the community to take simple steps to reduce their household food waste and save money. The pilot is being evaluated and a report is expected later this year.
- As at 27 September 2021, there have been over 51,000 visits to the website and 4,720 people

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have signed-up to the three-week online Food Waste Challenge launched on 30 April 2021.

- To date 1,480 people have completed the evaluation survey, participants who were very motivated to reduce their food waste doubled following their completion of the challenge. Other key findings include:
  - 90% were wasting less food
  - 78% estimated they were saving some money each week
  - an average \$583 per year in savings per respondent

### Green bins

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

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## Transport and City Services

### ISSUE: Landfill and Weighbridge Replacement

#### Talking Points:

##### Landfill expansion

- The Government has progressively invested in additional landfill capacity to meet the Territory's needs.
- At the Mugga Lane Resource Management Centre, construction of additional landfill cells (Cells 3 and 4) at the ACT's only landfill accepting putrescible waste was completed in August 2020. These new cells are expected to provide capacity through to 2030, based on current filling rates.
- A dedicated asbestos disposal area at Mugga Lane has been accepting asbestos fibres removed from Mr Fluffy affected houses as part of the Government's Loose Fill Asbestos Insulation Eradication Program.
- The disposal location for soil and rubble from the demolition of Mr Fluffy affected houses changed from the West Belconnen Resource Management Centre to the Mugga Lane landfill in April 2019. This was necessary to allow the rehabilitation of West Belconnen site as part of the Ginninderry redevelopment.
- The Government has invested in new infrastructure to convert a former bluestone quarry, Mugga 2 Quarry, into a long term solution for industry to dispose of inert soil and waste materials generated from construction, road and development projects in the ACT.
- Once filled, Mugga 2 Quarry will be revegetated and incorporated into the surrounding nature reserve.

##### Mugga Lane Landfill Rehabilitation

- The landfill rehabilitation program will continue at Mugga Lane as decommissioned landfill cells are progressively capped over the next few years.
- ACT NoWaste is developing a design for a 'phytocap'-based landfill capping method which, subject to EPA approval, will be trialled to assess its effectiveness.

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West Belconnen Resource Management Centre (WBRMC) Rehabilitation

- The WBRMC has been an essential location for the safe and efficient disposal of:
  - waste arising from the Mr Fluffy program, which is over 95 per cent complete;
  - asbestos impacted buildings such as the Woden CIT campus (in progress), Currong Flats and Campbell Primary School; and
  - contaminated and non-contaminated soil material.
- The Government provided \$20m in the 2017-18 Budget for the rehabilitation and closure of the WBRMC to make way for the Ginninderry redevelopment.
- The site closed to the public for landfill operations on 3 September 2020.
- Planning for cleaning up the Parkwood Road Recycling Estate (PRRE) is currently underway. Waste material from the PRRE will be disposed of in the WBRMC or Mugga Lane landfills.
- A Development Application for the demolition of existing buildings and structures, removal of trees on site and other associated works was approved on 24 Feb 2021 by the Planning and Land Authority.
- Following EPA approval, the WBRMC and PRRE sites will be handed over to the Ginninderry Joint Venture as part of the Ginninderry development. The timing of the handover is being currently worked out, in conjunction with the site rehabilitation timeline.
- The Ginninderry Joint Venture will redevelop the PRRE and WBRMC into open public space with parkland, sports fields and other suitable features, subject to the necessary planning and environmental approvals.
- Ground water monitoring will continue following the closure to satisfy the requirements of the Environmental Authorisation.

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## Background

### Suburban Land Agency Input

- The Ginninderry Masterplan spans a large area in West Belconnen which incorporates the former landfill site. Variation to the Territory Plan No 351 gives effect to the development. The development will provide up to 11,500 dwellings, parks, a commercial centre, schools and other community facilities.
- The entire landfill site is being decommissioned and capped as its operations are incompatible with the future urban development.
- Options are currently being explored to find an innovative solution to land remediation, which may provide active and passive recreation opportunities and potentially higher value land usage. It will be a large scale community resource in the centre of the development maximising public amenity.

### Emergency Landfilling Post-WBRMC Closure

- A procurement for an emergency landfilling contingency was presented to the Government Procurement Board (GPB) on 12 May 2020. GPB's endorsement has been provided for the procurement to enter into a deed of agreement with Veolia Environmental Services for the standing provision of emergency landfilling services at their Woodlawn landfill, located near Tarago NSW. This arrangement is currently being procured. This would be triggered in the event the entire MLRMC landfill is closed due to a business interruption event emergency (e.g. significant fire or contamination event).

### Mugga Lane Landfill Expansion and Remediation

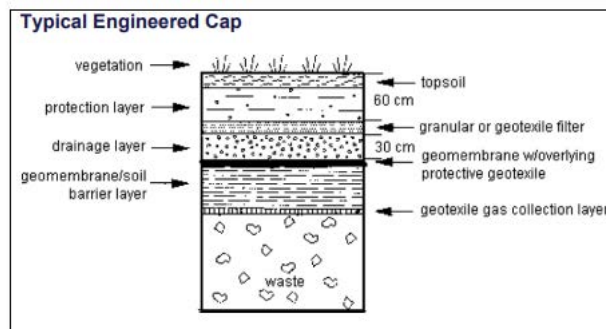
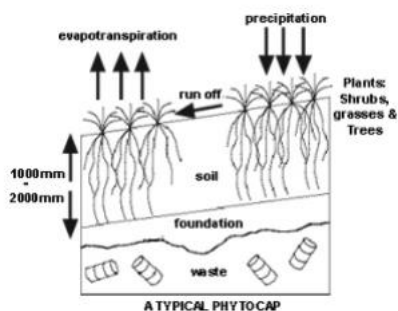
- The expansion of landfill construction at the Mugga Lane landfill takes the forecast extended life of landfilling to 2030. The construction of the landfill cells at Mugga Lane was completed in August 2020 and landfilling commenced in September 2020.
- TCCS entered into a contract with a new landfill gas management contractor, LGI Limited, in June 2019. The new agreements at the Mugga Lane and West Belconnen landfills ensures the safe and environmentally compliant management of landfill gas for the next 15 years, with extension options for a further two periods of five years.
- The new contract with LGI Limited will see infrastructure upgrades at Mugga Lane landfill, including at least four power generators at Mugga Lane, each with the capacity of producing 1.06 megawatts of energy. Gas extraction through new infrastructure commenced on 10 June 2020.
- LGI Limited has installed an enclosed flare at the old West Belconnen landfill to manage the safe destruction of landfill gas onsite, as the volumes are not enough to provide a commercially viable quantity for sale.

### *What is a phytocap?*

- The use of phyto-techniques is well established in waste management and the concept of a 'phytocap' for modern landfills is now being increasingly considered in the US and Australia.

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- Unlike the 'raincoat' systems (Typical Engineered Cap), phytocaps are constructed with a 'sponge' layer that 'stores' water until it is 'released' by the natural forces of evaporation and transpiration, hence 'evapotranspiration'.
- The phytocap achieves the same result as an engineered cap, but achieves this by the use of plants and an appropriately designed growing medium made from locally sourced materials.



## Mugga 2 Quarry

- The Mugga 2 Quarry site is a former "blue stone" aggregate quarry, located on the Mt Mugga ridgeline. The quarry was operational from the 1930s to the late 1990s. Blue stone was excavated out of the ridgeline resulting in a large cavity of around 2.8 million cubic metres.
- Capital works funding of \$2.9m was provided in the 2014-15 Budget for infrastructure works to make the site suitable to operate as a landfill, including safe access for heavy vehicles.
- The capital works project was to provide a site for the disposal of fill and non-friable asbestos contaminated materials to support construction and development projects in the ACT region. It was also in response to the then fill pit at Mugga Lane reaching capacity in late 2015, and the finite filling capacity at the WBRMC.
- Mugga 2 is a long-term solution to address the Territory's decreasing fill disposal capacity, providing a controlled, safe location for the acceptance of Virgin Excavated Natural Material (clean fill), beneficial reuse material and asbestos containing material generated from construction, road and development projects in the ACT.
- Remondis Australia, who also manage the Mugga Lane Resource Management Centre, were successful in an open tender process to operate the Mugga 2 Quarry and services commenced 15 June 2020 and is now receiving commercial inert waste material that was formerly disposed at the WBRMC.

The Mugga 2 area will be rehabilitated to match the surrounding landscape of the Mt Mugga Nature Reserve, part of the Canberra Nature Park. This will be achieved through

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filling the quarry void over 20-30 years with inert waste materials; and the profiling of the landscape to match the surrounding landform and landscaped with endemic plant species.

ACT NoWaste Weighbridge system replacement - \$.412Min 2021-22 Budget.

- This proposal is for the replacement of the weighbridge system at the Mugga Lane and Mitchell resource management centres. The weighbridge system comprises nine terminals across four sites to record transactions of vehicles entering and exiting waste disposal facilities in order to collect revenue and waste tonnage data. The system also comprises a central database hosted on a shared server.
- The weighbridge system is required for accurate reporting of waste tonnage data, and the accurate collection of revenue from gate fees at waste disposal facilities. The annual revenue collection facilitated by the system is over \$28 million.
- The weighbridge system is at its end-of-life stage, with the stability and reliability of the system having decreased significantly in the last several months. There is a risk of complete system failure in the next 12 months.
- A complete replacement of the weighbridge system is required due to hardware obsolescence and limited support available on the software.
- Should the weighbridge system fail; this would lead to significant financial risks for the Territory through consequent revenue loss. Access to ACT waste disposal facilities would also be reduced due to the inefficiency a failure of the weighbridge system would cause.

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## Transport and City Services

### ISSUE: Canberra Sand and Gravel

#### Talking Points:

#### Canberra Sand and Gravel at West Belconnen

- Canberra Sand and Gravel (CSG) operates a green waste drop-off and landscaping supplies business on the West Belconnen site.
- The green waste received at the West Belconnen CSG public drop off area is transported to a pad, located in the north-western corner of the West Belconnen Resource Management Centre (WBRMC), where it is placed in windrows and composted over a number of weeks.
- CSG's licence term with the Territory was due to expire on 30 June 2021. In response to the community feedback and to ensure continuity of the CSG green waste drop-off facility in the north of Canberra, the current licence agreements has been extended temporarily on a month-to-month basis while alternatives for green waste management on the northside are identified.
- Possible short-term options for the CSG operations to remain in-situ for longer include rehabilitating the WBRMC in stages. This option requires consultation with environmental auditors on the feasibility of partial rehabilitation, and the Ginninderry Joint Venture on potential impact to their estate development program.
- The facility in its current location will eventually need to be closed to allow for the rehabilitation of the site.
- A longer-term solution for the acceptance and composting of green waste for Belconnen and North Canberra is being investigated as part of Strategic Waste Infrastructure Planning. Open windrow green waste composting is subject to a range of environmental controls including being located at least 1,000 metres from residential areas.
- Northside residents can also obtain a fortnightly green waste collection service \$50 or drop off green waste for free at the Mugga Lane Resource Management Centre.

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## Background

### West Belconnen Resource Management Centre

- Landfilling operations at the WBRMC ceased for public waste disposals on 3 September 2020 to allow rehabilitation and closure of the site.
- The former Mugga 2 Quarry has replaced a portion of WBRMC operations. The Mugga 2 Quarry commenced operations on 15 June 2020, operating as a landfill for approved waste soil and contaminated inert construction and demolition waste.
- A contaminated land auditor and environmental consultants have been engaged to undertake all necessary investigation, design and reporting activities to facilitate rehabilitation of the WBRMC.
- A contractor will be engaged in 2021-22 to undertake rehabilitation, capping and ancillary works within PRRE and WBRMC.
- Following EPA approval, the site will be handed over to the Ginninderry Joint Venture.
- Parkwood Road Recycling Estate (PRRE) is located in the northeast area of the WBRMC site. The Government provided \$5m in the 2018-19 Budget for Stage 1 of a multi-staged investigation and rehabilitation program of the PRRE.
- One PRRE tenant with a long-term lease will remain on site up to or beyond handover to the Ginninderry Joint Venture.

### Background information on Canberra Sand and Gravel

- CSG operates a landscaping supplies business and green waste drop-off at Parkwood Road, Belconnen under a licence with the Territory. It is located on the same block (Block 1586) as the WBRMC.
- Under this licence, CSG is required to accept green waste from members of the public free-of-charge.
- The CSG green waste acceptance and processing costs the Territory \$270,000 per year.
- There is currently a 500m Environmental Clearance Zone (ECZ) surrounding the WBRMC landfill that prevents residential development occurring in the area. For the ECZ to be lifted and enable development to continue, the entire site must be closed and rehabilitated.

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## Transport and City Services

### ISSUE: Bulky Waste Collection

#### Talking Points:

- ACT Labor's policy platform for the 2020 election committed to bringing forward the rollout of the free bulky waste collection service to every house in Canberra by 2021.
- Bulky waste collections started for residents in Gungahlin and Tuggeranong on 15 July 2020, and for eligible concession card holders from all ACT suburbs.
- The 2019-20 budget provided funding for a phased rollout of a bulky waste service for the ACT. The 2020-21 budget provided additional funding to bring forward the service for Belconnen residents from April 2021 and the rest of Canberra from July 2021. As of 1 July 2021 the service available for whole of Canberra.
- Under the service, households receive one collection per financial year of up to two cubic metres.
- The service is complemented by an interactive booking system which includes a calendar for residents to select a preferred date and a calculator to help them gauge the quantity of items.
- The service has been designed to maximise resource recovery and reuse, as well as promote opportunities for social enterprise and social inclusion.
- The ACT Government set a minimum 30% resource recovery rate from all items collected by weight, and this goal has been exceeded with a 2021-22 year to date resource recovery rate of 36.5% as of 31 August 2021.
- As of 3 September 2021, 1,870 collection services have been provided for 2021-22 year to date. The most frequently collected items are timber, furniture, white goods, scrap metal and electrical appliance.
- SUEZ has partnered with GIVIT and the Salvos and Vinnies to identify items that can be sold through their shopfronts, keeping items out of landfill.
- SUEZ will be introducing an indigenous driver training program to assist in the delivery of the new service and will redeploy staff from other areas of

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their business who otherwise may have lost their jobs due to COVID-19 impacts.

- The ACT Government also provides funding to GIVIT – a not for profit organisation that connects people in need with people who have items to give. If you have items to give, you can register them at [www.givit.org.au](http://www.givit.org.au).
- The ACT Government recognises the particular challenges faced in delivering a bulky waste service in multi-unit developments with shared waste enclosures. We are working with a number of body corporates and strata managers to minimise their time requirements in booking the service on behalf of residents.
- This includes an online interactive form and hard copy form for them to provide to residents, as well as providing assistance to coordinate the collection with SUEZ and training on how to use the service. Contact with strata managers and residents of multi-unit developments will continue to ensure they are supported with information and resources.

### **Background**

- In the 2016 election, ACT Labor committed to introducing a bulky waste pick up service for every home in Canberra. This service is commonly provided by local councils across Australia.
- Funding for the bulky waste service was provided in the 2019-20 Budget and covered a phased rollout of the service across the ACT. The rollout schedule was:
  - 15 July 2020: Gungahlin and Tuggeranong;
  - 2021-22: Belconnen, Molonglo and Hall;
  - 2022-23: Woden Valley and Weston Creek; and
  - 2023-24: Inner North and Inner South.
- SUEZ Recycling & Recovery Pty Ltd (SUEZ) was awarded the contract to deliver this service for an initial three-year term, with two optional extension periods of up to one year available exercisable by the Territory at its discretion. Collections commenced on 15 July 2020.
- In the lead up to the 2020 ACT Election, ACT Labor committed to bringing forward the rollout of the service to the whole of the ACT in 2021.
- In the 2020-21 budget bulky waste funding was reprofiled to accelerate the roll-out of the service to all Canberra households in 2021.
- The rollout to Belconnen commenced on 15 April 2021 with the rest of Canberra expected to receive the service from 1 July 2021.

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- During the tender advertisement period a number of industry briefing sessions were held to address concerns raised by local businesses who rent skip bins, mixed waste trash packs and provide hard waste pick up services to households.
- These sessions provided an opportunity for the ACT Government to highlight details of the planned service, the rationale and timing, and to explain the ACT Government tender process, including the Secure Local Jobs requirement.
- As it was possible that local waste collection providers may be engaged as sub-contractors for provision of the service under a head contractor, the ACT Government increased the Secure Local Jobs and Local Industry Participation assessment weighting from the minimum 10%, to 20%. However, the response from the preferred Tenderer did not include subcontracting arrangements for these businesses as the insurances and reputational risks associated with such an arrangement are too high. As such, the parties acknowledged this scope to be excluded from the service agreement.

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## Transport and City Services

### ISSUE: COAG Export Bans

#### Talking Points:

- On 13 March 2020 the Council of Australian Governments agreed to the timetable and definitions to ban the export of recycled waste streams for plastic, paper, glass and tyres.
- While COAG initially decided the ban should commence on 1 July 2020, the current COVID-19 pandemic has resulted in a delay of commencement.
- The current timetable is:
  - Unprocessed glass exports banned from January 2021.
  - Exports of mixed waste plastics that are not of a single resin or polymer banned by July 2021.
  - All whole used tyres including baled tyres exports banned by December 2021.
  - Exports of single resin or polymer plastics that have not been reprocessed banned by July 2022.
  - Mixed and unsorted paper and cardboard exports banned by no later than July 2024.
- The Commonwealth *Recycling and Waste Reduction Act 2020* commenced in December 2020 to give legal effect to the ban.
- On 6 July 2020 the Commonwealth announced the \$190 million Recycling Modernisation Fund to support investment in new infrastructure to respond to the COAG Waste Export Ban.
- The ACT was pleased to announce its component of the Fund on 15 July 2020, at a joint media event with the Commonwealth Environment Minister. The announcement outlined a partnership with the Commonwealth funding \$10.5 million of the \$23.2 million co-funded upgrade program to the ACT's Material Recovery Facility in Hume under a National Partnership Agreement (NPA).
- The Material Recovery Facility upgrades will deliver better identification and separation of recycling streams such as paper, glass and plastic, reducing contamination rates and providing better quality recycled materials.

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- Used tyres are not processed at the MRF and are not covered under this joint funding.
- This partnership delivers on the ACT's commitment to secure critical infrastructure upgrades for the Territory and surrounding NSW regional councils, outlined in the ACT Government and Canberra Region Joint Organisation Recycling Prospectus 2020.
- Planning is underway to implement these infrastructure upgrades, with design work expected to begin in late-2021. Upgrades will be conducted in stages with completion largely achieved between 2022 and 2023.
- The unprocessed glass exports ban that commenced in January 2021 do not have an immediate impact in the ACT, as glass sand generated at the ACT MRF is used locally and not currently exported.
- The ban of the export of mixed waste plastics commenced in July 2021. Mixed plastics sorted at the Hume Materials Recovery Facility is currently sent interstate for processing.

## Background

- The COAG Waste Export Ban is Target 1 of the National Waste Policy Action Plan.
- Planning is underway through a Project Management and Contract Administration (PMCA) consultancy engaged to progress the design and development of the specifications and infrastructure requirements to implement these upgrades.
- Mixed plastic stockpiles at the MRF have been reduced in order to provide storage for mixed plastic from July 2021, while the upgrade project progresses. Additional storage solutions may be required for mixed plastic at the Mugga Lane Resource Management Centre and in the interim the MRF operator is exploring further options for interstate processing of mixed plastics.
- The Tender for the engagement of a Managing Contractor is currently on hold while an external legal firm, that is familiar with the waste industry, conducts a review of the procurement methodology. This legal firm will oversee the contract drafting and procurement for any entities involved in the overall infrastructure and services upgrade program.
- The Commonwealth paid the first two Milestones of the NPA to the Territory in May 2021.

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

- The *Plastic Reduction Act 2021* commenced on 1 July 2021. The following products are now prohibited from sale, supply or distribution in the ACT:
  - Single-use plastic cutlery (including bioplastic cutlery).
  - Single-use plastic stirrers (including bioplastic stirrers).
  - Expanded polystyrene takeaway food and beverage containers.
- A 12-month exemption has been developed for single-use plastic soup spoons and expanded polystyrene gelato tubs to allow sufficient time to identify suitable alternatives.
- The ACT Government provided support to assist business to transition away from banned single-use plastic products ahead of the ban. In April 2021, the National Retail Association conducted face-to-face engagement with 502 ACT businesses. The ACT Government engaged directly with a further 398 businesses across Canberra to discuss the ban.
- Feedback indicates a high level of compliance with the ban. ACT NoWaste identified and contacted a small number of non-compliant businesses to raise awareness that the ban is in place.
- Ongoing support will focus on education rather than compliance. Where enforcement is necessary, the penalty for supplying a prohibited plastic product is \$300 for an individual and \$1,500 for a corporation.
- The *Plastic Reduction Act 2021* has a 12-month exemption from Australia's mutual recognition laws. The ACT will now seek a permanent exemption for the Plastic Reduction Act 2021.

Tranche 2

- From 1 July 2022, it is intended that a second tranche of items will be prohibited in the ACT. This will include:
  - single-use plastic straws (with exemptions for those who need them),
  - single-use plastic fruit and vegetable "barrier bags",

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- all plastic products made from degradable plastic, and
- cotton buds with plastic sticks.
- A 12-week consultation is underway on the proposed single-use plastic items to be banned as part of the Tranche 2. Written submissions may be given by:
  - Completing a survey on the ACT Government's YourSay webpage at [www.yoursay.gov.au/single-use-plastics](http://www.yoursay.gov.au/single-use-plastics).
  - Emailing [singleuseplastics@act.gov.au](mailto:singleuseplastics@act.gov.au) or sending mail to Waste Policy, Transport Canberra and City Services Directorate, PO Box 158, Canberra ACT 2601.

## Future items

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

## **Background**

- Target 5 of the National Waste Policy Action Plan is to phase out problematic and unnecessary plastic by 2025. Under this target, the Commonwealth engaged with jurisdictions on a National Plastics Plan, which was released on 4 March 2021.
- On 15 April 2021, at the Environment Minister's Meeting, Ministers identified eight 'problematic and unnecessary' plastic product types for industry to phase out nationally by 2025 (or sooner in some cases) under the National Waste Policy Action Plan. These are:
  - lightweight plastic bags;
  - plastic products misleadingly termed as 'degradable';
  - plastic straws;
  - plastic utensils and stirrers;
  - expanded polystyrene (EPS) consumer food containers (e.g. cups and clamshells);
  - EPS consumer goods packaging (loose fill and moulded); and
  - microbeads in personal health care products."<sup>1</sup>
- The ACT Government is working with the Australian Packaging Covenant Organisation and the packaging industry to phase out problematic and unnecessary single use plastics packaging nationally through redesign, innovation or alternative delivery methods and implementation of three other packaging recycling targets by 2025:

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

- 100% of packaging will be reusable, recyclable or compostable
- 70% of plastic packaging will be recycled or composted
- 30% average recycled content will be included across all packaging.

## Disability sector

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

## Question on Notice

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

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## ISSUE: Fyshwick Waste Facilities

### Talking Points:

- The ACT Government is examining issues surrounding proposed waste management facilities in Fyshwick.
- In February 2021, the ACT Government amended the *Planning and Development Act 2007* to ban new waste facilities in Fyshwick while it reviewed its policies on new waste infrastructure across the Territory.
- TCCS is working with EPSDD who is leading a two-stage planning review to assess where large scale waste infrastructure should be located, including at Hume, as identified in the Parliamentary and Governing Agreement of the 10th Legislative Assembly.
- The first stage of this review resulted in the development of the Planning and Development Amendment regulation 2021 (No 1) which creates exemptions to the *Planning and Development Act 2007* to allow small to medium, low-impact waste businesses to operate in Fyshwick. Waste businesses in Fyshwick will now be allowed to process no more than 15,000 tonnes of waste per annum.
- The new regulation commenced on 6 July 2021.
- In 2020, the Government released the *ACT Waste to Energy Policy 2020-25*, which generally prohibits thermal treatment of waste, promotes the waste hierarchy and supports investment in anaerobic digestion in the ACT.

### Background

#### Capital Recycling Solutions (CRS)

- CRS proposed a waste transfer station and recycling facility in Fyshwick to process a maximum of 300,000 tonnes of municipal, commercial and industrial waste per annum.
- There have been no discussions or agreements between CRS and ACT NoWaste regarding diversion of red bin or commercial and industrial waste from the Mugga Lane landfill to any future facility.
- In July 2020, the Environmental Impact Statement was accepted for this project.
- In November 2020, CRS submitted the Development Application for the proposed facility. The Development Application was refused.

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- The CRS Fyshwick proposal cannot go ahead in its current form due to the amendments to the Planning Act that were passed on 11 February 2021.
- In a Canberra Times article on 17 April 2021, CRS owner Mr Adam Perry has noted that he is preparing to sell the site. The article also notes that an Access Canberra investigation has been launched regarding demolition of buildings on the site without appropriate approvals. ACT Government confirmed a prohibition notice was issued on 1 April 2021.

### Hi Quality

- Hi Quality proposed an integrated resource recovery facility with the capacity to process over 1 million tonnes per annum of waste.
- Hi Quality has submitted an EIS but it has not been accepted.
- The Hi Quality proposal cannot go ahead in its current form due to the amendments to the Planning Act that were passed on 11 February 2021.

### **Other key waste facilities in Fyshwick**

#### Tiger Waste

- ACT NoWaste is aware of complaints of dust and odour associated with the Tiger Waste Facility.
- The Environmental Protection Authority is responsible for regulating these environmental matters.
- Management actions to reduce dust have included street sweeping, wetting of internal dirt roads.
- No mechanical processing of silica-containing material is undertaken on site, and so there are minimal risks associated with silica dust.
- Although Tiger Waste is licensed to collect, sort, process and transfer food waste, this is not the focus of the operation, and instead reflects the reality in which skip bin companies generally have little control over what customers put in their skip. Food waste on site is not an inherent source of odour risks.

#### Access Recycling

- Access Recycling is adjacent to the proposed CRS site, and is owned in part by the same company.
- Access Recycling has received development approval for the construction of a concrete slab to house a metal recovery system and two portable modular recycling recovery machines, perimeter fence and associated works, for the existing recycling facility at 15 Lithgow Street, Fyshwick.

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- The approved equipment includes a vehicle fragmentiser. The approval requires that work commence within three years of the approval and be completed within three years of commencement. The Inner South Community Council have objected to the fragmentiser and noted it may be the subject of a future community campaign.
- Access Recycling is also required to apply to the Waste Manager for a new or amended licence to conduct the waste activities, with a throughput not exceeding 30,000 tonnes of waste per annum.

### ACT Container Deposit Scheme (CDS)

- The ACT CDS commenced in June 2018. Re.Turn It, the ACT CDS Network Operator, opened a number of collection points across Canberra, including a bulk sorting depot on Gladstone street, Fyshwick.
- ACT CDS Network Operator Return-It Depot was relocated to Barrier Street Fyshwick on 25 February 2021. No development application was required for the new site and therefore the new legislation does not affect it.

### MLA interest

- *The offices of Mick Gentleman MLA, Minister for Planning and Land Management, and Rebecca Vassarotti MLA, Minister for the Environment, have indicated an interest in engaging with you in their ongoing work on this issue noting your waste responsibilities.*
- *The location of waste facilities requires both planning considerations (e.g. suitable locations and zoning) and environment considerations (e.g. air quality).*
- *ACT NoWaste and Planning are continuing to work together to progress the two-stage planning review. The review is being led by Planning, with input from ACT NoWaste.*
- *On 19 November 2020 you responded to the Clerk of Legislative Assembly regarding a petition lodged Ms Elizabeth Lee MLA regarding high-volume waste processing sites in Canberra Inner South. In this response you reiterated the points outlined in the talking points above.*

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### ISSUE: AUDITOR-GENERAL'S REPORT INTO CCTV CAMERAS

#### Talking points:

- I note the report handed down in the Assembly in June in relation to the management of Closed-Circuit Television systems, or CCTV, including in places such as bus depots and onboard Transport Canberra buses.
- CCTV is an important tool in managing public safety and the ACT Government is committed to managing systems in a way that enhances public safety and protects privacy.
- The Transport Canberra and City Services Directorate (TCCS) agrees in principle with the recommendations outlined in the Auditor-General's report.
- In response to the recommendations, TCCS have recently reviewed its CCTV guideline document which provides direction on the use, monitoring, recording, duplication, release and general access to CCTV systems, so that it:
  - articulates the specific purpose and objectives of their individual CCTV systems; and
  - clearly articulates the roles and responsibilities as recommended in the report.
- TCCS agrees with conducting an annual review/audit of its CCTV systems and included this requirement into their guidelines.
- The current CCTV system on Transport Canberra buses was installed before the ACT Government Code of Practice for the Use of Closed-Circuit Television was legislated in 2009. Many of the requirements of the Code of Practice and other standards, retention and disposal requirements, since developed, were not able to be incorporated into the system architecture after installation. TCCS will consider the recommendations contained in the Audit report when procuring a replacement CCTV system for buses.
- TCCS agrees to formalising training materials for approved CCTV user roles and has commenced drafting a training manual and will ensure that training records are updated in line with the audit recommendations.

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## ISSUE: Flexible Bus Service

### Talking Points:

### Background

- Transport Canberra currently provides a limited, flexible transport service using the Special Needs Transport bus fleet's spare capacity during the 'non-peak' service hours in the middle of the day.
- The service is supported by a limited number of drivers and attendants and operates between 9.30am and 1.30pm on weekdays only, within five separate zones.
- These operational constraints mean the service is unable to meet the needs of many prospective users, however, despite these limitations, the service, which has been operating for six years, is popular.
- On average it services 365 passengers per week, with approximately 1,850 registered clients in total. This represents an uptake of just 2.6 per cent of the total population eligible for the service.
- Flexible or non-fixed route services, including last mile, flexible and on-demand services are critical to deliver a transport system that provides for the access and mobility needs of all Canberrans, and are essential to complementing the connected service design of a modern public transport network.

### Next steps

- The 10th Parliamentary Governing Agreement sets out the need to scope on-demand and flexible bus services.
- ACT Wellbeing indicators identify the need for Social Connectivity under the Access and Connectivity Domain, which this initiative will address.
- In this year's budget \$1.4 million has been provided to both continue the current Flexible Bus Service and to undertake an evaluation of the program – this includes a feasibility study into a new on-demand model of delivery, including the addition of a booking app.
- Alongside the study, service design work and an evaluation of the current service will be conducted.

- Continuing to meet the diverse needs of our community is integral to meeting community service expectations and Government objectives.
- Customer insights will help inform all aspects of this project and key stakeholders will be invited to participate through the Accessibility Reference Group (TCCS led) and CSD's Disability Reference Group (Ministerial).
- Market sounding for consultants to undertake the feasibility study commenced in September 2021, with the commencement of a trial program planned for first half of 2022.

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## ISSUE: Future Light Rail Network

### Talking Points:

- Growing Canberra around a reliable public transport network will guide our city to become increasingly more sustainable, compact, and well connected, maintaining the world class standard of living experienced by Canberrans.
- An integrated transport network with light rail at its heart is fundamental to that strategy.
- In 2015, the ACT Government released the Light Rail Network Plan which outlines the future light rail network for Canberra.
- Light rail will underpin our modern public transport system as it connects major population areas, employment centre and social and cultural hubs across Canberra.
- In March 2020, I announced pre-feasibility studies would be carried out on stages 3 and 4 of the Canberra Light Rail Network with Government allocating \$250,000 over 2019-20 and 2020-21 in the mid-year budget.
- This funding demonstrates our continued commitment to progressing Government's vision of a city-wide light rail network.
- The aim of these investigations is to examine the objectives and opportunities for future corridors, with a view to further defining strategic alignment and staging options for the east west link as well the further extension of the north south spine to Tuggeranong.
- The Light Rail Network is centred around a north-south spine connecting Gungahlin and Tuggeranong, and an east-west link connecting Belconnen to the City and east toward NSW via both Fyshwick/Kingston and the Airport, and complements the city's broader planning, climate and transport objectives in driving a more compact and inclusive urban form.

- As with many transport infrastructure projects, there is a large upfront cost for building each stage, with the benefits accruing over time as our city grows. This is why the ACT Government will deliver the future light rail network progressively in stages over the years ahead.
- Our immediate priority for the public transport network is to continue to build patronage through reliable and accessible public transport, particularly on our Rapid bus corridors.
- We will strategically transition our core Rapid bus corridors to light rail as per our network plan and in accordance with demand and city objectives.
- Operation of the first stage of the light rail network from the City to Gungahlin commenced on 20 April 2019, with more than one million passenger boardings in the first three months.
- Pre-COVID-19, daily patronage on light rail is already exceeding our 2021 business case forecasts and prior to COVID-19 we saw a 7.1% increase in the number of journeys across the network compared to the same period last year.
- **Off the success of this route, the ACT Government is now progressing with the second stage and building light rail to Woden.**
- Stage 2 of light rail to Woden is expected to be operational later in the decade. As per the Parliamentary and Governing Agreement, the ACT Government is undertaking feasibility investigations into extending Light Rail from Woden to Mawson as part of the Stage 2 project. These initial investigations are being led by Major Projects Canberra.
- Transport Canberra is leading investigations into the technical and operational feasibility of express services between City and Woden. The findings of these investigations are currently underway.
- As outlined in the ACT Infrastructure Plan, the next priority will be to take light rail to Canberra's west by connecting Belconnen and the City. This will provide the first stage of a future east-west link.

- Intersecting the north-south spine at the City, Stage 3 of light rail will connect to Canberra's second-largest town centre in Belconnen as well as linking key facilities like Calvary Hospital, University of Canberra, the Australian Institute of Sport, and the Australian National University.
- Already an area with growing transport demand, the further addition of around 30,000 new residents at Ginninderry in the coming decades makes Belconnen to the City the natural choice for the third stage of light rail and to shaping the future of Canberra.
- **The ACT Infrastructure Plan identified the Woden Town Centre to Tuggeranong Town Centre corridor as Stage 4 of the network.**

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

- As of 1 October 2021, Transport Canberra has an in-service fleet of 456 vehicles (excluding flexible transport vehicles).
- In the 2019-20 ACT budget process, Transport Canberra received funding for the purchase of 84 buses to replace its ageing and non-DDA compliant fleet under the 'Better buses to support the new bus network' initiative.
- The total funding of \$44.51 million (\$7 million provisioned) is currently profiled over three years ending 2022-23.
- In September 2020, the ACT Government released the Zero-Emission Transition Plan for Transport Canberra (the Plan). The Plan outlines how Transport Canberra will transition its public bus fleet to zero-emissions by 2040, and the key steps for getting there, including the fleet, enabling infrastructure, skills, approaches and complementary policy measures.
- The Plan identifies the need to immediately replace 34 aged Renault buses which are now operating beyond their economic and physical life. These buses will be procured via a short-term lease arrangement or similar, rather than an outright purchase. This will be followed by procurement of the first tranche of 90 battery electric buses (BEBs) and their supporting infrastructure.
- This commitment was reinforced in the 10<sup>th</sup> Assembly Parliamentary and Governing Agreement which states that the Government will procure 90 battery electric buses in this current term of government and lease (diesel) buses only to meet peak fleet needs.
- Transport Canberra is now in the process of evaluating tenders for 34 replacement buses via three interdependent procurement packages including 26 diesel vehicles, 8 battery electric vehicles to be housed within the existing depots and an option to procure an additional 34 battery electric buses to be housed at an off-site facility, subject to market capacity to deliver within Government's core procurement objectives.

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- The initial 34 replacement buses will be procured via a short-term lease arrangement and precedes the upcoming procurement of 90 BEBs which is currently in the market sounding and procurement planning phase. The first vehicles are expected to arrive in 2022 subject to delivery timeframes that may be affected by COVID-19 and supply and demand impacts.
- The market soundings will be used to inform the procurement approach for the 90 BEBs with formal procurement expected to commence in the second half of 2021 subject to budget and procurement approvals. These buses will replace retiring diesel and CNG fleet and will be housed and charged at a combination of the new Woden Depot (operational commencement scheduled for 2023) and any off-site locations that may be determined through the procurement process.
- These fleet purchases will improve accessibility and passenger comfort, increase reliability and lower maintenance costs on the new public transport network. Any leased diesel buses will be the latest and highest standard of low emissions vehicles, Euro VI, in contrast to the Renault buses they replace which do not comply to emissions standards.

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## Key Information:

- The age of the operational Transport Canberra bus fleet of 456 buses at 1 October 2021 is as follows:

Emission rating	Age (years)	Models	Number in Fleet
Euro VI	0-5	Scania K320UB, Scania K360UA	133
Euro V and VI	5-10	Scania K360UA, MAN A69 18.320, Scania K320UB, Scania 360UB	109
Euro III, IV, and V	10-15	MAN A69 18.310 CNG, MAN A69 18.320, Scania 360UB	106
Euro II and Euro III	15-20	Scania L94UB CNG, Irisbus Agoraline	73
n/a	20-25	None.	0
Pre-Euro	25-30 yrs.	Renault PR100.2	35
<b>Total</b>			<b>456</b>

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

## Current Bus Fleet:

Transport Canberra Statistics (as at 1 October 2021)		
	Number	Percentage
<b>Transport Canberra Operational Fleet</b>	456	
<b>DDA Accessible</b>	421	92.53
<b>Bike Racks</b>	428	93.86
<b>Climate Controlled</b>	421	92.53

- Currently 34 buses operating in the Transport Canberra fleet do not have climate control. These buses are the Renault PR100.2 model with an average age of 29 years.

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**ISSUE: Woden Bus Depot****Talking Points:**

- Transport Canberra and City Services, and Major Projects Canberra are currently working with the contractor to finalise the detailed design for the new Woden Bus Depot following the agreement to enable the operation of battery electric buses from the depot at opening.
- Construction of the new depot is planned to commence in 2022 with operational commencement expected in 2023.
- Woden Bus Depot consists of two phases of work:
  - Phase 1: Demolition, decontamination, design and Development Application (DA); and
  - Phase 2: Construction and commissioning.
- In 2020, Phase 2 of the project was split to deliver a part build out of the depot sufficient to meet its current operational requirements and alleviate operational constraints at the existing depots. Phase 2 was intended to accommodate 60 diesel buses out of a total design capacity of 104 vehicles (12.5 metre rigid bus), with a full build out to occur when budget permitted and when the needs of a zero-emission fleet were adequately specified. The revised design excluded the previously proposed multi-storey carpark.
- Following the release of the *Zero-Emission Transition Plan for Transport Canberra (2020)* and the commitments made in the *10<sup>th</sup> Parliamentary and Governing Agreement*, Transport Canberra has recombined the delivery of the depot into a single phase.
- It is expected that the additional capacity will accommodate up to 40 battery electric buses initially, with the depot to be converted to 100 per cent zero emission at a later date as the electric fleet grows over the coming decade.
- In the 2020-21 Budget, Transport Canberra received \$800,000 over two financial years for investigations, design and project support of its first tranche of 90 battery electric buses (BEBs) including for the Woden bus depot amendments. Funding for construction in future years is being sought through future budget processes.

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- Richard Crookes Construction (RCC) is contracted to deliver the project under a Design and Construct contract. Transport Canberra, via Infrastructure Delivery and Major Projects Canberra, has been working with RCC to incorporate zero-emission infrastructure charging components into the depot design including the requisite structural load assumptions, reticulation of power to and within the site as well as opportunities for on-site battery storage.
- Transport Canberra has also engaged the services of a technical advisor to assess the power requirements for the depot as well as the charging, technology and supply arrangements. These investigations, which include optimisation of power requirements through mechanisms such as smart charging, will inform the cable and conduit sizes, on and off-site energy requirements, as well as the requisite load bearing capacity of the overhead structures.
- A final design is expected to be completed in Q3 2021 with construction to commence early in 2022.
- TCCS continues to work with Treasury and Major Projects Canberra to ensure a value for money outcome for the delivery of the complete project.

## Shea Street Intersection upgrades

- The intersection at Shea Street and Athllon Drive requires upgrading to signalise exit of buses from the Depot onto Athllon Drive. This could occur as part of the Athllon Drive duplication project at a future date to avoid redundant works in the short term.

## Woden Bus Depot Timeline

Milestones	Status/Completion
Funding	2016-17 Appropriation \$25.775m 2019-20 Appropriation (Mid-Year Review) \$17.0m 2020-21 Additional funding approval \$0.8m, with construction provisioned. <div style="background-color: black; height: 20px; width: 100%; margin-top: 5px;"></div>

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Design services - design to Development Application (DA) stage	<p>In February 2018, GMB Architects were engaged to progress the original concept design and functional brief prepared by SMEC (with MR Cagney and Canberra Town Planning).</p> <p>Richard Crookes Constructions was appointed in 2018 to continue design to DA stage.</p> <p>Complete – DA lodged on 1 May 2020. Lodgement fee paid 16 September 2020</p>
Demolition of existing buildings and removal from contaminated sites register.	Completed by AGH Pty Ltd in 2018.
Relocation of existing underground services.	<p>Richard Crookes Constructions has undertaken relocation of the water main and has submitted a DA for relocation of the sewer main to the West of the site.</p> <p>Works completed December 2020. Commissioning and cutover of sewer expected in September 2021.</p>
Workforce Consultation	<p>The preliminary design concepts were distributed to the TC workforce and relevant unions in November 2018.</p> <p>Pre DA Consultation completed February 2020.</p> <p>Regular ongoing workforce consultation is occurring as detailed designs are developed further.</p>
Development Application	<p>Lodgement 16 September 2020</p> <p>Development Application Approved 20 January 2021</p>
Detailed Design (including workforce and external stakeholder consultation)	To be undertaken from February 2021 to November 2021 (post DA approval process). The 10-week design period commenced on 16 August 2021.
Building Application (BA) approval	<p>Lodgement expected on completion of detailed designs.</p> <p>Approval expected between November 2021 and January 2022.</p>
Construction Commencement	<p>Construction to commence once detailed design and BA are completed and approved.</p> <p>Expected to commence early 2022.</p>
Construction Completion	Expected Q4 2022.
Fit-out and commissioning	Q1 – Q2 2023
Operations Commence	mid 2023 (estimated date)

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**ISSUE: NEW TICKETING – COSTS AND BENEFITS****Talking Points:**

- In December 2020, the Government announced that the single select process would be closed following a review that the system would not deliver a value for money solution for Canberra. A Confidentiality Deed, which remains current, was entered into by both parties precluding any discussion in relation to the single select process or parties involved.
- A new tender process has commenced to procure a ticketing system designed to provide Canberra's public transport users with convenient and flexible payment methods with real time travel information, as well as seamless transfer between buses, light rail and other modes.
- The current ticketing and real time information systems have been in place since 2010 and 2014 respectively and are now outdated. Feedback from public transport users also tells us that the real time information they are currently receiving is slow and does not meet contemporary travel behaviours.
- As part of this new system, public transport users will benefit from a range of high-tech features aimed at making it easy to plan, pay for and take public transport.
- In December the Government announced that an open tender process would now be progressed, so that a system with the right technology for Canberra and that represented value for money could be procured.
- Market sounding has been undertaken providing confidence that a market approach will attract a reasonable volume of ticketing solutions that will provide flexible payment options and a real time app for customers to track their journey. Following the market sounding an invitation for Expressions of Interest was initiated as part of the procurement process and is currently undergoing evaluation.
- The goal is to replace the current MyWay with a new system in 2023.
- Funding for this project was appropriated through the 2019-20 Budget Review.
- Funding allocation is \$37.946 million over four years in capital injection. (Included as NFP in the TCCS chapter of the 2020-21 Budget statements - page 32, chapter H).
- Full disclosure of the \$37.946 million is at page 248 of the 2020-21 Budget Outlook document.

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## ISSUE: PATRONAGE FOR BUSES AND LIGHT RAIL

### Talking Points:

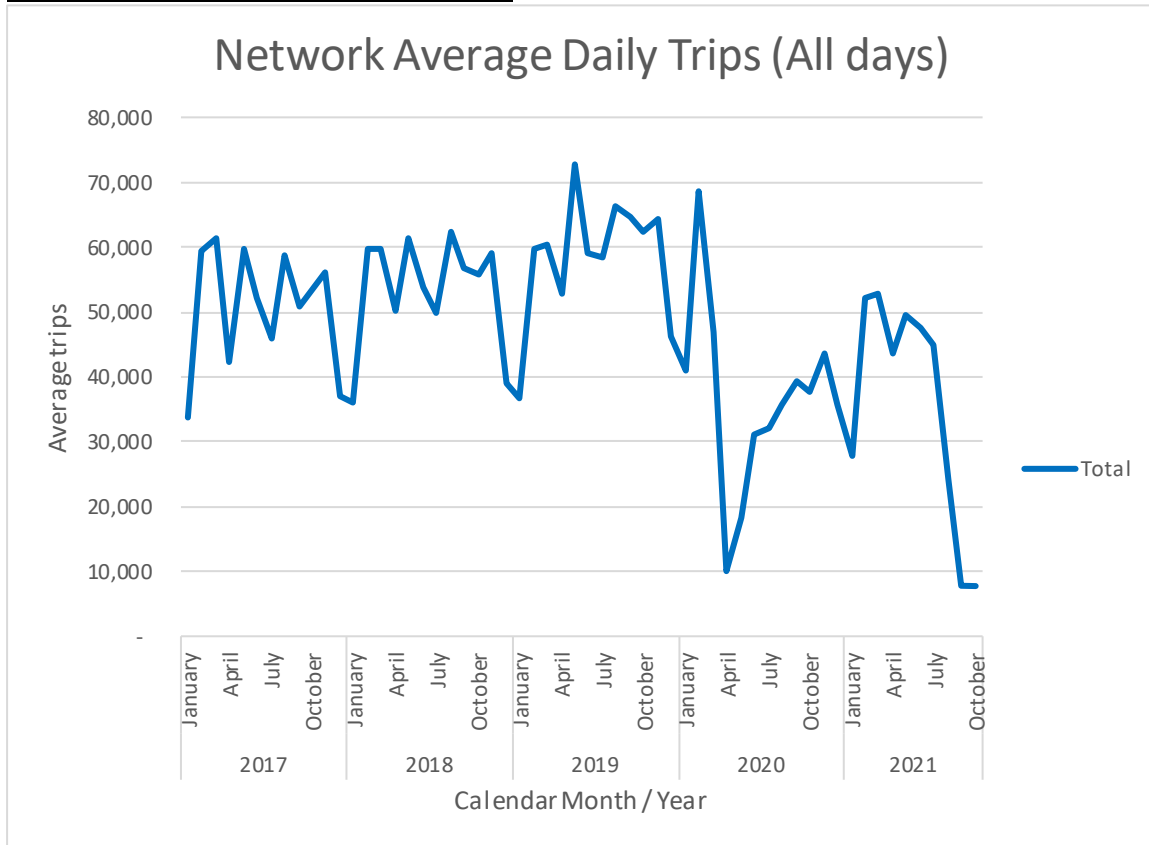
- The onset of COVID-19 Canberra saw an overall drop in patronage on buses and light rail as a response to the restrictions and guidelines advised by Government to passengers to ensure they were COVID-SAFE. Patronage fell dramatically in early April 2020 during the first impact.
- As a result of the restrictions imposed from 12 August, patronage has fallen to around 90% less compared with the same period in 2019, prior to the onset of the pandemic.
- Transport Canberra has implemented a reduced interim bus timetable from 25 August 2021 to maintain a reliable public transport network for essential workers and providing a level of bespoke services for school children of essential workers and the vulnerable.
- Communications through a number of channels has been used to advise on the restrictions and use of public transport during this latest pandemic outbreak and lockdown.

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

- During the week ending 10 October 2021, total journeys were 36,103. This week includes substantially reduced patronage because of the lockdown and health related restrictions following the outbreak of COVID-19 in the community during August 2021.
- In comparison, there were 258, 713 public transport journeys for the week ending 8 August 2021 which was the last full week prior to the lockdown.
- The proportion of boardings on buses has remained relatively consistent at approximately 85% for buses, with 15% of boardings on light rail.
- Source: NetBi ticketing data

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**Graph 1 - Rolling Patronage All Services 2017-2021**



Source: NetBi ticketing data

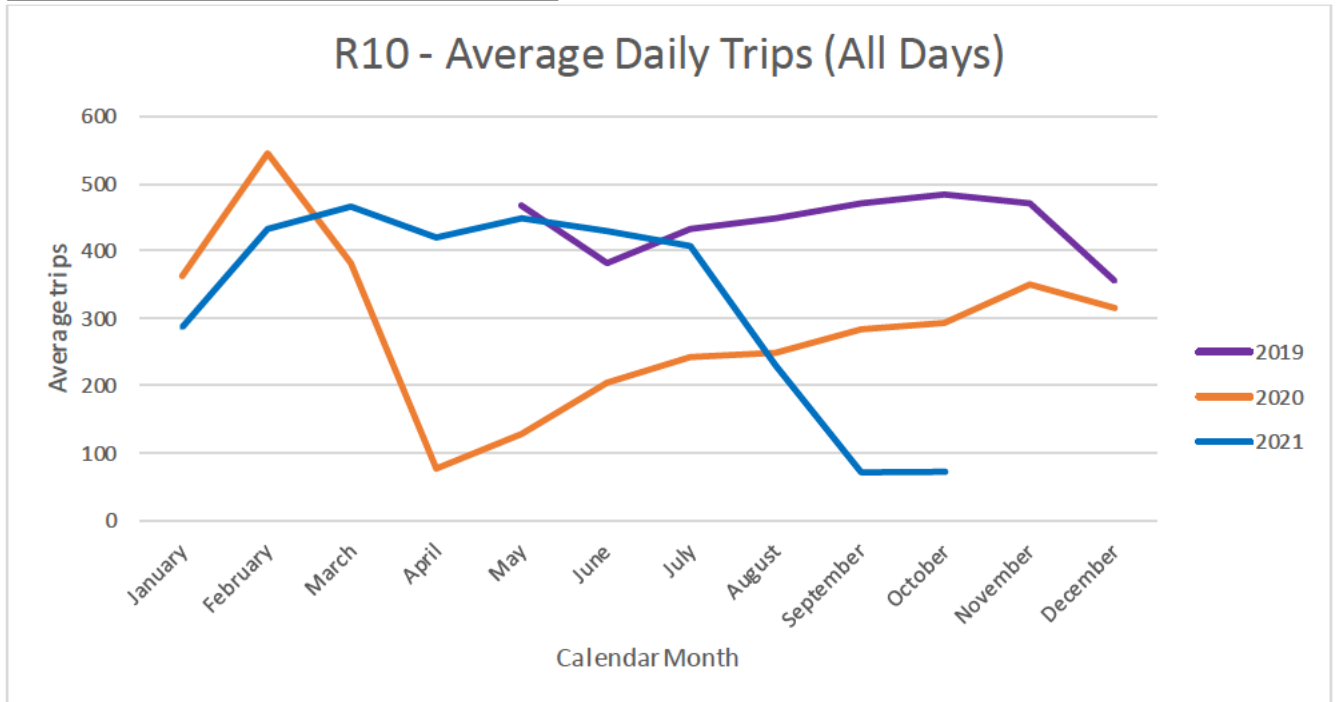
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## R10 Patronage:

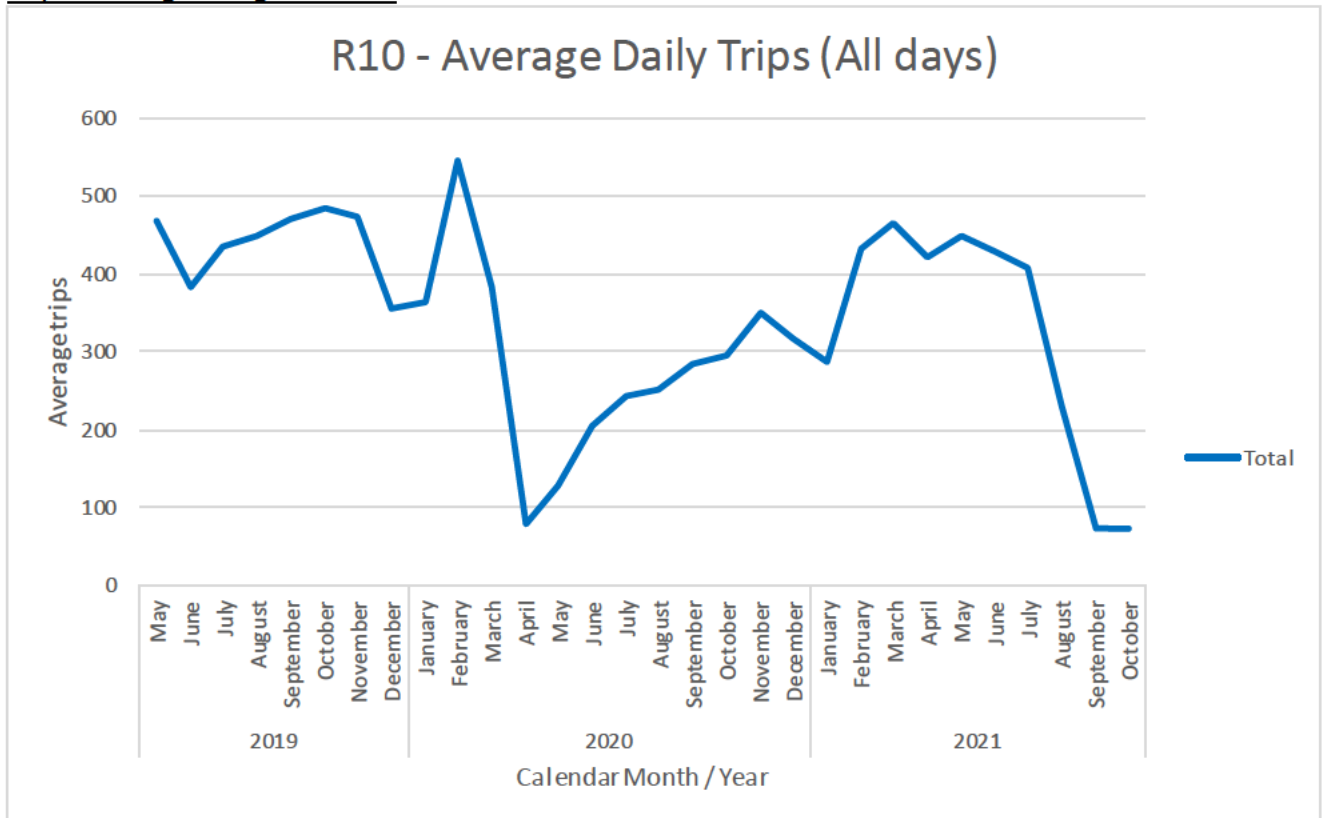
- Rapid services are frequent direct bus and light rail routes that run between town centres and other key destinations.
- Rapid services run at frequencies of at least every 15 minutes between 7am and 7pm on weekdays, and at varying frequencies at other times, depending on routes.
- The Rapid 10 was implemented in 2019 along with the introduction of Network19, which delivered a 'hub and spoke' model to public transport, that over time, will see light rail connecting the city across major routes.
- The Rapid 10 provides services to Denman Prospect, Coombs and Wright, through to the City Interchange.
- Graph 1 below shows that the services were well utilised on introduction in 2019 and has shown positive patronage growth in early 2020 prior to the onset of COVID-19 impacts.
- Throughout the last half of 2020 and into 2021 patronage has steadily increased, as the community regains confidence in using public transport.
- August 2021 has registered a patronage decline because of the lockdown (stay at home order) from 5pm on 12 August 2021 due to community transmission of COVID-19 in the community.
- Graph 2 shows that R10 patronage levels in 2021 have reached numbers seen in 2019, however have since declined in August 2021 due to the lockdown.
- Graph 3 shows the level of increase in patronage (except for August 2021 because of the lockdown) and patronage trends on the R10 are reflective across the entire public transport network in Canberra.

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



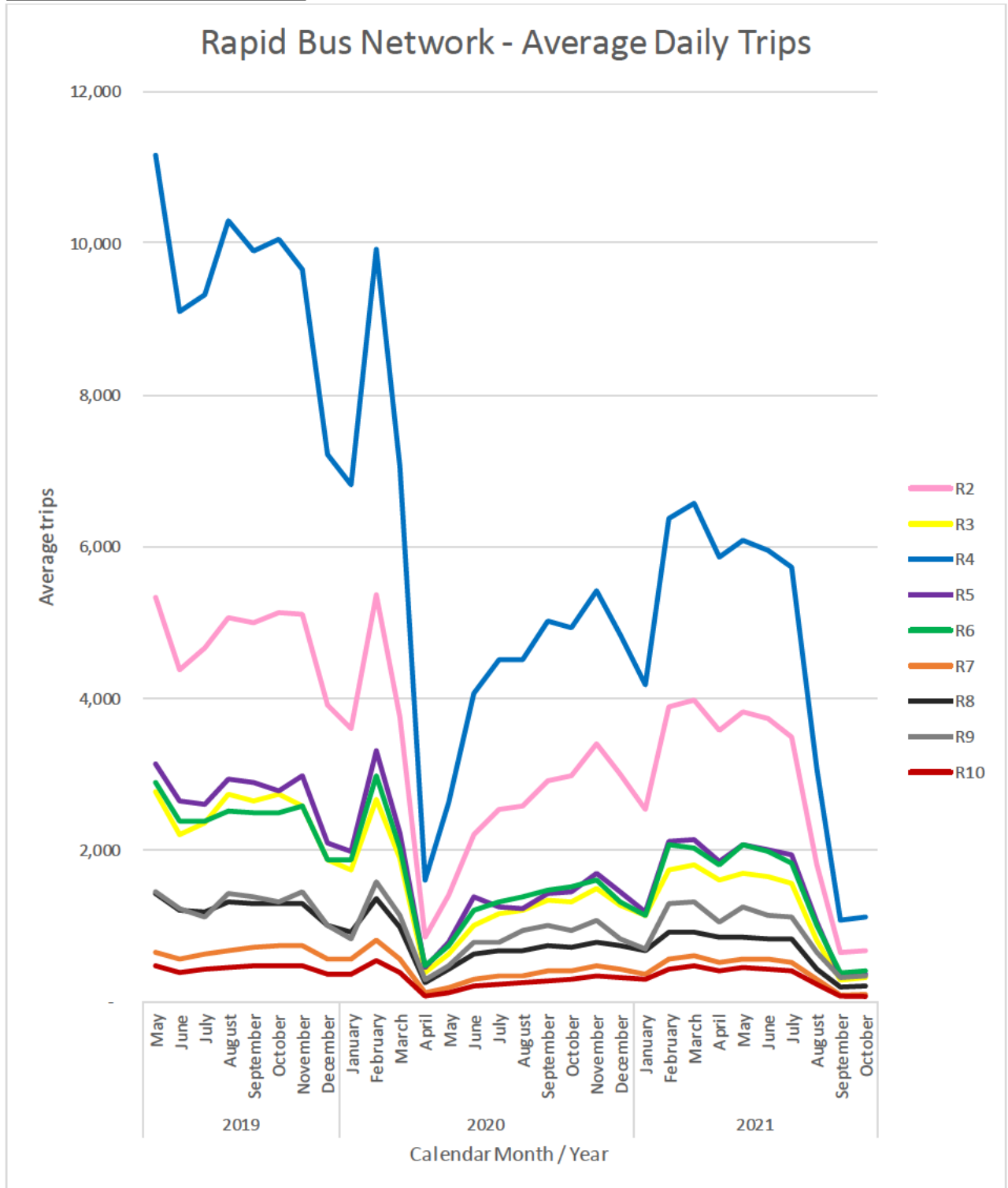
**Graph 2 - Rolling Patronage 2019-2021**



Source: NetBi ticketing data

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**Graph 3 - All Rapid Routes 2019-2021**



Source: NetBi ticketing data

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

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## ISSUE: TRANSPORT RECOVERY PLAN

### Talking Points:

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

- With Canberra entering into a period of lockdown commencing 12 August 2021, following a community transmission of the virus, ACT Government mandated new restrictions including the requirement for aged 12 and over to wear masks on public transport and those 16 and over to check in using the Check In CBR QR code.
- Buses and Light Rail vehicles were fitted with unique Check In CBR QR codes in order to enable contact tracing to be effectively provided following exposure of a COVID-19 infected passenger on vehicles. Passengers were also encouraged to register MyWay cards to provide a further identification mechanism.
- On 27 September 2021 the ACT Government announced the ACT's COVID-19 Pathway Forward – from October 1 2021. The pathway identifies dates and the progressive lifting of restrictions that will arrive at a 1 December timeline to align with the National Plan, taking into account the local situation.
- When using public transport, Canberrans should always:
  - Only travel for essential purposes as outlined in the ACT COVID-19 web site;
  - maintain as much distance as possible from other passengers and public transport staff at stops, as well as on buses and light rail vehicles;
  - practice good hygiene, including washing their hands regularly;
  - stay at home if they are unwell;
  - use a registered MyWay card, to help contact tracers respond quickly to any outbreak;
  - check in with the Check In CBR QR code; and
  - Wear a mask
- Transport Canberra continues to implement a range of measures to help keep our bus drivers and community safe. These include:
  - Stepping up cleaning at light rail stops and bus stations as well as on-board vehicles;
  - cash-free public transport;
  - use of bus rear doors where possible;
  - the closure of bus front seats; and
  - keeping passengers informed.

Transport and City Services

## ISSUE: WEEKEND BUSES/TRANSPORT ACTION PLAN

### Talking Points:

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

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

- Transport Canberra is committed to investing in our public transport network to meet population growth, provide choice and encourage sustainable travel patterns.
- Providing public transport services as leading infrastructure has shown to reduce car ownership and shape more sustainable transport choices. As outlined in the 2020 Transport Strategy, the coordination of land release and transport, and providing quality public transport, cycling and walking upfront is critical to the success of new suburbs. That is why public transport is a priority when designing and developing new suburbs.
- Where appropriate, these services will be in addition to our network rather than a simple reallocation, and stretching, of our public transport resources.
- Transport Canberra continues to assess and plan future network needs in accordance with our network framework and service principles.
- The 2020 Transport Strategy, Territory Plan, Light Rail Network Plan and Planning Strategy all outline the structure of our public transport network with high frequency rapid corridors linking our main activity centres. This includes services that link the future stages of the Molonglo District with surrounding employment and activity centres.
- The rapid public transport corridors are supported by a comprehensive network of feeder services with clear service frameworks so it's easy to navigate your way to a destination. This core network of Rapid services is supported by feeder and local bus services which connect customers from their home to local services and rapid corridors.
- The Molonglo district is serviced by two rapid services, the R7 and the R10. These provide direct access from Denman Prospect, Coombs and Wright to the City via Adelaide Avenue. These services have been well patronised since their introduction in 2019.
- In the future, Transport Canberra expects the Rapid 10 service will extend north to Belconnen providing greater choice and flexibility for the Molonglo residents. This aligns with our strategic planning frameworks and reflects the changes to our network first introduced in the 2012 Transport for Canberra plan, based on the work of Jarrett Walker's work around Human Transit.

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- Planning for this extension and the broader fleet and infrastructure needs is currently underway. This planning will support the built environment connections and align with our public transport hierarchy of rapid, local and feeder services. The future Molonglo River Bridge will be critical to enabling the expansion of these services north.
- The exact alignment and timing of this extension will be determined by fleet capacity, land use development, the construction of the Molonglo River bridge and the ultimate design of Molonglo Stage 3.
- Select Rapid bus corridors will be converted to light rail in accordance with the Light Rail Network Plan, as demand increases. Future light rail has already been considered in the design of our road infrastructure in the Molonglo district and our investment in the bus network will ensure we can transition to light rail in the long term future.
- In the future, as the Molonglo road network expands Transport Canberra will continue to expand its planning and services in accordance with its service and design principles to form a connected network across the integrated transport system.
- The Estate Development Plan (EDP) for Whitlam has identified a potential bus route through the suburb, using Sculthorpe Ave. As such, the road has been designed to accommodate buses in the future. There are also currently bus stops on John Gorton Drive adjacent to the suburb – in preparation for a future bus route.
- Transport Canberra use new and existing data collection techniques to continually assess and optimise our services. We will continue to invest in, expand and grow our network in accordance with the core service principles while still allowing flexibility to adjust our systems in response to continuous data collection, analysis and review.
- Transport Canberra received 1.8m in funding to purchase three new buses for services to Whitlam, expected to commence in 2022, including funding for operating costs including bus drivers for 2021-22 and 2022-23.
- These additional buses could potentially be supplied via the current process to procure 34 replacement buses. By varying the contract arrangement, additional buses may be able to be leased to increase the overall fleet numbers.

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### ISSUE: ADVERTISING ON PUBLIC TRANSPORT

#### Talking Points

- Transport Canberra has arrangements for advertising on buses, light rail vehicles and selected light rail stops, that is managed through third party agencies and follows Australian Advertising Standards and the ACT Government Advertising Guidelines ([Attachment A](#)).
- Any advertising on Transport Canberra bus and light rail vehicles must meet the Australian Advertising Standards ([www.adstandards.com.au](http://www.adstandards.com.au)) as well as the ACT Government guidelines for advertising on vehicles which state that advertisements must not represent, portray, or promote:
  - a) a contravention of any Act of Parliament or regulation made under any Act;
  - b) tobacco or tobacco products;
  - c) political or religious advertising. Advertising materials that are political party based are not permitted. Advertising materials that are political in nature but are related to a specific subject or issue must be referred to the Territory;
  - d) weapons;
  - e) junk food, or food providers determined by the Territory, from time to time, not to meet requirements under the Territory's healthy food and drink initiatives. The ACT Healthy Food and Drink Marketing Criteria and Guideline, or any other health policy put forward by the Territory (from such time that they take effect), and as varied from time to time, must be adhered to. The Territory requests that any advertisements that potentially fall under the 'fast food' category be referred to the Territory for approval;
  - f) gambling;
  - g) alcohol;
  - h) fossil fuels;
  - i) a message that demeans or discourages the use of public transport;
  - j) a message that demeans public transport users;
  - k) a message that promotes unacceptable behaviour to or on the transport vehicle;
  - l) a message that poses either a danger or confusion to traffic, or a risk to the health or safety of the public generally;

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Cleared by: Deputy Director-General

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Ext: 54105

Lead Directorate: Transport Canberra and City Services

- m) a message that can be deemed offensive or demeaning to specific Community Groups (i.e. religious, ethnic, women, etc.); and/or
  - n) other matters which may be determined by the Territory during the term of the Contract and advised to the Contractor in writing.
- Additionally, any advertising must also meet the ACT Healthy Food and Drink Marketing Criteria and guideline (Attachment B). The criteria and guidelines provide clear advice in relation to what is and is not suitable for advertising on bus and light rail vehicles.
  - Key criteria for advertising against these guidelines include:
    - **Criteria 1** - Food and drinks categorised as core foods, as outlined in the Australian Dietary Guidelines, ARE suitable for marketing on buses and light rail vehicles.
    - **Criterion 2** - Suitability of marketing in relation to branding (logos etc) and brands associated with food and drink products and outlets:
      - 2.1 Companies and brands that supply or manufacture food or drink products or would reasonably be associated by a consumer with the supply or manufacture of food or drink products, should NOT be marketed WITHOUT the promotion of core foods or drinks as outlined in Criterion 1.
      - 2.2 Marketing of the core food and drink product (according to Criterion 1) must be the predominant feature of the advertisement, **NOT** the branding.

### **Light Rail**

#### **Key Points:**

- TorchMedia is the advertising agency managing advertising on Canberra light rail vehicles and selected stops.
- Static commercial advertising is available onboard light rail vehicles (LRV) and at 5 of the 13 light rail stops along the Gungahlin Place to Alinga Street route.
- External wraps have been available on light rail vehicles from Monday 3 May. There are three tiers available 1. ACT Government supported advertising for identified priority campaigns, 2. Government standard (for both ACT and Australian government), and 3. Commercial.
- Light rail wrap advertising enables clients to connect with Canberran audiences in an impactful way with an advertising reach that includes on average 9,000

daily passenger trips, in addition to opportunities to view provided by road users and pedestrians.

- Nine light rail vehicles are reserved for commercial and government advertising, two vehicles will remain allocated for safety messaging, and two vehicles are allocated exclusively for ACT Government supported advertising. One light rail vehicle will remain unwrapped to be used for media opportunities.
- During Rail Safety Week (9 August 2021) TCCS and CMET unveiled a new light rail safety wrap, which was designed by the Gungahlin College student who won CMET's safety poster and wrap competition. All of posters submitted in the competition were installed as posters inside the same Light Rail Vehicle.

## **Revenue**

- Under current arrangements, Transport Canberra and Canberra Metro share advertising revenue 50/50.
- Advertising at light rail stops and onboard light rail vehicles commenced with the introduction of light rail and has delivered \$220,000 in revenue to the ACT Government in the 2019/2020 financial year, and \$133,000 in the 2020/2021 financial year which was impacted by COVID.
- Light rail advertising revenue does not contribute to the operating cost budget and is reinvested in safety initiatives and operational improvements such as rail safety wraps and to provide a better customer experience including additional services for special events.

## **Advertising options and bookings**

- Commercial advertising prices range from \$2,500 for light rail stop portrait posters up to \$40,000 excluding GST for a full LRV external wrap per month, plus production costs of up to \$16,610 excluding GST.
- A heavily subsidised advertising rate is available to promote ACT Government supported campaigns.

## **Wrap campaigns to date**

- There have been eight external wrap campaigns booked since the opportunity became available in May:
  - Check in CBR Covid-19 – Full Wrap (3 May 2021 – Current)
  - Envirocom – Full Wrap (3 May 2021 – 30 May 2021)
  - Australian Catholic University – Megaside (3 May 2021 – 27 Jun 2021)
  - ActewAGL – Full Wrap (3 May 2021 - 28 Jul 2021)
  - Canberra Institute of Technology – Full Wrap (7 Jun 2021 – 4 Jul 2021)
  - Australian Catholic University — Megaside #1 (14 Jun 2021 - 8 Aug 2021)
  - Australian Catholic University – Megaside #2 (16 Aug 2021 - Current)

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- The Tradies – Portraits (6 Sep 2021 – Current)

**Bus****Key points:**

- The contract for advertising is managed by GoTransit Media Group Pty Ltd (ABN 89 100 006 755) and was executed on 1 January 2017 and is due to expire on 31 December 2021.
- The last available 12-month extension option will be taken up in 2021 which will extend this contract into 2022. TCCS will then be approaching the open market for a competitive tender process to test the market.
- The contract provides exclusive rights to display advertisements on the exterior and interior of Territory owned buses operated and managed by TC.
- Advertising is permitted on all buses with the exception of the new 40 blue buses commissioned in 2019/2020, which remain in their TC livery clear of advertising.
- Food advertising must meet The ACT Healthy Food and Drink Marketing Criteria and Guidelines.

**Revenue**

- Advertising on buses has delivered over \$650,000 in revenue to the ACT Government in this financial year, with impacts of COVID 19 effecting revenue.
- Revenue per financial year since 2017:
  - 2017/18 Total revenue received \$1,064,424.78.
  - 2018/19 Total revenue received \$1,068,178.47.
  - 2019/20 Total revenue received \$978,300.11.

**Advertising options and bookings**

- GoTransit offer a range of advertisement options including Full wrap, Super side, Full Back and Bendy Bus (articulated vehicle).
- GoTransit offer a reduced rate for ACT Government advertising with prices starting from \$450 up to \$10k for full bus wraps.
- GoTransit pricing for commercial opportunities starts at \$450 through to approx. \$11K for full bus wraps.

**Wrap campaigns on buses**

Examples of recent and current wraps/advertisements:

- Zango;
- Menulog;
- Next Gen Health Club;
- Subway;
- Tradie Underwear;

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- Xero;
- Exchange for change;
- McGrath Estate Agents;
- IKEA;
- Radio Canberra; and
- Burbank Homes.

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# GUIDELINE FOR ADVERTISING ON ACTION BUSES

## TRANSPORT CANBERRA

### 1. MATERIAL SUBMITTED

1.1 Advertising material is to be submitted to the Territory for approval prior to display. Advertisements must be legal, meet the Australian Advertising Standards (available at <https://adstandards.com.au/>) and must not represent, portray or promote:

- a) a contravention of any Act of Parliament or regulation made under any Act;
- b) tobacco or tobacco products;
- c) political or religious advertising. Advertising materials that are political party based are not permitted. Advertising materials that are political in nature but are related to a specific subject or issue **must** be referred to the Territory;
- d) weapons;
- e) junk food, or food providers determined by the Territory, from time to time, not to meet requirements under the Territory's healthy food and drink initiatives. The ACT Healthy Food and Drink Marketing Criteria and Guideline, or any other health policy put forward by the Territory (from such time that they take effect), and as varied from time to time, must be adhered to. The Territory requests that any advertisements that potentially fall under the 'fast food' category be referred to the Territory for approval;
- f) gambling;
- g) alcohol;
- h) fossil fuels;
- i) a message that demeans or discourages the use of public transport;
- j) a message that demeans public transport users;
- k) a message that promotes unacceptable behavior to or on the transport vehicle;
- l) a message that poses either a danger or confusion to traffic, or a risk to the health or safety of the public generally;

- m) a message that can be deemed offensive or demeaning to specific Community Groups (i.e. religious, ethnic, women, etc.); and/or
- n) other matters which may be determined by the Territory during the term of the Contract and advised to the Contractor in writing.

1.2 Advertisements of and/or in relation to the products and matters that are listed above will not be acceptable to the Territory. The Territory retains the right of veto over any specific advertisement that it considers violates the criteria identified in section 1 of this document.

1.3 The content and method of presentation of any advertising material must not be likely to offend against community taste and standards. In this regard a specific right of exclusion and supervision is held and will be retained by the Territory, or other party as authorised by them.

1.4 If in the opinion of the Territory any advertisement does not comply with the requirements of the specification, the advertisements shall be removed by the Contractor and will not have, or make, any claims for compensation for or arising out of such removal.

1.5 Advertising must comply with the Code of Ethics defined by the Australian Association of National Advertisers as administered by the Advertising Standards Board (<https://adstandards.com.au/>). The Contractor will report all complaints received in relation to advertising within 24 hours of receipt.

1.6 Any advertising that the Contractor may deem unsuitable should be referred to the Director, Public Transport or their delegate prior to booking.

## **2. CONTRACTORS REPRESENTATIVE**

2.1 At all times that the panel installation services are being performed, the Contractor shall have on the site a representative in charge of the work. The representative will ensure compliance at all times.

2.2 The Contractor or their representative will ensure that a minimum of electricity is used during operations and that all electric lights and appliances are turned off after use. The Contractor or their representative will also ensure that water taps are turned off after use.

## **3. GUIDELINES FOR ADVERTISING ON ACTION BUSES**

3.1 The Contractor will keep records of all buses carrying advertisements.

3.2 Records will include position (on bus), date-on/date-off, client number/client name, size of advertisement, gross revenue generated, and bus registered number.

- 3.3 The Contractor will advise the Territory of all variations to records of advertisements in a monthly report.
- 3.4 Advertisements will be removed within 14 days of the expiration of an advertising agreement, the Contractor may however, at their discretion and with the agreement of the Territory, defer the removal of an advertisement for a limited time. The Contractor will advise the Territory of advertisements which are remaining beyond the advertising agreement.
- 3.5 Advertisements featuring advertised dates will be removed from buses within 48 hours of the expiry of the advertised date or removed on reasonable request from the Territory after the featured date has expired.
- 3.6 The overall artwork presentation of the bus must be maintained, with due regard to repairing artwork after accident damage, with general maintenance of artwork and safety requirements, an ongoing concern.
- 3.7 It is required that all buses remain in a “fit for service” condition, therefore any advertising must not interfere with any of ACTION’s identification, air intake grilles, emergency exits or any fittings required under the current legislative requirements, Australian Design Rules and related standards (<https://infrastructure.gov.au/roads/motor/design/>), regarding light, reflectors, number plates or otherwise as determined by the Territory. Heavy Vehicle National Regulation and related Vehicle Standard guides (<https://www.nhvr.gov.au/law-policies/heavy-vehicle-national-law-and-regulations>) must be complied with for the term of the Agreement.
- 3.8 Any advertising, which does not comply with the legislation, Australian Design Rules and related standards, must be rectified by the Contractor within 24 hours of notification by the Territory.
- 3.9 Where a breach is related to legal requirements of the Heavy Vehicle National Regulation or air intake grilles, the offending portion will be removed by the Territory at the Contractor’s expense.
- 3.10 Advertisements for display on the exterior or interior surfaces of the Territory’s buses shall be produced on high quality transit grade vinyl with pressure sensitive self-adhesive, which can be removed easily without causing damage to the painted surfaces.

#### **4. PANELS AVAILABLE FOR ADVERTISING**

- 4.1 Panel size and location is subject to negotiation with the Territory.

#### **5. EXTERIOR DISPLAYS**

- 5.1 The Contractor may cover damaged bus surfaces with new advertising vinyl on the legacy Orange and Blue Fleet only. This is providing the application of the advertisement vinyl will not in any way adversely affect the remaining paintwork or metal of the bus panel.
- 5.2 Any damage caused by the application or removal of exterior advertisements shall be repaired or replaced at the Contractor's expense. Damage is to be repaired or replaced to the satisfaction of the Territory, within 48 hours if the damage appears outside the designated panel area. If the damaged area is not being covered by an advertisement vinyl within six (6) hours of the original advertisement being removed.
- 5.3 The prepared advertisements will be carefully designed and affixed to the exterior of the bus so that they are properly related to the lines and features of the bus and the whole area of each advertisement is securely affixed to the painted panel.
- 5.4 The Contractor will be responsible for the maintenance of advertisements on the exterior surfaces of buses. Advertisements shall be maintained to the satisfaction of the Territory and any damaged or defaced signs will be removed or replaced within 48 hours of notification to the satisfaction of the Territory.
- 5.5 Panel advertising will be of appropriate size, taking into account the position of doors, windows, wheel arches, body panel shapes, rub rails, reflective stripes, and required ACTION identification on the make of bus on which they are to be placed.
- 5.6 Damage caused to the window or panel, by the removal of exterior advertisements must be repaired or replaced within 48 hours, at the Contractor's expense, by whatever means necessary to restore the window or panel to its original condition and/or to the satisfaction of the Territory.

## **6. ARTWORK**

- 6.1 All artwork for bus advertisements must be presented and submitted on the correct engineering drawings of the bus to which the advertisement will be affixed. The template must indicate the body details that must be considered when designing the final art work presentation.
- 6.2 Any artwork that the Contractor believes may contravene [clause 1.4.1](#) of this SOR must be submitted to the Territory for approval prior to application.
- 6.3 The Territory will make available an allocation of six (6) buses at any one time, or such other quantity as shall be agreed between the Contractor and the Territory, for advertising. Buses will be released and remain on the Territory's premises for a maximum of one (1) day for affixing vinyls and sign writing, and are to be restored to fleet livery by the Contractor at the reasonable request of the Territory. Restoration work shall be to a standard acceptable to the Territory using paints approved by the Territory. The bus must remain in Canberra and the work is to be carried out on site at the Territory's Bus Depot.

- 6.4 All materials provided by and used by the Contractor and the workmanship employed in the application shall be of a quality approved by the Territory. Materials must withstand the exposure to incidental weather and bus washing as it is performed by Territory depots without significant loss of quality during the period of their display.
- 6.5 Artwork will not encroach on reflective tapes, bus numbering, warning signs, glazing, door rubbers, fuel spill protection panel, badges, lights, anodised and/or rubber identification mouldings, protective skirt panels, bumper bars, or otherwise contravene Australian Design Rules or Heavy Vehicle National Regulation; however it may extend over the aluminium waist rail where fitted.
- 6.6 Artwork designs should take into consideration the reflective tape placed continuously along each side of the bus body (except across the wheel arches and door glazing). Where advertising covers the side of the bus, reflective tape or self-adhesive reflectors shall be located to comply with Australian Design Rules.
- 6.7 Artwork designs should take into consideration the required display of disability and accessibility signage as required under the standard [Disability Standards for Accessible Public Transport 2002 \(Cwlth\)](#). Artwork must not obstruct the display of any signage required under the standard.
- 6.8 Buses shall retain ACTION livery. Advertisements shall be placed in such a way to not cause damage to the painted surface.
- 6.9 Bus equipment such as tyres and wheels that the Territory requires to interchange with other vehicles shall not be painted. All exterior service/warning/advisory signs will be maintained in the correct positions as specified by the Territory and background colour will contrast to ensure their visibility.
- 6.10 The choice of the base and artwork colours shall be made by the Territory and will take into account the safety of the bus, its passengers, and driver. As a guide:
- a) artwork shall contrast with the background colour and be positioned so that it cannot blend with colours, which commonly occur in the roads or roadside environment in the ACT. Such colours should not be used for backgrounds; and
  - b) where the desired artwork utilises darker colours, there shall always be adequate illustration and sign writing in visible colours strategically placed to ensure good recognition at all times by day or night.
- 6.11 Completed artwork is subject to final approval by the Territory before a bus shall enter route service.
- 6.12 The bus shall be stationed at a Territory depot and shall travel on routes across Canberra as per the operational requirements of the Territory.

## **7. ADVERTISING ON THE SIDES AND REAR OF THE BUSES**

- 7.1 Advertisement on one (1) side of a bus shall relate to a single product or service, or the products or services of a single advertiser, and shall appear as continuous artwork on the one (1) side of each bus.
- 7.2 Advertisements relating to a different product or service may appear on the opposite side panel or back of the bus. No two (2) products or services shall appear on the same side or back of each bus.
- 7.3 The conditions applicable to “full wrap” advertising also apply to this category, except that artwork shall be affixed to the buses by way of removable vinyl panels. Subject to consideration of the reasonable requests of the Contractor, panels may only be attached to the sides and rear of buses on the windows as long as the material does not impede the vision from any window and the material should be perforated. Advertising can be attached below the window line and above the rub-rail and shall not cover ACTION’s Logo’s, door, air intake grilles, fuelling and maintenance hatches or reflective strips but otherwise may extend for the length of the bus.

## **8. INTERIOR PANELS**

- 8.1 Interior displays will also be of high-quality transit grade pressure sensitive self-adhesive sheeting and are to be carefully affixed to the panels so that they are properly related to the lines and features of the interior of the bus and so that the whole area of each advertisement is securely affixed to the panel.
- 8.2 Advertisements for display on the interior surfaces of Territory buses will be produced on high quality vinyl with pressure sensitive self-adhesive, which can be removed easily without causing damage to the painted surfaces.
- 8.3 Advertisements will not be placed over any part of sign writing or posters in the interior of the bus.
- 8.4 Four (4) internal panels will be reserved for advertising by the Territory and additional panels can be utilised by the Contractor.
- 8.5 Any damage caused by the application of these interior advertisements shall be rectified at the Contractor’s expense. Damage is to be repaired or replaced within 48 hours and to the satisfaction of the Territory.
- 8.6 The Contractor will be responsible for the maintenance of advertisements on the interior surfaces of buses. Advertisements will be maintained to the satisfaction of the Territory and any damage or defaced signs shall be replaced within 48 hours of notification.
- 8.7 Damage caused to the paint or panel, by the removal of interior advertisements will be repaired or replaced within 48 hours, at the Contractor’s expense, by

whatever means necessary to restore the paint or panel to its original condition and/or to the satisfaction of the Territory.

## **9. REMOVAL OF ADVERTISING**

- 9.1 At the request from the Territory, the Contractor shall, upon removal of any advertisement (including existing advertising) on or in a bus, remove all adhesive residues and restore the condition of any paint work affected to a standard acceptable to the Territory.
- 9.2 Arrangements may be made for Territory workshops to restore paintwork on a cost recovery basis should the Contractor not clean or restore vehicles in a reasonable time or to a reasonable standard. The Contractor will not have or make any claim for compensation arising out of such removal.
- 9.3 The Territory will instruct the Contractor to remove any advertisement, which does not comply with any of the above specifications, and the Contractor shall not have or make any claim for compensation arising out of such removal.
- 9.4 The Contractor will remove existing advertising from Territory buses as directed by the Territory.
- 9.5 If the Contractor fails to remove any advertising and rectify any bus as required by the agreement, the Territory may undertake any such work without notice to the Contractor. The Contractor will reimburse the Territory all reasonable costs and expenses of such work.

## **10. DAMAGE TO PROPERTY**

- 10.1 The Contractor will be liable for loss or damage to any Territory property (including but not limited to the site and any fixtures thereupon) caused by the Contractor, its employees or any sub-contractor in the performance of the agreement.
- 10.2 The Contractor will report, in writing to the Territory all damage to the site (including fixtures) and to any property of the Territory that is on or at the site, within 24 hours of discovery of that damage by the Contractor or any Territory employee.
- 10.3 If the Contractor fails to report any damage in accordance as required under the agreement, the Contractor will be liable to the Territory in respect of that damage as if that damage had been caused by the Contractor.

# ACT Healthy Food and Drink Marketing Criteria and Guideline for marketing on ACTION buses

## Background

The ACT Government is committed to supporting the ACT population to consume sufficient quantities of healthy foods and drinks, and limit the consumption of high energy foods and drinks. The last ACT General Health Survey reported that adults and children are only consuming a fraction of the daily recommended intake of vegetables.

**The key objective** of these criteria is to guide the use of ACTION bus marketing<sup>1</sup> opportunities to promote the consumption of water, vegetables and other core foods and drinks. Furthermore, the aim is to avoid using these spaces to promote foods and drinks referred to as discretionary choices in the Australian Dietary Guidelines.

## Related policies, procedures, guidelines and legislation

To identify foods and drinks that are suitable for marketing, these criteria have been developed to be consistent with related policies, procedures, guidelines and legislation to identify foods and drinks which support a healthy population:

- The *Australian Dietary Guidelines*<sup>2</sup>
- The *Australian Guide to Healthy Eating*<sup>3</sup>
- *ACT Public Sector Healthy Food and Drink Choices Policies*<sup>4</sup> and associated Traffic Light System<sup>5</sup>
- *ACT Public School Food and Drink Policy 2015*<sup>6</sup>
- *The Australian Government Health Star Rating System (HSR)*<sup>7</sup>
- The *WHO Regional Office for Europe Nutrient Profile Model*<sup>8</sup>
- The ACT Kilojoule labelling legislation under the *Food Act 2001* and *Food Regulation 2002*<sup>9</sup>

<sup>1</sup> The term 'marketing' is used throughout for simplicity, and refers also to advertising and all other forms of promotion.

<sup>2</sup> National Health and Medical Research Council (2013) *Australian Dietary Guidelines*. Canberra: National Health and Medical Research Council, available at [www.eatforhealth.gov.au](http://www.eatforhealth.gov.au)

<sup>3</sup> National Health and Medical Research Council (2013) *Australian Guide to Healthy Eating*, available at <https://www.eatforhealth.gov.au/guidelines/australian-guide-healthy-eating>

<sup>4</sup> Available at [https://actgovssc.custhelp.com/app/answers/detail/a\\_id/2060](https://actgovssc.custhelp.com/app/answers/detail/a_id/2060)

<sup>5</sup> Available at <http://sharedservices/actgovt/actpsdocs/Healthy-food-drink-choices-traffic-light.pdf>

<sup>6</sup> Available at [http://www.education.act.gov.au/teaching\\_and\\_learning/food-and-drink-guidelines](http://www.education.act.gov.au/teaching_and_learning/food-and-drink-guidelines)

<sup>7</sup> Available at <http://healthstarrating.gov.au/internet/healthstarrating/publishing.nsf/Content/About-health-stars>. To find the Health Star Rating of a product visit <http://www.foodswitch.com.au/>

<sup>8</sup> World Health Organization (2015), *WHO Regional Office for Europe Nutrient Profile Model*, Copenhagen, available at <http://www.euro.who.int/en/health-topics/disease-prevention/nutrition/publications/2015/who-regional-office-for-europe-nutrient-profile-model-2015>

<sup>9</sup> Available at <http://www.legislation.act.gov.au/a/2001-66/default.asp>

## **Scope**

These criteria are applicable to marketing of foods and non-alcoholic drinks on ACTION buses.

Please note that these criteria do not supersede regulations on the marketing of alcohol or tobacco related products.

## **Monitoring**

It is proposed that the marketing contractors are responsible for applying these criteria, and will maintain a database of all food and drink marketing images. These will be audited over a three year period. It will be the marketing contractor's responsibility to remove any marketing that has been placed which is not consistent with the aim to market foods and drinks that support a healthy population or ACT Government policy.

### **This guidance consists of two sections:**

**Section 1:** describes the two ACT Healthy Food and Drink Marketing Criteria

**Section 2:** provides guidance on applying the Food and Drink Marketing Criteria and gives examples of food and drinks that ARE suitable and NOT suitable for marketing on ACTION buses.

## Section 1: ACT Healthy Food and Drink Marketing Criteria

New marketing on ACTION buses must be suitable according to **both** of the following criteria:

**Criterion 1. Food and drinks categorised as core foods, as outlined in the *Australian Dietary Guidelines*, ARE suitable for marketing on ACTION buses.**

These are foods and drinks of high nutritional value and support healthy eating consistent with the *Australian Dietary Guidelines* and *Australian Guide to Healthy Eating*.

The foods and drinks that are NOT core foods, as outlined in the *Australian Dietary Guidelines* and do not support healthy eating are NOT suitable for marketing on ACTION buses. These foods and drinks, referred to as discretionary choices, are of poor nutritional value and are generally high in kilojoules (energy), saturated fat, added sugars and/or salt.

Refer to Section 2 for further guidance on foods and drinks that ARE suitable and are NOT suitable for marketing on ACTION buses.

**Criterion 2. Suitability of marketing in relation to branding (logos etc) and brands associated with food and drink products and outlets:**

- 2.1 Companies and brands that supply or manufacture food or drink products, or would reasonably be associated by a consumer with the supply or manufacture of food or drink products, should NOT be marketed WITHOUT the promotion of core foods or drinks as outlined in Criterion 1.**
- 2.2 Marketing of the core food and drink product (according to Criterion 1) must be the predominant feature of the advertisement, NOT the branding.**

In other words, all companies will be permitted to promote their healthy (core) food and drink products on ACTION buses. However, in instances where the company's brand is recognised by consumers as being associated with unhealthy (discretionary) food and drink choices, Criterion 2 requires that the healthy food or drink being marketed is featured more prominently than the company's brand.

## Section 2: Guidance on applying the Food and Drink Marketing Criteria

The following section provides guidance on foods and drinks that ARE suitable, and those that are NOT suitable, for marketing on ACTION buses.

Foods and drinks included in the *Australian Guide to Healthy Eating* core food groups (see below) ARE suitable to be marketed on ACTION buses.

### Examples of foods and drinks that ARE suitable to be marketed on ACTION buses



These foods and drinks are included in the *Australian Guide to Healthy Eating* core food groups and **GREEN** category of the ACT Healthy Food and Drink Choices – Traffic Light System. These items are suitable to be marketed on ACTION buses.

Foods and drinks that are included in the *Australian Guide to Healthy Eating* as discretionary choices (see below) are NOT suitable to be marketed on ACTION buses.

**Examples of foods and drinks that are NOT suitable to be marketed on ACTION buses**



These foods and drinks are included in the *Australian Guide to Healthy Eating* as discretionary choices and **RED** category of the ACT Healthy Food and Drink Choices – Traffic Light System. These items are not suitable to be marketed on ACTION buses.

**Need more help?**

Further guidance on determining whether food and drink products are suitable to be marketed on ACTION buses is provided in **Table 1**. For some packaged foods and drinks, Health Star Rating cut-offs have been applied to assist in determining whether a product is suitable to be marketed. To find the Health Star Rating of a product visit <http://www.foodswitch.com.au/>

The intention is that the following guidance, when read in conjunction with the criteria outlined in section 1, will be sufficient for users to determine the suitability of food and drink marketing to be displayed on ACTION buses, without the need for detailed nutrition knowledge.

It is the responsibility of the food or drink manufacturer or outlet seeking marketing space to have nutritional information available for their products, or detailed ingredients of their products, for an assessment to be made.

For any items where the criteria and this guidance are not sufficient to make a determination on whether a food or drink product is suitable to be marketed on ACTION buses, ACTION (through ACT Health) will access the ACT Nutrition Support Service for assistance.

**TABLE 1: Further guidance on items that ARE suitable and NOT suitable to be marketed on ACTION buses, by food and drink type**

Food/drink type	Examples of foods and drinks that ARE suitable to be marketed	Examples of foods and drinks that are NOT suitable to be marketed
Drinks	<p>Drinks with no added sugar, including:</p> <ul style="list-style-type: none"> <li>• Plain/unflavoured, tap, spring, mineral or sparkling water with nothing added</li> <li>• Plain/unflavoured low or reduced fat milk drinks</li> <li>• Plain tea and coffee, with or without low or reduced fat milk</li> <li>• Fruit/vegetable juice with at least 99% juice and no added sugar when accompanied by the message “Drink only sometimes and in small amounts”</li> </ul>	<p>Sugar-sweetened drinks<sup>10</sup>, including:</p> <ul style="list-style-type: none"> <li>• All soft drinks, flavoured mineral waters, energy drinks, sports drinks, sports waters, commercial iced tea, cordial, fruit drinks, carbonated fruit juices and sweetened waters</li> <li>• Drinks containing tapioca pearls or jelly toppings, including bubble tea</li> <li>• All drinks made with ice cream, sorbet, frozen yoghurt and/or condensed milk, including milkshakes, thickshakes and smoothies</li> <li>• All drinks made with flavourings, powders or syrup and added cream or ice cream (e.g. caramel chai latte with cream)</li> <li>• Fruit/vegetable juices with less than 99% juice and/or have added sugar</li> <li>• Any product containing guarana</li> </ul>
Flavoured milk <sup>11</sup> and iced coffee variations	<ul style="list-style-type: none"> <li>• Pre-packaged flavoured milk and iced coffee variations with a Health Star Rating <math>\geq 3.5</math><sup>12</sup></li> </ul>	<ul style="list-style-type: none"> <li>• Pre-packaged flavoured milk and iced coffee variations with a Health Star Rating <math>&lt; 3.5</math></li> <li>• All drinks made with ice cream, sorbet, frozen yoghurt and/or condensed milk, including milkshakes, thickshakes and smoothies</li> <li>• All drinks made with flavourings, powders or syrup and added cream or ice cream (e.g. caramel chai latte with cream)</li> </ul>

<sup>10</sup> Includes any drink to which sugar has been added. Added sugar includes sucrose (commonly called sugar), fructose, glucose, honey and fruit juice concentrate.

<sup>11</sup> Milk includes all varieties (e.g. soy, almond, coconut, cow, goat, lactose-free, oat, rice and sheep)

<sup>12</sup> To find the Health Star Rating of a product visit <http://www.foodswitch.com.au/>

Food/drink type	Examples of foods and drinks that ARE suitable to be marketed	Examples of foods and drinks that are NOT suitable to be marketed
Fruit ice blocks and desserts	<ul style="list-style-type: none"> <li>Fruit ice blocks, jelly desserts, ice crushes and slushies with at least 99% juice and no added sugar</li> </ul>	<ul style="list-style-type: none"> <li>Fruit ice blocks, jelly desserts, ice crushes and slushies with less than 99% juice and/or added sugar</li> </ul>
Breads	<ul style="list-style-type: none"> <li>Plain bagels, burritos, crumpets, English muffins, focaccia, lavash, tortillas</li> <li>Lebanese, multigrain, pita, rye, Turkish, wholegrain, wholemeal, white high fibre, white and gluten-free breads</li> <li>Raisin and fruit bread</li> <li>Fruit hot cross buns</li> </ul>	<ul style="list-style-type: none"> <li>Banana bread, iced buns/scrolls/loaves</li> <li>Chocolate hot cross buns</li> <li>Savoury filled/topped breads and scrolls</li> <li>Garlic/herb breads</li> </ul>
Fruit	<ul style="list-style-type: none"> <li>Fresh, frozen, pureed or canned fruit in natural juice</li> </ul>	<ul style="list-style-type: none"> <li>Canned fruit in syrup</li> </ul>
Vegetables and legumes	<ul style="list-style-type: none"> <li>Fresh, frozen or canned vegetables</li> <li>Legumes (chickpeas, kidney beans, lentils, baked beans, lentil patties and falafels grilled or baked)</li> </ul>	<ul style="list-style-type: none"> <li>Deep fried vegetables, falafels or vegetable patties</li> </ul>
Savoury snacks	<ul style="list-style-type: none"> <li>Savoury biscuits and snacks with a Health Star Rating <math>\geq 3.5</math>, including wholegrain crackers, crispbreads, rice and corn cakes</li> <li>Plain/unsalted popcorn</li> </ul>	<ul style="list-style-type: none"> <li>Savoury biscuits and snacks with a Health Star Rating <math>&lt; 3.5</math></li> <li>Fried vegetable snacks and crisps</li> <li>Fried grain-based crisps</li> <li>Buttered/salted popcorn</li> <li>Puffed/extruded soy, rice and corn snacks</li> <li>Savoury pastries, including pies and sausage rolls</li> </ul>
Sweet snacks	<ul style="list-style-type: none"> <li>Muesli, fruit and nut bars with a Health Star Rating <math>\geq 3.5</math></li> </ul>	<ul style="list-style-type: none"> <li>Muesli, protein, cake type bars and other snack bars with a Health Star Rating <math>&lt; 3.5</math></li> <li>Cakes and slices, sweet biscuits, muffins, cheesecake</li> <li>Waffles, scones, pikelets and pancakes, including when marketed with toppings, such as cream, ice cream and/or syrups</li> <li>Doughnuts, churros</li> <li>Sweet pastries, including Danish pastries, sweet tarts and croissants</li> </ul>

Food/drink type	Examples of foods and drinks that ARE suitable to be marketed	Examples of foods and drinks that are NOT suitable to be marketed
Confectionery	<ul style="list-style-type: none"> <li>• Sugar-free chewing gum</li> <li>• Cough lollies that contain ingredients that have a therapeutic benefit (e.g. antibacterial agents)</li> </ul>	<ul style="list-style-type: none"> <li>• Chewing gum (not sugar-free)</li> <li>• Cough lollies that do not contain ingredients that have a therapeutic benefit (e.g. antibacterial agents)</li> <li>• Boiled sweets, lollies, jelly beans, mints, fruit jellies, liquorice, 100s and 1000s</li> <li>• Chocolate, chocolate-coated and chocolate-based products, including products containing chocolate chips</li> <li>• Chocolate drink mixes and powders</li> <li>• Carob-based and yoghurt-type confectionery and coatings</li> </ul>
Breakfast cereals, breakfast biscuits/bars and breakfast drinks	<ul style="list-style-type: none"> <li>• Breakfast cereals, biscuits/bars and breakfast drinks with a Health Star Rating <math>\geq 3.5</math></li> </ul>	<ul style="list-style-type: none"> <li>• Breakfast cereals, biscuits/bars and drinks with a Health Star Rating <math>&lt; 3.5</math></li> </ul>
Meat, fish, poultry, processed meat, crumbed/coated chicken and fish	<ul style="list-style-type: none"> <li>• Lean fresh beef, chicken, lamb, pork, turkey, fish</li> <li>• Canned tuna, salmon, sardines in spring water</li> <li>• Eggs</li> <li>• Nuts (unsalted, raw/dry roasted)</li> </ul>	<ul style="list-style-type: none"> <li>• Sausages and frankfurts</li> <li>• Dried and cured meats, including salami, ham, bacon and chorizo</li> <li>• Processed meats, including devon and other luncheon meats</li> <li>• Crumbed/coated chicken, including schnitzels</li> <li>• Crumbed/battered fish and seafood, including fish fingers and crumbed calamari</li> </ul>
Spreads, toppings, sauces, dips and relishes	<ul style="list-style-type: none"> <li>• Commercial nut, seed and yeast spreads with a Health Star Rating <math>\geq 3.5</math></li> <li>• Dips, salsa, relishes with a Health Star Rating <math>\geq 3.5</math></li> <li>• Tomato sauce, tomato paste, mustard, sweet chilli sauce, barbecue sauce with a Health Star Rating <math>\geq 3.5</math> when accompanied by the message "Use in small amounts"</li> <li>• Pasta sauce with a Health Star Rating <math>\geq 3.5</math></li> </ul>	<ul style="list-style-type: none"> <li>• Commercial nut, seed and yeast spreads with a Health Star Rating <math>&lt; 3.5</math></li> <li>• Dips, salsa, relishes with a Health Star Rating <math>&lt; 3.5</math></li> <li>• Tomato sauce, tomato paste, mustard, sweet chilli sauce, barbecue sauce with a Health Star Rating <math>&lt; 3.5</math></li> <li>• Pasta sauce with a Health Star Rating <math>&lt; 3.5</math></li> <li>• All honey, syrup, sugar-sweetened jams and conserves</li> <li>• Toppings (all flavours)</li> <li>• Other sugar-sweetened and chocolate spreads</li> </ul>

Food/drink type	Examples of foods and drinks that ARE suitable to be marketed	Examples of foods and drinks that are NOT suitable to be marketed
Dairy desserts, ice creams, ice confections	<ul style="list-style-type: none"> <li>• Low or reduced fat plain or fruit yoghurt and custard (without added confectionery)</li> </ul>	<ul style="list-style-type: none"> <li>• Full fat yoghurt/custard</li> <li>• Ice creams/confections, frozen yoghurt, gelato, sorbet</li> <li>• Cream-based desserts, including mousse and crème caramel</li> </ul>
Cheese	<ul style="list-style-type: none"> <li>• Low or reduced fat cheese</li> </ul>	<ul style="list-style-type: none"> <li>• Full fat cheeses, including cheddar, camembert, mozzarella, brie, blue vein</li> </ul>
Fats and oils	<ul style="list-style-type: none"> <li>• Polyunsaturated and monounsaturated spreads and oils (e.g. canola, olive, sunflower, peanut, sesame) when accompanied by the message “Use in small amounts”</li> </ul>	<ul style="list-style-type: none"> <li>• Cream, coconut cream, coconut milk, butter, lard, tallow, copha, ghee, dairy blend spreads</li> </ul>
Deep fried foods	<ul style="list-style-type: none"> <li>• Nil</li> </ul>	<ul style="list-style-type: none"> <li>• Hot chips, wedges and hash browns</li> <li>• Doughnuts, churros</li> <li>• All other deep fried foods, including nuggets, spring rolls, chiko rolls, battered saveloys, onion rings and dim sims</li> </ul>
Packaged ready to eat meals	<ul style="list-style-type: none"> <li>• Packaged ready to eat meals including pasta, rice and noodle dishes, curries, casseroles, microwave meals, soups and frozen pizza with a Health Star Rating <math>\geq 3.5</math></li> <li>• Packaged salads with a Health Star Rating <math>\geq 3.5</math></li> <li>• Packaged sandwiches, subs and wraps with a Health Star Rating <math>\geq 3.5</math></li> </ul>	<ul style="list-style-type: none"> <li>• Packaged ready to eat meals including pasta, rice and noodle dishes, curries, casseroles, microwave meals, soups and frozen pizza with a Health Star Rating <math>&lt; 3.5</math></li> <li>• Packaged salads with a Health Star Rating <math>&lt; 3.5</math></li> <li>• Packaged sandwiches, subs and wraps with a Health Star Rating <math>&lt; 3.5</math></li> </ul>

Food/drink type	Examples of foods and drinks that ARE suitable to be marketed	Examples of foods and drinks that are NOT suitable to be marketed
Ready to eat meals and composite dishes sold in restaurants, cafes and other food service outlets	<ul style="list-style-type: none"> <li>• Grilled lean meats, chicken or fish served with vegetables/salad</li> <li>• Pasta with tomato or vegetable-based sauces</li> <li>• Stir-fried dishes with lean meat or chicken and plenty of vegetables served with steamed rice or noodles</li> <li>• Salads that contain only core ingredients (e.g. salad vegetables, legumes, eggs, cheese, canned fish or fresh lean meat) with non mayonnaise-based dressing</li> <li>• Sandwiches, subs, wraps and toasties that contain only core ingredients (e.g. salad vegetables, eggs, cheese, canned fish or fresh lean meat) with no added sauces/mayonnaise</li> <li>• It is preferable that any meal is pictured with water to support water as the healthy drink of choice</li> </ul>	<ul style="list-style-type: none"> <li>• Any meal served with hot chips, wedges, hash browns</li> <li>• Pizzas, burgers, nachos, taco and tortilla-based dishes, kebabs, hot dogs</li> <li>• Crumbed/coated/fried chicken, fish or seafood, including schnitzels and crumbed calamari</li> <li>• All other deep fried foods, including nuggets, spring rolls, chiko rolls, battered saveloys, onion rings and dim sims</li> <li>• Salads that contain processed meat, meatballs, and/or crumbed/coated/fried chicken, fish or seafood and/or mayonnaise-based dressing</li> <li>• Sandwiches, subs, wraps and toasties that contain processed meat, meatballs, and/or crumbed/coated/fried chicken, fish or seafood and/or added sauces/mayonnaise</li> </ul>
<p>Given the wide range of meals and composite dishes on offer through restaurants, cafes and other food service outlets, the above listed items are not exhaustive. Where a food outlet wishes to market a meal/composite dish that is not listed as suitable, but its nutritional value is in accordance with a healthier choice, the outlet can request to have their product(s) assessed against the WHO Nutrient Profile Model Criteria <b>per 100g</b>: i.e. ≤10g fat, ≤4g saturated fat, ≤10g sugars, ≤1g salt, <b>and</b> ≤ 945kJ (225 Calories). Products that meet all of the criteria will be deemed suitable to be marketed on ACTION buses.</p>		

Portfolio/s: Consumer Affairs

## ISSUE: Takata Airbags – Vehicle Registrations Cancellations/Suspensions

### Recent media/constituent/MLA contact

- 5 March 2021 - [Rego to be cancelled from April for cars with deadly Takata airbags | The Canberra Times](#)

### Talking Points

- Defective Takata airbags are associated with over **300** serious injuries and **26** deaths globally and there is a national recall of affected vehicles.
- Vehicle owners have received multiple letters and phone calls from car manufacturers and Access Canberra urging them to have defective airbags replaced.
- The majority of ACT vehicle owners have had unsafe airbags replaced. Since 2018, over 71,000 airbags have been replaced in the ACT.
- Unfortunately, there are owners of ACT vehicles who have not acted to replace defective airbags despite multiple reminders and notifications.
- Not taking action creates a serious danger to themselves, their passengers and other road users, which could result in death.
- On 12 April, **147** vehicle registrations with defective airbags were suspended.
- To remove the registration suspension, the vehicle owner needs to provide Access Canberra with proof (such as a letter from their vehicle manufacturer) that that the airbag has been replaced.
- From 14 June, Access Canberra commenced contacting the remaining registered operators of suspended vehicle by phone.
- As of 27 September, **73** vehicles have had these registration suspensions lifted.
- Access Canberra will continue to encourage the replacement of defective Takata airbags in the remaining 74 vehicles with suspended registration.

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Cleared for public release by:	Executive Branch Manager	Ext: 53732
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Lead Directorate:	Chief Minister, Treasury and Economic Development	
Objective Ref:	21/83285	

- I urge anyone with a defective airbag to act as soon as possible. More details can be found on the Access Canberra website ([www.accesscanberra.act.gov.au](http://www.accesscanberra.act.gov.au)).

### Background Information

#### Why have Takata airbags been recalled?

- Takata airbags have been recalled because the propellant that triggers the airbag deployment is defective. So in some circumstances when the airbag is triggered it may deploy with too much explosive force, rupturing the airbag inflator housing causing sharp metal fragments to shoot out and hit vehicle occupants.
- The Takata airbag recall is the largest and most complex automotive recall globally; in Australia around 4 million vehicles are affected.

#### How do people know if their vehicle has a Takata airbag?

- Further information about the Takata airbag recall can be found on the Access Canberra website ([www.accesscanberra.act.gov.au/s/](http://www.accesscanberra.act.gov.au/s/)).
- People can also check if their vehicle is on the recall list by going to the website [www.ismyairbagsafe.com.au](http://www.ismyairbagsafe.com.au)

**ISSUE: Shared Micromobility****Talking Points:**

- Micromobility services provide flexible transport options, on their own or in combination with public transport, as an alternative to the car.
- The vision of the ACT Transport Strategy 2020 includes the facilitation of new forms of mobility such as shared, dockless bikes and e-scooters.
- The trial of dockless bike share in 2018 demonstrated that, by and large, operators and Canberrans do the right thing where other cities have failed.
- Canberra's micromobility services currently include 200 bikes and 1500 scooters.
- About half the trips we make are around 5km or less. E-scooters are ideal for these short trips and Canberrans are embracing e-scooters to meet this need using both privately owned devices and the shared schemes.
- It is up to all of us, as a community, to use the paths with care and consideration for others, particularly the more vulnerable.
- People riding scooters (and bikes) must observe the rules and are encouraged to exercise judgement and ride to the prevailing conditions – crowds, weather, or other people using the paths. Friends also need to look out for each other, for their safety and the safety of others.
- The ACT Government is working closely with the shared use e-scooter providers to monitor the ongoing impact of these schemes and ensure that they can be used safely and effectively.
- As part of its education campaign, the ACT Government has released a number of videos to educate users about safe and considerate riding and parking behaviours.
- In April of 2021, Curijo Pty Ltd was engaged to conduct a six-month independent review of the implementation phase of micromobility services to inform the ongoing management and potential expansion of these services in the ACT. The review makes 16 high-level recommendations to enhance transport outcomes; improve road safety and protect public spaces; strengthen operations to enhance compliance and enforcement; and lastly, inform future expansion.
- The review will be publicly released shortly.
- ACT Government's response to the review is currently being finalised.

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Lead Directorate: Transport Canberra and City Services

- In April, a community survey was run through the ACT Government's online insights panel. The purpose was to gain a better understanding of how e-scooters are being used and to gauge community sentiment towards them.
- The e-scooter scheme survey was undertaken through the ACT Government's Your Say Panel and was completed by 1907 people. The results show a high level of support for the shared e-scooter scheme in Canberra and 27% of people report having used it.
- Key findings of the e-scooter survey:
  - two-thirds of the community (65%) support the e-scooter scheme with 16% neither supporting or opposing it and 18% opposing it.
  - 63 per cent of people feel the scheme should also extend into other areas of Canberra. Preferred areas for expansion were broadly similar across regions of Canberra and strongly related to the area in which people live – reflecting the desire by many people in the community for alternate transport options.
  - the majority of people are using e-scooters for recreation and fun (84%), followed by getting to and from work (31%), going to the shops (25%) and getting to public transport (22%).
- Other results include:
  - 16- to 34-year-olds are most likely to use the scheme (48%) compared to 35–54-year-olds (24%) and 55+ year olds (7%);
  - 36% of people made a purchase at a shop or hospitality venue shortly before the trip and 52% of people made a purchase shortly after the trip;
  - 95% of people found it easy to find an e-scooter;
  - most usage of the scheme is occasional in nature with 6% reporting using it a few times a week, 4% using it weekly and 24% using it a few times a month; and
  - 18% of people report they might consider getting an e-scooter in the next 12 months, while 27% of people might consider getting an e-bike.
- The survey found some members of the community feel unsafe around e-scooters or that e-scooters are not being used in a safe manner.
- The ACT Government is taking this safety issue seriously and will continue to work with the two shared e-scooter providers Neuron and Beam to ensure ongoing community safety education and awareness is taking place.
- Geofencing technology is used by providers to manage where the devices can and cannot be ridden and parked. There are a couple of high pedestrian 'go-slow' areas where

e-scooters are programmed to be ridden no faster than 15km/hr. The light rail corridor is another go slow area where they must not be ridden faster than 10km/hr when using designated crossings.

- The same rules apply to people riding e-scooters as bikes with some novel rules for e-scooters. They must slow down to 15km/hr on footpaths and travel no faster than 25km/hr on shared paths. They may not ride on the road unless there is no path, or it is otherwise impractical to use the path.
- On 5 August 2021, the Road Transport Legislation Amendment Bill 2021 was introduced into the Legislative Assembly. It proposes to introduce two new provisions that apply to personal mobility devices (PMDs) (including e-scooters):
  - introducing an offence for a person to travel in or on a PMD unless the person has proper control of the PMD and
  - providing police officers with the power to direct a person to get off, or not get on, a PMD if the police officer believes on reasonable grounds that the person is under the influence of alcohol or a drug.
- The amendments would mean ACT Policing would be better placed to address negligent driving and improper use of other transport modes (e.g. e-scooters) to make our road network safer for everyone.
- Between 1 September 2020 and 31 August 2021:
  - Canberrans have taken a total of 1,279,306 e-scooter rides using shared schemes, with a median around 3,279 trips a day.
  - The median trip distance using shared schemes is a bit under 1km and the median trip time is just under 8 minutes.
  - Up to 208 admissions were recorded by the Canberra's hospital services.
  - 32 accidents have been recorded in the ACT Crash Database of which 5 involved injury to the end of June 2021.
  - The ACT Government has received 65 complaints and enquiries. All land use issues have been resolved within required timeframes.
  - ACT Policing advise there have been 115 Traffic Infringement Notices (TINs) and 32 cautions relating to e-scooters were issued following an August campaign focusing on commuter safety across all modes. More detailed requests should be directed to the Minister for Policing.
- It is important to note that data for hospital admissions, crashes and traffic infringements do not separate incidents involving shared e-scooters and privately owned ones. Hospital

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admissions data also includes other devices such as mobility aids, rollerblades and skateboards.

- The ACT Government is taking an evidence-based approach to monitoring the schemes to assist in transport planning and land management and the datasets will be made available on the ACT Government Open Data Portal.

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Services

## Transport and City Services

### ISSUE: Transport Strategy

#### Talking Points:

- The ACT Transport Strategy 2020 (the Strategy) was launched on 26 August 2020. The Strategy focuses on managing road congestion and reducing vehicle greenhouse gas emissions, as well as providing flexible, reliable and sustainable ways for Canberrans to move around our city.
- The vision of the Strategy is for a world class transport system that supports a compact, sustainable and vibrant city. That means prioritising a well-connected public transport network, high quality walking and cycling infrastructure, and connecting people to local and regional centres.
- The Strategy sets out the Government's approach to achieving this vision and provides a framework for planning and investment in transport for the next 20 years. It replaces the previous transport strategy, Transport for Canberra 2012-31, by building upon and updating its objectives.
- As a result of the COVID-19 pandemic, we face the possibility of increased congestion and emissions if more people begin to rely on cars. The Strategy outlines how the ACT can harness the opportunity of the pandemic to permanently grow the number of people walking and riding in the community beyond COVID-19.
- TCCS recognises the critical relationship between transport, land use, planning and climate change and has established governance arrangements that enable collaboration, oversight and accountability. Working collaboratively will ensure any new and emerging opportunities are harnessed to contribute further to the strategic vision of the Strategy.
- The Strategy commits to a number of new decision-making tools and plans that are critical to shift the way the ACT prioritises, plans, and delivers the transport task in the future. The development of new decision-making tools and plans is organised into an implementation program.

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- Implementation of the Transport Strategy aims to provide mechanisms to operationalise the transport task. Due to the multifaceted nature of the Strategy, its implementation requires careful consideration of complexities involved and will comprise of a combination of:
  - Delivery of key decision-making tools and plans;
  - Changes to the way we plan, prioritise and deliver infrastructure; and
  - A transformation in how the ACT makes investment decisions and prioritises transport projects.
- Work is underway on an initial tranche of deliverables:
  - Movement and Place Decision Tool – A tool to support practitioners in applying Movement and Place consistently and in line with the objectives of the Strategy. The Movement and Place concept balances the dual function of streets, which is moving people and goods and enhancing the places they connect and pass through.
  - Transport Strategic Investment Framework – Adopting a balanced and strategic investment framework in line with this strategy’s vision and future transport needs. It will provide a way to identify, assess and prioritise transport initiatives.
  - Multimodal Network Plan – A tool to ensure that transport projects and policies align with the Transport Strategy’s vision and aims to deliver a comprehensive network plan to be used as guidance in the development of land use, modal shift, more detailed Corridor and Route Plans. It includes a clear vision of how all modes of transport should be performing in an integrated way in the future.
  - Customer Strategy – A strategy to provide a roadmap to keep ACT’s transport services relevant, engaging, and efficient in today's rapidly evolving, customer-led world. It will help TC deliver a distinct and consistent customer value proposition that nudges Canberrans to solve their transport need through public or active transport rather than private car.

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- Other plans and initiatives that will form part of the Transport Strategy implementation program include:
  - A Planning package including the Lightrail Network Plan, Park and Ride Plan and a Safe Systems decision-making tool.
  - An Active Travel package, including the Active Travel Framework update, a Cycle Network Plan and a Best Practice Intersection Design Guide.
  - A set of operational plans and guidance such as updating the Municipal Infrastructure Standards and Network Operating Strategy and Plan.
- The Strategy's success will be monitored and evaluated through the ongoing collection of data, for example through the Household Travel Survey, ACT greenhouse gas emissions inventory, bike barometer data, and data on transport movements.

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## QUESTION TIME BRIEF

Transport and City Services

### ISSUE: GRADUATED LICENSING SCHEME AND DRIVING INSTRUCTORS

#### Talking Points

- A range of changes to the ACT's driver licensing system for learner and provisional drivers commenced on 1 January 2020.
- The changes were designed to reduce the risk for our new and young drivers who are over-represented in road accidents and help them gain experience and confidence on the road in a staged way.
- The ACT Government acknowledges that mandating required driving hours has both financial and non-financial costs on the learner driver and their families and friends.
- To assist people in achieving the required driving hours, the ACT Government provides training courses that count as required driving hours. Completing a Safer Driver Course counts as 20 driving hours and a Vulnerable Road User Program counts as 10 driving hours.
- Learner drivers are also incentivised to use accredited driving instructors. The ACT Government counts one hour with an ACT accredited driving instructor as three hours, up to a maximum of 30 hours. That is, a maximum of 10 hours with an ACT accredited driving instructor over the period of the learner licence counts as 30 required driving hours.
- The ACT Government is in the process of developing a program that will look at placing disadvantaged learner drivers with accredited driving instructors and appropriately qualified volunteer driver mentors to support disadvantaged learner drivers to achieve their required driving hours.

#### Background

- Graduated Licensing Schemes (GLS) involve a staged approach to driver licensing, with restrictions and sanctions that are reduced as experience is gained. Research supports this approach in addressing major crash factors such as age, inexperience, and risk-taking behaviour.

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### GLS Reforms

- The GLS Reforms commenced on 1 January 2020 and apply to anyone who is issued with or renews a learner licence on or after 1 January 2020 or is issued with a provisional licence on or after 1 January 2020.
- From 1 January 2020 to obtain a provisional licence in the ACT you must:
  - Complete the required driving hours:
    - For persons under 25 when issued with their learner licence, they must undertake a minimum of 100 driving hours, including a minimum of 10 hours at night.
    - For persons 25 or older when issued with their learner licence, they must undertake a minimum of 50 driving hours, including a minimum of 10 hours at night.
  - Successfully complete a hazard perception test.
  - If under 25 must hold a learner licence for at least a year.
  - If 25 and older have held a learner licence for 6 months.
  - Be at least 17 years old.
  - Successful complete the one-off driver assessment administered by an authorised person (currently a government examiner in Access Canberra) or the competency-based training and assessment (CBT&A) modules administered by an ACT accredited driving instructor.
- Prior to the GLS reforms the ACT did not mandate any level of required driving hours but it was recommended that drivers aimed to complete 50 hours prior to attempting their driving test with a Government examiner.
- The 2019/20 ACT Budget process provided a funding allocation to support an evaluation of GLS reforms in 2022/23.

### The Safer Driver Course and the Vulnerable Road User Program

- The Safer Driver Course is available for learners aged under 25 at the time their learner licence was issued. The course aims to reduce risky driving behaviours before driving solo.
- The 2019-20 Budget provided funding for at least 60 places per annum on the Safer Driver Course, for disadvantaged and Aboriginal and Torres Strait Islander people. This funding is likely to cover more places due to the cost of the course being less than anticipated when funding was sought.
- The Vulnerable Road User Program is focused on safely sharing the road with cyclists, motorcyclists, and pedestrians.

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- Providers wishing to deliver any driver training course in the ACT, including the Safer Driver Course and the Vulnerable Road User Program must submit an application to the ACT Government.
- The current list of approved providers contains a number of different organisations across all of Canberra, including organisations who provide the course solely to their disadvantaged clients.

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Services

## Transport and City Services

### ISSUE: AUTOMATED VEHICLES (AVs)

#### Talking Points

- The *ACT Transport Strategy 2020* includes a direction to work with relevant partners to undertake trials of automated vehicles to ensure the ACT is ready to embrace these technologies as they mature into the Australian marketplace.
- The recently released *ACT Road Safety Action Plan 2020-2023* also includes commitments to: work with industry to support AV trials and ensure learnings inform future regulation and infrastructure planning; contribute to national regulatory reforms to support the deployment of AV technologies; and play a key role in supporting a consistent and collaborative approach across Australia.
- The ACT has already conducted three successful AV trials since 2017; the City Walk Transdev Autonomous Shuttle Trial, the IRT Kangara Waters Trial and Seeing Machines CANdrive Trial. While none of these trials have involved fully automated vehicles and, in each trial, a human driver (or “chaperone”) has always been present, the ACT will look for opportunities to undertake further trials where it is appropriate and safe to do so.
- The ACT Government actively participates in the national forums involving AV policy development and contributed towards an updated “Guidelines for Trials of Automated Vehicles in Australia”. The guidelines aim to ensure a nationally consistent and safe approach to AV trials.
- The ACT Government is also working with the National Transport Commission, the Commonwealth, and other jurisdictions, on import and safety regulations for AVs.

## Background

- AVs are an emerging vehicle technology with the potential to significantly change how we use vehicles and access services. There are six autonomy levels for AVs. These range from Level 0 where the human driver controls all aspects of the driving task, to Level 5 where the vehicle is fully automated and drives itself without any human intervention. Level 5 vehicles may not have a steering wheel or accelerator/brake pedals.

## Policy framework

- The ACT Transport Strategy provides the key policy framework for AVs in the Territory. Forecasts of the availability of differing levels of AVs are varied at present, however it is likely that AVs will also be electric, which can create enormous opportunities for emissions reduction from our transport sector.

## Regulatory framework

- In November 2017, the then Transport and Infrastructure Council agreed to establish a national regulatory framework to support the safe, commercial deployment of AVs, known as the Safety Assurance System. The development of the framework is being led by the National Transport Commission (NTC).
- The regulatory framework will need to consider multiple elements including: first supply arrangements, in-service safety regulations, necessary road infrastructure changes, licensing, registration, and insurance requirements.

## Vehicle-generated data

- In May 2020, the NTC consulted with the public, industry, and government stakeholders on a framework for government access to and use of data generated by vehicles, including automated vehicles. This data has the potential to help road transport agencies create public value by enhancing network operations, investment, maintenance, planning and improving road safety.

## AV trials

- The NTC and Austroads developed '*Guidelines for trials of automated vehicles in Australia*' in consultation with all jurisdictions to support nationally consistent conditions for AV trials in Australia.
- Due to the increasing industry interest to conduct emerging transport technology trials in the ACT, TCCS is currently considering developing a Trial Assessment Framework which will provide guidance to assess proposals including AVs.

Transport Canberra and City Services

## **ISSUE: Regulation of Zero Emissions Vehicles (ZEVs)**

### **Talking Points:**

- The ACT Government has identified the transition to net zero emissions as a priority issue in the 10<sup>th</sup> Assembly - Parliamentary and Governing Agreement.
- This includes a commitment to significantly expand the number of zero emissions vehicles in the ACT, by implementing a pathway for the ACT to use only zero emissions public transport, garbage trucks, taxi and rideshare vehicles by the mid-2030s.
- The ACT Government will also implement a program of zero-interest loans of up to \$15,000 for households and not-for-profit community organisations to assist with upfront costs of investing in zero emissions vehicles.
- To encourage more Canberrans to purchase ZEVs from May this year, the Government will waive registration fees on new Zero Emissions Vehicles (ZEVs) for the first two years of registration.

### **Background**

- The Chief Minister, Treasury and Economic Development Directorate (CMTEDD) has established a working group with EPSDD, TCCS and Access Canberra on a number of initiatives under the parliamentary agreement relating to zero emissions transport.
- In the absence of any mandate on ZEVs, the ACT taxi industry has already moved of its own volition towards use of low and zero emissions vehicles with 65% of the current fleet of 138 (as at 31 August 2021) vehicles being hybrids. By contrast, the ACT rideshare industry fleet of 2,149 vehicles is predominately made up of petrol and diesel vehicles.

<b>Vehicle type</b>	<b>Taxi</b>	<b>Rideshare</b>
<b>Hybrid, electric, plug-in hybrid</b>	65.2%	18.9%
<b>Petrol</b>	18.8%	74.3%
<b>Diesel</b>	10.9%	6.1%
<b>LPG or Petrol/LPG option</b>	5.1%	0.7%

- As rideshare drivers largely use their own private vehicles, they will be able to access the financial incentives available to households to encourage the uptake of zero emissions vehicles. This could result in a perception that the rideshare industry is being treated more favourably than taxi operators who may not be able to access such incentives. It is anticipated that the taxi industry may seek financial assistance to transition over to ZEVs.

#### Free registration for ZEVs

- This initiative commenced on 24 May and will continue for new and used vehicles acquired or purchased or converted to battery electric or hydrogen fuel cell electric power, up to 30 June 2024.

Transport and City Services

**ISSUE: Mobile Device Detection Camera (E105 – budget item)****Talking Points:**

- Addressing the issue of driver distraction is a high priority for the ACT Government as we strive for *Vision Zero*: no deaths or serious injuries on ACT roads. Driver Distraction is a focus area in the ACT's *Road Safety Action Plan 2020-2023*.
- Drivers who look at mobile devices while driving are three times more likely to be involved in a crash than non-users. Texting, browsing and emailing on a mobile device while driving increases a crash risk by ten times.
- Taking your eyes off the road for longer than two seconds doubles the risk of a crash. At 60km/h if you look at your phone while driving for just two seconds, you travel 33 metres blind.
- There is a need for a new technological solution to encourage social change and stop people using their mobile devices, in particular mobile phones, while driving.
- The 2020-21 ACT Budget provides \$9.954 million to expand the ACT Road Safety Camera Program to include mobile device detection cameras in the ACT. The cameras will be rolled out from early 2022.
- This funding covers engagement of a supplier to deliver, maintain and install mobile device detection cameras, other operational camera costs including staffing, road infrastructure, upgrades to ACT Government ICT systems, and the funding of education and awareness activities in the ACT.
- I introduced legislation on 13 May 2021 to support the use of mobile device detection cameras in the ACT. The legislation was passed on 22 June 2021 and commenced operation on 12 August 2021.
- The legislation was developed closely with the ACT Human Rights Commission and the Privacy Commissioner to ensure all privacy and human rights implications have been fully considered and any impacts properly managed.
- Existing security and privacy safeguards for road safety cameras have been maintained. These safeguards include restrictions on use and disclosure, protecting images from loss and encryption of images and associated data.

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## Key Information

- The 2019-20 Budget Review provided \$365k over 2019-20 and 2020-21 to enable the Government to develop a framework for the possible future introduction of mobile device detection camera technology in the ACT.
- The inclusion of these cameras in the ACT's road safety camera program will complement the ACT's general deterrence method for improving road user behaviour.
- The ACT road environment is likely to lend itself more to transportable cameras and the ACT Government will work with ACT Policing in finalising the list of locations for the cameras to ensure the greatest road safety benefit.
- During the initial three months of camera operation, drivers caught using their mobile device illegally by a camera will be issued with a warning letter to encourage them to change their behaviour.
- A Request for Proposal (RFP) for procurement of the cameras and associated services was released on 20 May 2021. The RFP closed on 24 June 2021. The Tender Assessment Panel are currently reviewing the response/s to the RFP.
- The Road Transport (Safety and Traffic Management) Amendment Act 2021 was passed in the Legislative Assembly on 22 June 2021. The Act:
  - amends the road transport legislation to allow for the use of mobile device detection cameras on ACT roads,
  - simplifies the Territory's road transport legislation to maintain the integrity of the regulatory framework for road safety cameras,
  - improves road safety by allowing for the sharing of de-identified data for road safety research purposes, and
  - amends the definition of use for mobile device offences to remove an exemption which allows for the driver of a vehicle to pass a mobile device to a passenger.
- A number of instruments were finalised to support the Act and the ongoing use of road safety cameras on ACT Roads.
- An extensive education communications campaign commenced on 25 June 2021. Phase 1 of the campaign ran for three months targeting social media, television, website, bus backs and radio. The campaign is designed to increase driver awareness and educate the community of the dangers of using a mobile device while driving, the penalties that apply for illegal mobile device use while driving and create awareness on the use of the cameras in the Territory.
- Further phases of the communication campaign will be launched to coincide with the roll out of the cameras.

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

- 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.
- There are a range of serious offences for driving that results in harm to another person including negligent driving, furious, reckless or dangerous driving as well as menacing driving.
- The ACT Government is committed to the realisation of Vision Zero – zero deaths or serious injuries on our roads.
- 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.
- On 5 August 2021 I introduced the Road Transport Legislation Amendment Bill 2021 (Bill) into the Legislative Assembly which will enhance the existing road transport framework by addressing unsafe behaviours on our road network. The Bill does this by:
  - establishing a new offence for negligent driving that occasions actual bodily harm;
  - increasing existing minimum automatic licence disqualification periods for the offences culpable driving and negligent driving to support a road transport penalties framework that is commensurate with the associated road safety risks, deters behaviour and supports behavioural change; and
  - establishing two new offences to address unsafe behaviours of other transport modes.

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- The Bill is currently at inquiry with the Standing Committee on Planning, Transport, and City Services (Committee) with Ms Clay's Private Members Bill and is due to report to the Assembly on 30 November 2021.

### **ISSUE: Vulnerable Road Users**

- 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 a focus area on vulnerable road users.
- Vulnerable Road Users are those road users that have little or no protection in the event of a collision. The term includes pedestrians, cyclists and motorcyclists but also extends to other road users who have a specific characteristic that makes them vulnerable, for example, older drivers and children.
- The ACT has introduced a number of significant reforms and initiatives aimed at vulnerable road users:
  - a driver competency relating to vulnerable road users was introduced into the Road Rules Knowledge Test as well as into the assessment standards for suitability to obtain a provisional licence. This means that prior to obtaining a learner licence a person must prove awareness of vulnerable road users and prior to being issued with a provisional licence undertake a practical demonstration of skills and recognition to mitigate and avoid risk and harm to any vulnerable road users.
  - minimum passing distance requirements for drivers overtaking cyclists.
  - a new optional vulnerable road user program for learner drivers which is focused on safely sharing the road with cyclists, motorcyclists and pedestrians. Completing this program will provide participants with 10 of their required driving hours for eligibility for a provisional licence.
  - reduced speed limits in town centres.
  - expansion of the Share the Road campaign to include specific messaging to educate the community on their obligations as and around vulnerable road users.

## Background

### Private Member's Bill: Road Transport (Safety and Traffic Management) Amendment Bill 2021 (No 2)

- On 22 June 2021, Ms Jo Clay MLA introduced a Road Transport (Safety and Traffic Management) Amendment Bill 2021 (No 2) (Private Members Bill) into the Legislative Assembly.
- On 1 July 2021, the Standing Committee on Planning, Transport, and City Services (the Committee) agreed to inquire into the Private Members Bill. On 5 August 2021 the ACT Legislative Assembly (the Assembly) referred the Road Transport Legislation Amendment Bill 2021 (the Bill) to the Standing Committee on Planning, Transport, and City Services for inquiry and report. The Committee has decided to inquire both the Private Members Bill and the Bill together.
- The Committee is due to report on the inquiries to the Assembly on 30 November 2021.
- I continue to work with Ms Clay to identify ways we can align the Private Member Bill and the Bill to deliver the end outcome we all care about: better protecting Canberrans on our roads – including cyclists and pedestrians.

## Penalties

- The issue of penalties for road traffic offences has attracted media recently following the decision by ACT Policing to issue an infringement penalty notice for a negligent driving offence related to a collision between a car and a cyclist on Coulter Drive in Cook on 3 October 2020.

## Existing legislative framework

- The *Road Transport (Safety and Traffic Management) Act 1999* contains key provisions relating to dangerous driving with maximum penalties ranging from 20 penalty units or a \$393 infringement penalty for negligent driving of a motor vehicle in any other case to 500 penalty units and an imprisonment term of 5 years for aggravated furious, reckless or dangerous driving of a motor vehicle.
  - *Road Transport (Safety and Traffic Management) Act 1999:*
    - a. Section 6 - Negligent driving. Maximum penalty:
      - i. if the driving occasions death—200 penalty units, imprisonment for 2 years or both; or
      - ii. if the driving occasions grievous bodily harm—100 penalty units, imprisonment for 1 year or both; or
      - iii. in any other case—20 penalty units or \$393 infringement penalty.
    - b. Section 7 - Furious, reckless or dangerous driving. Maximum penalty:

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- i. for an aggravated offence by a first offender in which a circumstance mentioned in section 7A (1)(a)(i) exists—300 penalty units, imprisonment for 3 years or both; or
  - ii. for an aggravated offence by a repeat offender in which a circumstance mentioned in section 7A (1)(a)(i) exists—500 penalty units, imprisonment for 5 years or both; or
  - iii. for any other aggravated offence—200 penalty units, imprisonment for 2 years or both; or
  - iv. in any other case—100 penalty units, imprisonment for 12 months or both.
- c. Section 8 - Menacing driving. Maximum penalty: 100 penalty units, imprisonment for 1 year or both.
- The *Crimes Act 1900* (ACT) also contains dangerous driving offences:
    - Section 29(2) - Culpable driving is the most serious traffic offence and involves driving a motor vehicle negligently or while under the influence of alcohol, or a drug, to such an extent as to be incapable of having proper control of the vehicle. The offence is punishable by a maximum imprisonment term of 14 years if the offence causes death, or 16 years for an aggravated offence.
    - Section 29(4) - Culpable driving causing grievous bodily harm is punishable by a maximum imprisonment term of 10 years, or 12 years for an aggravated offence.
    - Section 29A - Driving a motor vehicle at police is punishable by imprisonment for 15 years.

### Roles and responsibilities in relation to dangerous driving offences

- Under the Administrative Arrangements the Minister for Transport and City Services is responsible for policy relating to transport regulation and safety (including maintenance of and reforms to the Territory's road transport legislation) with the Transport Canberra and City Services Directorate (TCCS) as the responsible directorate.
- The Attorney-General is responsible for the *Crimes Act 1900* (ACT) with the Justice and Community Safety Directorate (JACS) as the responsible directorate.
- Police are responsible for enforcing dangerous driving provisions and investigate reports of dangerous driving in the ACT.
- Following their investigations, Police may refer matters to the Office of the Director of Public Prosecutions (DPP) to determine whether a prosecution should proceed and if so, on what charges. The DPP makes prosecutorial decisions on a professional basis independent of political influence or control.

## Road transport penalties framework review

- The road transport penalties framework review will include consideration of the application of infringement notice penalties, demerit points, court fines, licence suspensions or disqualifications, education programs and imprisonment.
- The objective of the review is to develop a new framework for setting penalties under the ACT's road transport laws which establishes a connection between the penalty and the road safety risk associated with the behaviour and will lead to changes in road user behaviour. The need to undertake this holistic review was identified on the basis that continuing to amend and review specific penalties or types of penalties in isolation increases the risk of inconsistency and unnecessary complexity in the applicable penalties in the road transport legislation. It also creates the risk of penalties not being representative of the seriousness of the road safety risks associated with the offence and may not create an appropriate hierarchy of penalties relative to offending behaviour.
- This review is expected to be completed in 2022 with implementation over 2023.

## **Vulnerable Road Users**

### ACT Road Safety Action Plan 2020-23

- Specific actions under the Vulnerable Road Users focus area in *ACT Road Safety Action Plan 2020-2023* are:
  - Expand minimum passing signage on the road network to remind road users of the conditions in relevant speed zones for passing a cyclist.
  - Design new areas of Canberra, and infill developments, to encourage and protect active travel users.
  - Review and implement reforms to the licensing requirements for motorcycle riders, in particular, learner and provisional motorcycle riders, to reduce road trauma in this vulnerable road user group.
  - Promote safe driving among older drivers and assist them to retain an independent licence where suitable and assist older drivers to identify alternative transport options when independent driving is no longer safe.
- As part of their road safety focus for September and October 2021, ACT Policing will be targeting behaviours that affect vulnerable road users including e-scooter users, cyclists and motor cyclists.

### Vulnerable Road User Program – learner drivers

- Reforms to the ACT's driving licensing system for learner and provisional drivers commenced on 1 January 2020 and introduced minimum required driving hours to be completed by a learner driver for them to be eligible for a provisional licence. From 1 June 2020, learner

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drivers have the option of completing a Vulnerable Road User Program which is a training course designed around increasing awareness of and safety for sharing the road with vulnerable road users. The course duration is 2 hours and provides a maximum of 10 hours towards a learner driver's required driving hours.

- A list of approved providers of this course is available on the TCCS Safe Plates website.

**Transport and City Services****ISSUE: Road Safety Cameras****Talking Points:**Speed Cameras

- The ACT Government is committed to road safety and ensuring that speed limits are enforced to protect all road users and reduce the risk of crashes and injuries.
- Despite ongoing enforcement and campaign efforts about the dangers of speeding, there remains a proportion of road users who do not use the roads in a responsible way and put others at unacceptable risk.
- The Government operates both fixed cameras and mobile camera vans, in partnership with speed enforcement activities conducted by ACT Policing. These cameras play an important part in changing driver behaviour and achieving compliance.
- Decisions to expand the ACT road safety camera program are driven by opportunities to improve road safety outcomes for the ACT community.
- The cameras are placed where they will have the greatest impact in reducing speeds and preventing accidents. Their purpose is to make our roads safer, and this will always be our primary consideration for where to place them.

**Background Information**Mobile Camera Deployment

- In accordance with the deployment strategy, mobile cameras are deployed to roads across the Territory based on three deployment principles; to target roads with a history of crashes and speeding; to use mobile cameras to complement and support police enforcement; and to randomly select roads, in support of the 'anywhere, anytime' approach. The split of operations across the three deployment principles will be a third each.
- The ACT mobile camera program alone is associated with an estimated saving of over 3,000 reported crashes and economic savings of over \$60 Million per annum.

40km/h speed zone enforcement on Northbourne Avenue and Barry Drive

- On 23 March 2021, Transport Canberra and City Services implemented a new 40km/h speed zone on Northbourne Avenue, Barry Drive and adjacent streets as part of an initiative to introduce lower speed limits in town centres throughout Canberra.
- Variable Message Signs ('VMS') were installed in the area two weeks prior to the 40km/h zones being introduced to inform motorists about the upcoming speed zone change. The VMS signs remained in place for an additional two weeks after the completion of the street signage installation to reinforce the new speed limit zone for motorists.

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- As part of the staged implementation of the new speed limit, the existing road safety cameras southbound on Northbourne Avenue at London Circuit, northbound on Northbourne Avenue at Barry Drive; and westbound on Barry Drive at Marcus Clarke Street were adjusted on Monday 21 June 2021 to capture drivers driving at speeds greater than 40km/h.
- Between 5am Monday 21 June 2021 and 9am Wednesday 23 June 2021, 4,672 vehicles were detected driving over the new 40km/h speed limit by the road safety cameras. Noting that there is a lag period between generation of the infringement notice and postal service of the notice (up to 7 days) individuals may have potentially commit multiple offences before receiving the first infringement notice, thus becoming aware of their offending behaviour after having incurred significant financial penalty and demerit points.
- In light of the numbers of drivers detected exceeding the speed limit in the identified speed zones, only limited enforcement of speeding offences detected by the road safety cameras in these locations was undertaken between Monday 21 June 2021 and Monday 5 July 2021.
- During this period red light offences detected by the three cameras continued to be enforced. Infringement notices were not issued to drivers detected travelling between 40 km/h and 60 km/h (i.e. the speed between the new speed limit and the previous speed limit) only drivers detected travelling at 61 km/h or more above the 40km/h speed limit may have been issued with an infringement notice. Enforcement activities were focused on offences where the driver was driving at greater than 30km/h over the speed limit.
- Communications over a range of paid and earned channels were undertaken over a two-week period in early July 2021 including radio advertising, social media, VMS and Our Canberra to ensure motorists were aware of the changes.
- More than 1200 people signed a petition calling for the ACT Government to drop fines issued in July for speeding offences in a new 40km/h zone in the city.
- Opposition Spokesman on Transport, Mark Parton presented the petition to the Legislative Assembly on Thursday 16 September 2021, saying some people who had been fined in the "enforcement disaster" were undoubtedly doing it tough during the lockdown.
- Petitions to the Legislative Assembly which attract more than 500 signatures are referred to a standing committee for consideration.

## Camera evaluation

- An evaluation of the ACT Road Safety Camera Program completed by Monash University Accident research Centre in 2018 showed that each type of road safety camera was associated with crash reduction and cost savings, but that the mobile speed cameras are the most important element of the ACT camera program.
- Transport Canberra and City Services have engaged Monash University Accident Research Centre (MUARC) to evaluate the current operation and the future expansion of the whole road safety camera program in relation to reducing crashes and speed on ACT roads. The report is expected to be finalised in early 2022.

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**ISSUE: AUTONOMOUS EMERGENCY BRAKING SYSTEMS (AEBS)****Talking Points**

- Work is being progressed nationally in relation to mandating AEBS.
- The Commonwealth Department of Infrastructure, Transport, Regional Development and Communications (DITRD&C) recently released draft Australian Design Rules (ADRs) 98/00 and 98/01 for review.
- These draft ADRs deal with vehicle to vehicle (ADR 98/00) and vehicle to vehicle and detection of cyclists and pedestrians (ADR 98/01) for light passenger vehicles (other than buses) and light goods vehicles.
- The proposed timelines for implementation align with the proposed timelines for implementation in the European Union (EU).
- It is proposed that ADR 98/00 apply to new model vehicles from July 2022 and for all vehicle models from July 2024, and that ADR 98/01 apply to new model vehicles from July 2024 and all vehicle models from July 2026.
- DITRD&C consulted publicly through 2019 and 2020 on a proposal to mandate AEBS (vehicle to vehicle only) for heavy vehicles. During this process some operators raised concerns about potential incompatibility between new trucks fitted with AEBS and heavy trailers still being used in the Australian fleet without Anti-lock Braking Systems (ABS). DITRD&C is continuing to work through these issues with industry and operator groups with a view to finalising a regulatory package for mandating AEBS (vehicle to vehicle only) on heavy vehicles in the near future.
- AEBS for the detection of pedestrians and cyclists are not yet (or proposed) to be mandatory for heavy vehicles in the EU or Australia, and there are no requirements for heavy vehicle AEBS for the detection of pedestrians or cyclists in either EU or United Nations Economic Commission for Europe (UN ECE) vehicle regulations (the regulations on which most ADRs are harmonised). It is possible these could be considered for inclusion in EU and/or UN ECE vehicle regulations over the next 5-10 years.

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- The ADRs are mandatory standards under the (Cwlth) *Road Vehicle Standards Act 2018*. Section 78 of that Act provides that a road vehicle may be used in transport on a public road in a State or Territory, even though it does not comply with a road vehicle standard imposed by a law of the State or Territory. Once mandated by the ADRs, States and Territories require vehicles to continue to comply with the requirements of the ADRs applicable to those vehicles.
- To encourage manufacturers to offer, and for purchasers to buy, safer light vehicles in advance of mandatory requirements all jurisdictions support the Australian New Car Assessment Program (ANCAP).
- ANCAP can, and does, consider additional vehicle safety requirements over and above the mandatory ADR requirements. ANCAP standards are harmonised on the European New Car Assessment Program (EURONCAP) and the standards under these programs continue to be revised and regularly made more stringent as safety systems are developed by manufacturers and offered on some new model vehicles.
- ANCAP releases vehicle ratings (zero to 5 stars) on a regular basis and are widely publicised, especially where a vehicle is offered to the market with a low rating. Vehicle to vehicle and pedestrian and cyclist detection AEBS has been rated by ANCAP since 2015 and more advanced AEBS including turning across another vehicle and reversing into a pedestrian AEBS has been rated since 2020.
- Vehicles with low ANCAP ratings, including those with zero stars, are registered for use on road by States and Territories provided that are certified to comply with the mandatory ADR standards.
- ANCAP does not assess or issue ratings for heavy vehicles.

**Minister Berry**  
**Transport Canberra and City Services**  
**Directorate**  
**2021-2022 Budget**  
**Briefing Pack**

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## 2021-22 Budget Initiative Summary

TCCS Initiative #	Initiative name	Capital					Capital Provision					Expense (excluding depreciation)					Revenue / Offsets				
		2021-22	2022-23	2023-24	2024-25	Total	2021-22	2022-23	2023-24	2024-25	Total	2021-22	2022-23	2023-24	2024-25	Total	2021-22	2022-23	2023-24	2024-25	Total
CW96	Better community infrastructure - Improving sport and recreation facilities	950				950							15	21	28	64			-	-	-
<b>Total</b>		<b>950</b>				<b>950</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>15</b>	<b>21</b>	<b>28</b>	<b>64</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## Better community infrastructure – Improving sport and recreation facilities (TCCS CW96)

	2021-22 \$'000	2022-23 \$'000	2023-24 \$'000	2024-25 \$'000	Total \$'000
Capital	950	-	-	-	950
Expenses	-	15	21	28	64
Depreciation	-	48	48	48	144
<b>Total Capital</b>	<b>950</b>	<b>63</b>	<b>69</b>	<b>76</b>	<b>1,158</b>

The Government will continue to invest in sport and recreation facilities through providing lighting and amenity upgrades at Mawson Playing Fields and Kambah District Playing Fields, and cricket facility upgrades at Taylor and Melba. This initiative will support to delivery of ACTIVE 2020, which is a long-term strategic plan for sport and active recreation in the ACT and region. The initiative contributes to the wellbeing domains of Social connection and Health.

### Component breakdown

Financial Impacts Summary	2021-22 \$'000	2022-23 \$'000	2023-24 \$'000	2024-25 \$'000	Totals \$'000
Mawson DPF sportsground lighting and amenity upgrades	300	19	23	25	367
Kambah DPF sportsground lighting and amenity upgrades	300	20	23	26	369
Taylor – install cricket facilities	175	12	12	12	211
Melba – install cricket facilities	175	12	12	12	211
<b>Total Capital</b>	<b>950</b>	<b>63</b>	<b>70</b>	<b>75</b>	<b>1,158</b>

### Key Points

- The initiative seeks to deliver some election commitments and meet increasing demand for organised sport at ACT Government sportsgrounds managed by TCCS.
- These projects are addressing the following:
  - Parliamentary and Governing Agreement items:
    - § Roll out new and upgraded local sports facilities across Canberra, including lighting, facilities and amenities upgrades at sportsgrounds, make major improvements to the Woden Valley Enclosed Oval, resurface netball facilities across Canberra, upgrade pavilions to make them more female-sport friendly, create a permanent home for dragon-boating, build a Gungahlin tennis centre, and construct the first stage of the Stromlo district playing fields (App 3: 12.1) (Not all TCCS);
  - a number of election commitments made during the 2020 Election, including:
    - § Upgrades to existing sportsgrounds around Canberra with additional lights, pavilion upgrades, irrigation upgrades and other amenities (**LAB 050a-j**) – (includes works at Amaroo District Playing Fields, Ngunnawal Neighbourhood Oval, Hawker, Holt Mawson and Kambah District Playing Fields, Greenway Oval, Watson Neighbourhood Oval and Kingston Oval.) Plan for Gungahlin - Cricket Upgrades in Taylor (**LAB068e**).

## Sport & Recreation

### ISSUE: TCCS Sport And Recreation Facilities – Response To COVID-19

#### Talking Points:

- All community sport is on hold due to the current lockdown. Sportsgrounds remain open for casual recreational use and are being well used for this purpose.
- TCCS is working with CMTED Sport and Recreation to maintain engagement with sportsground hirers and the Coalition of Major Participation Sports (COMPS) to plan for resumption of sport when restrictions ease.
- No sportsground fees apply during the lockdown period for community sport.
- Essential maintenance of sportsgrounds resumed in the week of 30 August and further activities have been implemented as restrictions and COVID-safe measures allow.
- QR Code signage is checked regularly on the sportground assets and updated COVID signage has been placed in the toilets and pavilions.
- Training with up to 25 participants can commence from 15 October 2021, sportsground users can commence making bookings from 11 October 2021.
- Return to match play is forecast to be implemented from 30 October 2021, subject to confirmation in the coming weeks.

#### Background prior to lockdown:

- Sports were operating in accordance with Canberra's Recovery Plan Stage 'COVID NORMAL' which came into effect in February 2021.
- The use of the Check in CBR app is mandatory for use by all restricted businesses, venues and activities, including organised sporting activities.
  - An organised sporting activity in an outdoor venue (whether the venue is enclosed or not).
  - Sporting organisations will be required to use their best endeavours to ensure that participants and spectators aged 16 years and over check in.
- TCCS has installed Check In CBR QR codes at all Government owned sportsgrounds.

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12/10/2021

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- All sports must have a clear “Return to Play in a COVID-safe Environment plan” framework that details how, in a sport-specific setting, activity will be delivered under this first phase and any subsequent phases. This framework should provide clear and consistent guidelines for participants, coaches and volunteers, while also providing confidence to participants that their activity is being conducted safely and in accordance with requirements.
- Sportsground hire fees were reinstated on 1 April 2021.
- Ongoing collaboration is underway with CMTEDD Sport and Recreation to ensure all sporting groups are supported in the transition that is underway.

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**Sport & Recreation****ISSUE: Sport and Recreation Facilities Infrastructure****Talking Points**

Sport and Recreation Facilities (TCCS) infrastructure works in progress or completed recently include:

**Stimulus Phase 1 – Local Roads and Community Infrastructure - \$1.0m**

- TCCS has allocated Australian Government funding under the LRCI program to undertake the following works:
  - Construction of new accessible adult change facilities at Woden Park were completed in February 2021.
  - Pavilion upgrades at Stirling 1 Enclosed Oval and Kambah 2 District Playing Fields (DPF) were completed in May 2021. Works included:
    - upgrades to meet the ACT Government’s Female Friendly Change Rooms @ Sporting Facilities guidelines;
    - sustainability upgrades such as water efficient devices and LED lighting;
    - installation of bike racks;
    - upgrade of accessible facilities such as toilet/change areas and tactile/braille door signage;
    - installation of external bin enclosures for waste management;
    - upgrade of ageing services; and
    - installation of water refill stations.
  - The construction of a water meter pit at Stirling 1 Enclosed Oval has commenced to address safety concerns with the ageing and outdated pit.

**ACT Government Stimulus – LED Sportsground Lighting - \$0.3m**

- TCCS has installed and commissioned new LED sportsground lighting at Amaroo 2 DPF to allow better utilisation of the facility.

**ACT Government Stimulus – Boomanulla Oval - \$0.1m**

- Works were completed in December 2020, including:

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- An upgrade of the existing changerooms to comply with the ACT Government's Female Friendly Change Rooms @ Sporting Facilities guidelines. The upgrades provide a welcoming space for all athletes and include:
  - lockable shower cubicles;
  - power points for accessories adjacent to wet areas;
  - individual toilet cubicles;
  - shelving in appropriate locations for personal accessories.
- An upgrade of the existing path/driveway to remove trip hazards and improve accessibility.

## TCCS Better Infrastructure Fund- Boomanulla Oval - \$0.82m

- Construction of new disabled carparking adjacent to the main building was completed early 2021.
- Work is underway to deliver a new building to replace the redundant library at Boomanulla oval. Works have been impacted by COVID 19 construction restrictions and delays in the approval process. The schedule for works at Boomanulla have been revised to early 2022 for completion.

## Stimulus Phase 2 – Local Roads and Community Infrastructure - \$1.0m

- TCCS has allocated Australian Government LRCI funding to undertake the following works:
  - Installation of new sportsground lighting at Bonner DPF;
  - Female friendly upgrades to existing sportsground pavilions; and
  - An irrigation upgrade at Curtin DPF.
- Installation of the sportsground lighting at Bonner DPF was completed in April 2021 with commissioning undertaken in May 2021.
- Female friendly pavilion upgrades at Narrabundah 1 DPF, O'Connor 3 Enclosed Oval, Kambah 3 DPF and Kaleen DPF were completed in June 2021.
- Construction of the irrigation upgrade project at Curtin DPF has commenced.

**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%. 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.
- 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.

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