



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: 22-102

Information to be published	Status
1. Access application	Published
2. Decision notice	Published
3. Schedule	Published
4. Documents	Published
5. Additional information identified	Not applicable
6. Fees	Waived
7. Processing time (in working days)	35 days
8. Decision made by Ombudsman	Not applicable
9. Additional information identified by Ombudsman	Not applicable
10. Decision made by ACAT	Not applicable

11. Additional information identified by ACAT	Not applicable
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From: [Irons, Samantha](#)
To: [REDACTED]
Subject: FOI 22-102 | ACKNOWLEDGEMENT OF ACCESS APPLICATION
Date: Monday, 25 July 2022 12:30:00 PM
Attachments: [image001.wmz](#)
[image003.png](#)

OFFICIAL

Dear [REDACTED]

FREEDOM OF INFORMATION (FOI) REQUEST – 22-102.

I refer to a call with your office on 22 July 2022, in which the following part of application 22-083 was extract part of your request into a new application:

I would like my request to include all question time briefs for that period [10 March 2022 – 10 April 2022]. Duplicate documents as well as attachments to the ministerial briefs may be excluded.

As agreed with your office, we have recorded the application as being received as of 22 July 2022. Should I have misunderstood any of the above, please let me know by reply or by phone on (02) 6207 2987.

TCCS is now processing your request and in accordance with section 40 of the FOI Act, we are required to provide you with a decision on access to records within the terms of the request within 20 working days of receipt, being 19 August 2022.

Third Party Consultation

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

TCCS Disclosure Log

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

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

Should you have any queries about the processing of your access application, please contact the FOI and subpoena team at tccs.foi@act.gov.au or by telephone on 6207 2987.

Yours sincerely,

Samantha Irons | Assistant Director

Phone: [REDACTED] | Email: TCCS.FOI@act.gov.au

Freedom of Information and Subpoenas | TCCS Legal & Contracts | Transport Canberra and City Services Directorate | ACT Government

Level 4, 480 Northbourne Avenue, Dickson 2602 |



ACT
Government

Transport Canberra and
City Services



Dear 

Freedom of information request: Reference 22-102

I refer to your applications made under section 30 of the *Freedom of Information Act 2016* (the FOI Act) that was received by Transport Canberra and City Services (TCCS) on 22 July 2022. It is my understanding that you are seeking access to the following information:

*“all question time briefs for that period [10 March 2022 – 10 April 2022].
Duplicate documents as well as attachments to the ministerial briefs may be excluded.”*

Authority

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

Timeframes

In accordance with section 40 of the Act, TCCS was required to provide a decision on your access application by 19 August 2022. I thank you for agreeing to an extension until 9 September 2022.

Decision on access

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

Due to the closeness of sitting dates in March and April, only the hot topics were updated in April.

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

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. Further, in reaching my access decision, I have taken the following into account:

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

Pages 36, 44, 45, 47, 48, 49, 51, 152 and 227 - Schedule 1.6 of the Act (Cabinet Information)

In reviewing the information within these records, it has been identified that some information has been prepared for the consideration of Cabinet. The information includes deliberations and decisions of Cabinet and documents that have been prepared for consideration of Cabinet. As some of this information is not publicly known, release of this information would therefore impact the deliberative functions of Cabinet.

In reviewing these documents, I note the requirements of schedule 1 section 1.6(2) of the Act which states that the exemption for Cabinet Information does not apply to 'purely factual information'. The term 'purely factual material' does not extend to factual material that is an integral part of the deliberative content and purpose of a document or is embedded in or intertwined with the deliberative content in such a manner that it is impractical to separate it from the other content.

I find that schedule 1.6 applies to some of the information within these pages, which deemed disclosure of the information to be contrary to the public interest.

Public interest test

Factors favouring disclosure (Schedule 2.1)

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

Factors favouring non-disclosure (Schedule 2.2)

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

Privacy of an individual

Page 49 includes the name of a person who is not an ACT Government employee. I have considered that this information is not available to the public and that disclosure is likely to prejudice the protection of an individual's right to privacy under the

Human Rights Act 2004. I have placed significant weight on this factor and have decided that disclosure is, on balance, contrary to the public interest.

Prejudice a deliberative process of government and intergovernmental relations

Information within pages 45, 47, 48, 51, 68 and 175, 176, 177, 243 and 244 has been identified as being deliberative in nature as it contains opinion, advice or recommendations about budget, future procurements, and negotiations. I consider that the release of this information is likely to prejudice current deliberative processes of government if disclosed.

I have also identified that some of the Information within page 166 relates to current government deliberations between the ACT Government and the Australian Government. I have considered that the disclosure of the deliberative processes is likely to prejudice intergovernmental relations.

I have placed significant weight on these two factors and find that disclosure is, on balance, contrary to the public interest.

Competitive commercial activities

Some information within pages 51, 68, 151, 289 and 290 relate to current and future procurement processes. I have found that the disclosure of this information is likely to prejudice the competitive commercial activities of TCCS and is, on balance, contrary to the public interest to disclose.

Prejudice business affairs

Page 49 and 160 contains information relating to a third-party business. I have found that the disclosure of this information is likely to prejudice the business affairs of the third party, and is on balance, contrary to the public interest to disclose.

Charges

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

Disclosure log

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

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

Ombudsman review

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

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

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

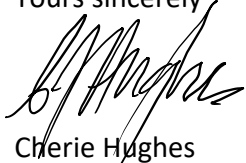
ACT Civil and Administrative Tribunal (ACAT) review

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

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

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

Yours sincerely



Cherie Hughes
Information Officer

09 September 2022

FREEDOM OF INFORMATION REQUEST SCHEDULE

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

Personal information or business affairs information will not be made available under this policy. If you think the content of your request would contain such information, please inform the contact officer immediately. Information about what is published on open access is available online at:

https://www.tccs.act.gov.au/about-us/freedom_of_information/disclosure-log

Reference number		Description of application				
FOI – 22-102		All Question Time Briefs (QTBs) between 10 March 2022 and 10 April 2022 <i>Note for publishing: this application relates to TCCS FOIs 22-030 and 22-083.</i>				
Ref No	Page	Description of record	Date	Status	Reason for non-release or deferral	Open Access release status
1	1 – 4	March - 01. William Hovell Drive Duplication	22-24 March 2022	Full access	N/A	Documents to will be published on the TCCS Disclosure Log .
2	5 – 7	March - 02. Boboyan Road (maintenance of rural roads)	22-24 March 2022	Full access	N/A	
3	8	March - 03. Parking Issues in Campbell	22-24 March 2022	Full access	N/A	
4	9	March - 04. Community Path - Maintenance, Prioritisation and Upgrades (Community Path List)	22-24 March 2022	Full access	N/A	
5	13	March - 05. Black Spot Funding from the Commonwealth	22-24 March 2022	Full access	N/A	
6	18	March - 06. Local Area Traffic Management	22-24 March 2022	Full access	N/A	
7	22	March - 07. Horse Park Drive (Noise)	22-24 March 2022	Full access	N/A	
8	23	March - 08. Traffic Signals ITS Maintenance and Management	22-24 March 2022	Full access	N/A	
9	26	March - 09. Stormwater (incl cleaning of GPTs)	22-24 March 2022	Full access	N/A	

10	31	March - 10. Streetlights	22-24 March 2022	Partial access	Schedule 1.6
11	38	March - 11. New 40kmh Speed Zones	22-24 March 2022	Full access	N/A
12	44	March - 12. Road Duplications and Upgrade	22-24 March 2022	Partial access	Schedule 1.6 Schedule 2.2(a)(ii) Schedule 2.2(a)(xvi) Schedule 2.2(a)(xiii) Schedule 2.2(a)(xi)
13	54	March - 13. Intersection Upgrades	22-24 March 2022	Full access	N/A
14	59	March - 14. Capital Works Stimulus - ACT and Commonwealth Funded -	22-24 March 2022	Partial access	Schedule 2.2(a)(xvi) Schedule 2.2(a)(xiii)
15	69	March - 15. School Traffic Management	22-24 March 2022	Full access	N/A
16	71	March - 16. Narrabundah Peafowl	22-24 March 2022	Full access	N/A
17	73	March - 17. 2021-22 Half Yearly Performance Reporting on Accountability Indicators (TCCS and TCO)	22-24 March 2022	Full access	N/A
18	82	March - 18. Dickson Parking	22-24 March 2022	Full access	N/A
19	85	March - 19. Yerrabi Pond	22-24 March 2022	Full access	N/A
20	89	March - 20. Active Travel	22-24 March 2022	Full access	N/A
21	92	March - 21. Licencing and Compliance on Public Land	22-24 March 2022	Full access	N/A
22	95	March - 22. Street Trees and Urban Forest Strategy	22-24 March 2022	Full access	N/A
23	105	March - 23. Shopping Centre and Town Centres	22-24 March 2022	Full access	N/A

24	111	March - 24. Playgrounds	22-24 March 2022	Full access	N/A
25	115	March - 25. Charnwood Shops (trees and pavers)	22-24 March 2022	Full access	N/A
26	118	March - 26. Public Toilets	22-24 March 2022	Full access	N/A
27	124	March - 27. Water sensitive Urban Design Trial	22-24 March 2022	Full access	N/A
28	125	March - 28. Fix My Street -	22-24 March 2022	Full access	N/A
29	130	March - 29. Dog Attacks_Harass and DAS Seizure Powers	22-24 March 2022	Full access	N/A
30	133	March - 30. Animal Welfare and Management (incl Cat Containment)	22-24 March 2022	Full access	N/A
31	139	March - 31. New RSPCA Facility	22-24 March 2022	Full access	N/A
32	141	March - 32. Cemeteries and Gungahlin Crematorium	22-24 March 2022	Full access	N/A
33	142	March - 33. Libraries ACT	22-24 March 2022	Full access	N/A
34	144	March - 34. FOGO and Green Bins	22-24 March 2022	Full access	N/A
35	149	March - 35. Landfill and Weighbridge Replacement	22-24 March 2022	Partial access	Schedule 1.6 Schedule 2.2(a)(xiii)
36	154	March - 36. Canberra Sand and Gravel (CSG)	22-24 March 2022	Full access	N/A
37	158	March - 37. Bulky Waste	22-24 March 2022	Partial access	Schedule 2.2(a)(xi)
38	161	March - 38. COAG Export Bans	22-24 March 2022	Full access	N/A
39	163	March - 39. Fyshwick Waste Facilities	22-24 March 2022	Full access	N/A
40	165	March - 40. Single Use Plastic	22-24 March 2022	Partial access	Schedule 2.2(a)(x)

41	168	March - 41. CAF Light Rail vehicles and issues in NSW (incl Newcastle)	22-24 March 2022	Full access	N/A
42	171	March - 42. Flexible Bus Service	22-24 March 2022	Full access	N/A
43	173	March - 43. Future Light Rail Network	22-24 March 2022	Full access	N/A
44	175	March - 44. Zero Emissions Buses (incl bus fleet)	22-24 March 2022	Partial access	Schedule 2.2(a)(xvi)
45	178	March - 45. Woden Bus Depot	22-24 March 2022	Full access	N/A
46	181	March - 46. New Ticketing System	22-24 March 2022	Full access	N/A
47	183	March - 47. Patronage for Buses and Light Rail	22-24 March 2022	Full access	N/A
48	190	March - 48. Transport Recovery Plan	22-24 March 2022	Full access	N/A
49	192	March - 49. Weekend Buses_Transport Action Plan	22-24 March 2022	Full access	N/A
50	193	March - 50. Public Transport - New Suburbs	22-24 March 2022	Full access	N/A
51	195	March - 51. Advertising on Public Transport	22-24 March 2022	Full access	N/A
52	201	March - 52. Traffic Disruption Taskforce (LRS2)	22-24 March 2022	Full access	N/A
53	205	March - 53. E-Scooter Scheme	22-24 March 2022	Full access	N/A
54	209	March - 54. Transport Strategy Implementation	22-24 March 2022	Full access	N/A
55	212	March - 55. Automated Vehicles	22-24 March 2022	Full access	N/A
56	214	March - 56. Regulation of Zero Emissions Vehicles	22-24 March 2022	Full access	N/A
57	216	March - 57. Mobile Device Detection Camera (E105 - budget item)	22-24 March 2022	Full access	N/A
58	219	March - 58. Dangerous Driving Penalties	22-24 March 2022	Full access	N/A

59	223	March - 59. Road Safety Cameras	22-24 March 2022	Full access	N/A
60	225	March - 60. Coroner's Report (Blake Corney)	22-24 March 2022	Partial access	Schedule 1.6
61	229	March - 61. Supply of Adblue for vehicles	22-24 March 2022	Full access	N/A
62	231	March - A. Storm Damage	22-24 March 2022	Full access	N/A
63	234	March - B. Mowing	22-24 March 2022	Full access	N/A
64	238	March - C. Strategic Road Maintenance _ Potholes	22-24 March 2022	Full access	N/A
65	241	March - D. Moncrieff Drying Pad	22-24 March 2022	Full access	N/A
66	242	March - E. Fadden Playground Tower	22-24 March 2022	Full access	N/A
67	243	March - F. Offsite Charging Facility	22-24 March 2022	Partial access	Schedule 2.2(a)(xvi)
68	245	March - G. Umbagog Park Bridge _ Odour Control Units	22-24 March 2022	Full access	N/A
69	249	March - H. Tuggeranong Foreshore Upgrades	22-24 March 2022	Full access	N/A
70	250	March - I. La Perouse Street - Road Safety	22-24 March 2022	Full access	N/A
71	252	March - J. St Edmond's College - Road Safety on Canberra Ave	22-24 March 2022	Full access	N/A
72	253	March - K. Coppins Crossing closures and flooding	22-24 March 2022	Full access	N/A
73	254	March - L. Yerabi Pond Lighting	22-24 March 2022	Full access	N/A
74	255	March - N. NZ_TAS Fare Charges and Petrol Prices	22-24 March 2022	Full access	N/A
75	257	March - O. Speed Limit in Watson	22-24 March 2022	Full access	N/A
76	258	March - P. Mugga Lane Odour	22-24 March 2022	Full access	N/A

77	260	March - Q. TCCS' response to COVID lockdown	22-24 March 2022	Full access	N/A
78	270	March - R. PT COVID-19 exposure sites and Check In CBR compliance on PT	22-24 March 2022	Full access	N/A
79	271	March - S. Workplace safety and availability of PPE for TCCS employees	22-24 March 2022	Full access	N/A
80	272	March - T. Interim PT network including services for school kids	22-24 March 2022	Full access	N/A
81	274	April - 20. Fadden Pond	5 – 7 April 2022	Full access	N/A
82	277	April - A. Storm Damage	5 – 7 April 2022	Full access	N/A
83	281	April - B. Mowing	5 – 7 April 2022	Full access	N/A
84	285	April - C. Strategic Road Maintenance	5 – 7 April 2022	Full access	N/A
85	288	April - D. Moncrieff Drying Pad - Roads	5 – 7 April 2022	Full access	N/A
85	289	April - E. Offsite Charging Facility	5 – 7 April 2022	Partial access	Schedule 2.2(a)(xiii)
86	291	April - F. Umbagog Park Bridge	5 – 7 April 2022	Full access	N/A
87	295	April - G. Tuggeranong Foreshore Upgrades	5 – 7 April 2022	Full access	N/A
88	296	April - H. La Perouse Street	5 – 7 April 2022	Full access	N/A
89	298	April - J. Coppins Crossing closures and flooding	5 – 7 April 2022	Full access	N/A
90	299	April - K. Protest Activity Disruption Management (JACS QTB)	5 – 7 April 2022	Full access	N/A
91	302	April - L. NZ_TAS Fare Charges and Petrol Prices	5 – 7 April 2022	Full access	N/A
92	304	April - M. Mugga Lane Odour	5 – 7 April 2022	Full access	N/A

93	306	April - N. FOGO	5 – 7 April 2022	Full access	N/A	
94	308	April - O. Federal budget infrastructure investment (Athllon, Kent_Novar and corridors)	5 – 7 April 2022	Full access	N/A	
95	312	April - P. Lyneham Primary School_Brindabella Christian College (safety issues on Brigalow Street)	5 – 7 April 2022	Full access	N/A	
96	314	April - Q. Road Damage to Tarra Place_Jabanugga Ave	5 – 7 April 2022	Full access	N/A	

Transport and City Services

ISSUE: WILLIAM HOVELL DRIVE DUPLICATION

Talking Points

- The ACT Government has committed funding for the duplication of William Hovell Drive, from Drake-Brockman Drive to John Gorton Drive to support the growing communities in West Belconnen and the Molonglo Valley.
- This will include an upgrade to the roundabout intersection with Drake-Brockman Drive and Kingsford Smith Drive to be signalised and the construction of a new seven-kilometre off-road shared path providing a new cycle link from Drake-Brockman Drive to Bindubi Street and then onto the City.
- The project is currently in its detail design and development approval phase, with the Development Application (DA) and draft Environmental Impact Statement (EIS) considered by the Impact Assessment area of the Environment, Planning and Sustainable Development Directorate (EPSDD) following a period of extended public consultation. When comments from EPSDD and other entities have been addressed, a revised EIS will be submitted.
- The revised EIS will support an Impact Track DA to provide a Notice of Decision from EPSDD. Consent conditions will be addressed by TCCS, the design consultant or construction contractor as required.
- Construction funding for \$63.25 million was announced in the 2021-2022 ACT budget. Construction is scheduled to commence in early 2023.

Community consultation

- Following initial consideration of the draft EIS, the Government announced a new period of public consultation for this project which commenced on Monday 8 November and ran until 11.59 pm on Sunday 19 December.
- Consultation was conducted via the YourSay page with feedback also welcomed via email to communityengagement@act.gov.au and at two pop-up sessions at the Kippax Group Centre and on-site at the off-leash dog walking area adjacent to Hawker.
- TCCS gave a presentation to the Belconnen Community Council (BCC) on 19 October 2021 and again on 14 December 2021
- Promotion of the consultation included:

- a letterbox drop to approximately 2000 residential properties including the entire Hawker suburb and sections of Higgins and Scullin.
 - erection of four information signs in select locations including at the existing Pinnacle Nature Reserve carpark.
 - an email to 48 community and stakeholder groups as well as those who had previously contacted the Directorate and Minister's Office.
 - digital Our Canberra content.
 - social media.
- The YourSay engagement closed on 19 December 2021 and responses have been collated.
 - A 'What we Heard' report has been compiled by TCCS Communications and was released on 18 March 2022.
 - This, and the responses received, will also be used to inform the revised EIS.
 - The revised EIS is expected to be submitted on 18 March and the revised EIS will most likely be publicly notified.
 - The What We Heard report from the YourSay engagement will be released prior to the revised EIS being publicly notified.
 - The key considerations following the consultation have been to:
 - Agree to **move the shared path** to the western side of William Hovel Drive. This would eliminate conflict between the shared path and the off-leash dog walking area in this location, eliminate the need for vegetation removal north of the underpass and move the shared path away from the back of six Hawker residences.
 - Consider public **access to the Kama Nature Reserve**. Accessing the Nature Reserve from the upgraded William Hovell Drive would create a conflict point and traffic hazard. To address this the Suburban Land Agency and ACT Parks and Conservation Service are arranging access to Kama Nature Reserve from Stage 4 of Whitlam.
 - This project has exceeded all legislative requirements for public notification, specifically:
 - the requirements for this particular proposal were a notification period of 35 working days, the erection of one sign, and writing to 116 affected residents. In total, EPSDD has notified this proposal for more than 60 working days, has erected five signs, and written to 216 residents and eight community groups.

- EPSDD mailed hardcopy letters to 216 residents adjacent to the project providing project information and links to the draft EIS and DA on their website. There was a delay in sending these letters due to the COVID-19 lockdown, however in response, the Authority extended the public notification period until 30 September 2021 to allow residents additional time to provide comments on the proposal.
- as mentioned, a total of five DA notification signs were also erected on the William Hovell Drive road reserve and near some residences in Hawker.
- earlier this year, 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.
- the TCCS project officer responded to four phone calls from the public. 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. To lessen the conflict between equestrians and shared path users an in-principle agreement has been reached with the SLA to relocate an 800 metre section of the BNT to the west and into the adjacent 'Lands End' property.
- 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.

Benefits of the project

- The planned duplication of William Hovell Drive will provide active travel infrastructure through the inclusion of:
 - 4.5 kilometres of on-road cycle lanes in both directions.
 - replacement of the existing roundabout intersection at Drake-Brockman Drive and Kingsford Smith Drive/William Hovell Drive with traffic signals to facilitate safe active travel movements for pedestrians and cyclists through the intersection.
 - a seven-kilometre, 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-kilometre missing link between John Gorton Drive and Bindubi Street in the active travel

network. The missing shared path link design is at a final preliminary sketch plan (PSP) and will be delivered as part of the William Hovell Drive duplication 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, Scullin, Higgins and west Belconnen to the City.
 - connecting to the existing shared path along John Gorton Drive providing access from the Molonglo Valley to the Belconnen Town Centre (via William Hovell Drive and Bindubi Street) as well as continuing east onto the City. Following the construction of the John Gorton Drive bridge over the Molonglo Valley there will be a further connection south into the suburbs of Coombs, Wright and Denman Prospect as well as into the Molonglo River Reserve; and
 - completing the missing shared path link along William Hovell Drive onto Bindubi Street, providing access for residents of Cook and Aranda to access the City and the Molonglo Valley.
- The proposed alignment of the shared path will minimise conflict with the Bicentennial National Trail being realigned through the 'Lands End' property at the north-western end of the project.
- The location at which the shared path will cross the Bicentennial National Trail will include measures to reduce the risk of conflict between equestrians, cyclists and pedestrians. These will include the installation of priority signs, bollards and advisory signage for crossing locations.

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.

QUESTION TIME BRIEF

Transport and City Services

ISSUE: BOBOYAN ROAD AND MAINTENANCE OF RURAL ROADS

Talking Points

Boboyan Road

The following maintenance works were recently undertaken by Roads ACT on Boboyan Road:

- Maintenance grading on Boboyan Road (18.8 km section) was completed in May 2021 from the end of the existing seal to NSW border.
- Further maintenance grading on Boboyan Road (18.8 km section) was recently completed in January 2022.
- Resealing works were completed in December 2021 in three separate sections of Boboyan Road (total of 11km from the intersection of Top Naas Road).

Through Capital funding in 2021, 4km of pavement rehabilitation, including widening of existing pavement and drainage rehabilitation, was completed in July 2021 on two different locations of Boboyan Road:

- Section 1 started at the border of sealed asphalt and gravel road, extending south for 1 km towards the NSW border.
- Section 2 was a 1 km section commencing just north of the ACT/NSW border, including Brayshaw's Hut carpark.

Maintenance of Rural Roads

- 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). The remainder of rural roads are owned/maintained by EPSDD Parks and Conservation.
- 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 25 January 2022, 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.
- 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.
- 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.
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 Crescent 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 in 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.
- Maintenance Grading on **Woods Lane** was completed in November 2021.
- Maintenance grading on **Mountain Road** was completed in November 2021.
- Maintenance grading on **Nimrod Road** was completed in November 2021.
- Maintenance Grading on **Smiths Road** was completed in December 2021.
- Maintenance Grading on **Kowen Road** was completed in December 2021.
- Maintenance grading on **Top Nass Road** was completed in January 2022.

- Maintenance grading on **Union Street** in Tharwa village was completed in January 2022.
- Maintenance grading on **Sunshine Road** (4.0km section) was completed in February 2022 between Naas Road to Smiths Road. (17.02.22 to 18.02.22)

Transport and City Services

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.
- Over time, this area has become increasingly popular and has been the subject of quite intense urban renewal attention. This process has however triggered significant infill development and with it has brought a number of concerns raised by local residents regarding traffic and transport and 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) is 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.
- A petition was raised with the ACT government and a response provided advising that an area wide study would be undertaken to review parking and traffic management in Campbell. This study will be undertaken in 2022 and it will include consultation and engagement with the local community.

Transport and City Services

ISSUE: Community Path - Maintenance, Prioritisation and Upgrades (Community Path List)

Talking Points:

- Roads ACT manages approximately 3,960 kilometres of community paths. Community paths consist of shared paths, off-road cycle paths and hard surfaced pedestrian verge areas.
- 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

- 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 debris from paths when reported through Access Canberra or Fix My Street or proactively after rainfall events in locations where sediment and debris is known to collect.
- 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 program created four new temporary positions for path inspector roles for TCCS. These temporary inspectors worked closely with the existing Roads ACT inspectors to undertake condition audits and defect assessments of the full path network across Canberra. This asset condition data 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.

- The team completed inspections of the full 3,960 km network in December 2021. This number is higher than the total length previously recorded which was 3,177 km, and this is because the team identified additional paths that were not recorded in the Asset Management System (AMS). The AMS has now been updated accordingly.
- In parallel with the inspection program, Roads ACT is updating asset management plans for the community path network. The consultant has completed their draft of these plans and they are now with Roads ACT for review and endorsement.

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 provision of missing links will enable higher uptake of active travel.

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 \$50 million 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.

2019-20 Program

- 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). . Both sets of traffic signals were successfully commissioned in December 2021. Minor civil works and landscaping is expected to be complete by the end of March 2022.
 - \$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 completed.
 - The construction tender has recently been awarded, works are expected to commence late-March 2022.
- The total allocation of Federal Black Spot funding for ACT in 2021-2022 and 2022-23 is \$3,528,708.
- The ACT Black Spot Panel has approved the following projects, and is awaiting approval of funding from the Federal Minister.

Locations for 2021 -22/23	Treatments	Required Funding
Hindmarsh Dr / Brierly St intersection	Install traffic signals + Speed limit reduction to 60km/h between Brierly Street and Carbeen Street + Speed limit reduction to 70km/h between Carbeen Street and Darwinia Terrace	932,300
Isabella Dr / Benham St intersection	Remove the Right-in and provide a Right-out for emergency vehicles only	403,800
Phillip Av / Windeyer St intersection	Provide a right turn lane with a signal controlled right turn, a through lane and a marked shoulder in the existing pavement	163,540
Limestone Av / Treloar Cr / Euree St intersection	Install traffic signals and remove existing signalised pedestrian crossing.	1,616,200
TOTAL		3,115,840

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:

Black Spot Projects^(a)

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

*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).

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 Driver to Air Disaster Memorial Drive), Pialligo	speed limit reduction and associated improvements	\$91,000	COMPLETED
TOTAL		\$626,200	

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.

- 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.

- 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.

Transport and City Services

ISSUE: HORSE PARK DRIVE (ROAD NOISE)

Talking Points

- Several residents on Buckingham Street, Amaroo (where their properties back onto Horse Park Drive) raised concerns regarding road noise levels on Horse Park Drive through Access Canberra and the Minister’s Office.
- 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 over 2020, 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.

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 316 signalised intersections, 36 mid-block pedestrian crossings and flashing warning signals at two unsignalised pedestrian crossings.
- Roads ACT also operates and maintains on behalf of the National Capital Authority (NCA) 20 signalised intersections, six mid-block pedestrian crossings, and flashing warning signals at five 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:
 - 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:
 1. Intersection of Vernon Circle and Constitution Avenue, CANBERRA.
 2. Intersection of Northbourne Avenue and Barry Drive, CANBERRA.
 3. Intersection of Northbourne Avenue and Antill Street, LYNEHAM.
 4. Intersection of Gungahlin Drive and Barton Highway, MITCHELL.
 5. Intersection of Gungahlin Drive and Sandford Street, MITCHELL.
 6. Intersection of Gungahlin Drive and Ginninderra Drive (West), BRUCE.
 7. Intersection of Flemington Road and Well Station Drive, HARRISON.
 8. Intersection of Flemington Road and EPIC Entrance, LYNEHAM.
 9. Intersection of Northbourne Avenue and Wakefield Avenue, TURNER.
 10. Intersection of Gungahlin Drive and Well Station Drive, MITCHELL.
 11. Intersection of Flemington Road and Federal Highway, WATSON.
 12. Hindmarsh Drive/Tuggeranong Parkway southbound ramp, CHIFLEY.
 13. Intersection of Hindmarsh Drive and Melrose Drive, CHIFLEY.
 14. Intersection of Hindmarsh Drive and Athllon Drive, PHILLIP.
 15. Intersection of Hindmarsh Drive and Yamba Drive, O'MALLEY.
 16. Intersection of Hindmarsh Drive and Stretton Drive, HOLDER.
 17. Intersection of Aikman Drive and Ginninderra Drive, BELCONNEN.
 18. Intersection of Haydon Drive and Ginninderra Drive, KALEEN.
 19. Intersection of Aikman Drive and Emu Bank, BELCONNEN.
 20. Intersection of Aikman Drive and Eastern Valley Way, BELCONNEN.
 21. Intersection of Gundaroo Drive and Gungahlin Drive, PALMERSTON.
 22. Intersection of Federal Highway and Barton Highway, LYNEHAM.
 23. Intersection of Barton Highway and Clarrie Hermes Drive, NICHOLLS.
 24. Intersection of William Hovell Drive and Bindubi Street, BELCONNEN.

25. Intersection of William Hovell Drive and Coulter Drive, BELCONNEN.
26. Intersection of Morshead Drive and Monaro Highway, CAMPBELL.
27. Intersection of Athllon Drive and Soward Way, GREENWAY.
28. Intersection of Drakeford Drive and Athllon Drive, KAMBAH.
29. Intersection of Horse Park Dr, Mapleton Av and Dugong Way, HARRISON.
30. Intersection of Monaro Highway and Sheppard Street, HUME.
31. Intersection of Belconnen Way and Caswell Drive, ARANDA.
32. Intersection of Belconnen Way and Haydon Drive, BRUCE.
33. Intersection of Haydon Drive and College Street, BRUCE.
34. Intersection of Haydon Drive and Battye Street, BRUCE.
35. Intersection of Cotter Road and Kirkpatrick Street, WESTON.
36. Intersection of Southern Cross and Coulter Drive, BELCONNEN.
37. Intersection of Federal Highway and Stirling Avenue, WATSON.
38. Cotter Road/Tuggeranong Parkway northbound ramp, CURTIN.
39. Cotter Road/Tuggeranong Parkway overpass, CURTIN.
40. Intersection of Ginninderra Drive and Mouat Street, LYNEHAM.
41. Intersection of Belconnen Way and Coulter Drive, WEETANGERA.
42. Intersection of Canberra Avenue and Manuka Circle, GRIFFITH.
43. Intersection of Barry Drive and Kingsley Street, TURNER.
44. Intersection of Anthony Rolfe Avenue and Gozzard Street, GUNGAHLIN.

Transport and City Services

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 improvement 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 focused on improved water quality outcomes, rather than addressing infrastructure operations and maintenance.

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 inspected at least twice a year or as required and after storm events.
- TCCS maintains over 265 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, focused on the 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 Maintenance Contract

- A new stormwater maintenance contract commenced on 1 October 2021 and expires on 30 September 2024, with provision for up to two extensions of one year each.
- The stormwater maintenance contractor is Flexible Australia.
- The scope of work provided by Flexible Australia comprises the maintenance of the public stormwater network managed by TCCS and excludes stormwater assets managed by the National Capital Authority (NCA).

Stormwater Projects:

- Griffith area flooding – Road Maintenance received multiple flooding complaints from residents of 18 Carstensz Street in Griffith. Roads ACT engaged a hydraulic consultancy to investigate the concerns and to provide rectification options. A report was provided and TCCS has reviewed the findings. A Request for Tender for augmentation of the stormwater network to increase storage capacity and reduce flooding events closes on the 17 March 2022 with a contract award expected by the 25 March 2022.

- Gross pollutant trap (GPT) Audit and Implementation Program - To improve the performance and functionality of the GPT network and associated assets, will be complete this financial year, this will be the third round of audits under this program, \$150,000 including GST is allocated to finish this project.

Better Infrastructure Funding (BIF):

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

In 2020-21 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 2021-22 FY, \$1.4M of BIF has been allocated to complete the following projects:

- McKinlay Street, Narrabundah (revised design and construction) – highest priority project with construction and superintendence contracts due to be signed and works expected to commence before the end of the 2021-22 FY;
- Duffy Oval, Duffy (design) – dependent on budget resources;
- Cut-off drains and associated works at Narrabundah Hill, Duffy (design) - dependent on budget resources, and
- Conder at Charterisville Avenue (construction only) – dependent on budget resources.

Other capital works projects:

In 2019-20, approximately \$19 million was allocated to the capital works fund to be spent over the next four years to progress design and/or construction works at:

- Waramanga design/construct on Badimara Street;
- Page design/construct along Ogilby Crescent and Petterd Street;
- Weetangera design/construct along Abernethy Street, through the Mathieson Crescent playground and along Mathieson Crescent 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 Avenue 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 Mathieson Crescent playground and along Mathieson Crescent connecting to Bambridge Street and connecting to Belconnen Way. These works are due to be complete before the end of the 2021-22 FY.
- Fyshwick construction along Canberra Avenue service road between Lithgow Street and Geelong Street, parts of Geelong Street and parts of Yallourn Street. These works have been completed.
 - NOTE: Construction along north side of rail corridor behind Harvey Norman, parts of Barrier Street and parts 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 on the southern side of the Mawson Group Centre.
- This initiative will build on detailed design funding provided for improving 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. The remaining construction funding was provided by the ACT Government in the 2020-21 Economic and Fiscal Update.
- Documentation is being prepared to call public tenders for the contractor and site management team to deliver the construction phase of this project.

Goliath Court – flood mitigation - \$1.22 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. A Development application has been lodged with the expectation that construction will commence before the end of the 2021-22 FY.

ACT Healthy Waterways

The ACT Healthy Waterways Project was a joint initiative of the Australian and ACT governments to protect and improve long-term water quality in the ACT and further downstream in the Murrumbidgee River system.

Part of the Murray-Darling Basin Plan and with a budget of over \$80 million, the project is reducing the level of nutrients, sediment and pollutants entering our lakes and waterways.

It has involved the construction of a range of infrastructure - ponds, wetlands, rain gardens and swales as well as creek restoration and channel reconnection - designed to 'turn off' or reduce the amount of nutrients, sediment and pollutants entering our waterways. The focus is on improving water quality higher up in the catchment where rainwater becomes stormwater.

Seventeen (17) Healthy Waterway projects were completed and more are planned for future construction.

Initiative recurrent funding is appropriated to Roads ACT to operate and maintain the 17 Healthy Waterways assets, including revegetated channels, wetlands, ponds and biofiltration systems. The funding will become base recurrent funding from 2023-24. Three areas within Government have ongoing operation and maintenance responsibilities for the Healthy Waterways assets over the life of the assets:

- Road Maintenance, Roads ACT, City Operations, TCCS (hard assets of 14 sites)
- Place Management, City Presentation, City Operations, TCCS (soft assets of 14 sites)
- Parks and Conservation – 3 Healthy Waterways assets (hard and soft assets of 3 sites)

The following work is currently being carried out on Healthy Waterways assets:

- Healthy waterways water quality monitoring of bioretention areas and wetlands
- Maintenance of soft landscapes including weed control and planting of riparian shrubs and trees and aquatic macrophytes
- Maintenance of hard assets including pump and valve maintenance
- Maintenance work including desilting of ponds, clearing and grubbing of channels and cleaning of head walls, gross pollutant traps and trash racks

Transport and City Services

ISSUE: Streetlights

Talking Points:

- Transport Canberra and City Services (TCCS) manages over 82,000 public streetlights, over 1,200 streetlight control boxes and associated underground cabling 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 2022, TCCS expects over 26,000 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)
2020		
January	961	1002
February	1056	1169
March	1,662	1,534
April	1,303	1,183
May	1,251	1,158
June	1,560	1,548
July	1,873	1,777

	Total new defects received (within the month)	Defect repairs completed (within the month)
August	1,560	1,502
September	1,726	1,941
October	1,455	1,462
November	1,513	1,461
December	890	863
2021		
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
October	1136	1325
November	1546	1285
December	658	748
2022		
January	587	625
February	811	893

- There were 615 incomplete faults at the end of February 2022.
- 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.

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.

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 February 2022, the total number of LED luminaire replacements was 44,138.
- 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 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 January 2022, 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 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 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.
- [REDACTED]
- 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.

Portfolio: Transport and City Services

ISSUE: NEW 40 km/h SPEED ZONES

Talking points:

- In 2013, 40km/h speed limit areas were implemented in all town centres within the ACT.
- Evaluation of this program found the community was broadly supportive of the reduced speed limit, including in the City, and supported the expansion of the 40km/h speed limit to other adjacent streets in town centres.
- The ACT Government has since implemented 40 km/h zones in all 18 ACT group centres.
- The extent of the 40km/h speed limit zones has been reviewed for all five town centres, and the expansion of the Belconnen town centre was completed in 2019.
- The policy rationale for the introduction and expansion of 40km/h speed zones is based on protecting the safety of Canberrans, particularly our vulnerable road users.

City and Braddon

- The City and Braddon have changed remarkably in the past decade, with a large increase in the number of people living in these areas. They have also become hubs for dining, cultural events and other recreational activities, as well as for public transport use.
- This has resulted in more public transport users, pedestrians and cyclists using the area than ever before, who have to safely navigate the presence of motorists still using these roads to commute.
- Reducing speed limits reflects the changed use of these streets and makes the road system safer for all road users, particularly vulnerable road users such as pedestrians and cyclists.
- Lower speeds in the City and Braddon, including a 'people first' focus on Northbourne Avenue, formed a key part of design guidance for streets developed with community consultation as part of the City and Urban Gateway Design Framework in 2018.
- Further extension of 40km/h zones in these areas is also an explicit action under the ACT Road Safety Action Plan 2020-23 supporting our commitment to vision zero, the safe system approach and safer roads.
- The ACT Government recognised that the commencement of operations of light rail from Gungahlin to the City in 2019 led to a change in the road environment and function, with an increase in pedestrian movements in the City, particularly around Northbourne Avenue near the Alinga Street light rail terminus.
- The expansion of 40km/h zones in City and Braddon was approved for implementation in December 2020 and executed in March 2021. This includes:
 - Northbourne Avenue between McKay Street to Vernon Circle.
 - sections of Barry Drive and Cooyong Street with high pedestrian activity.
 - a large section of the Braddon commercial precinct.

Communication and signage

- To provide guidance and inform all motorists about the changes in speed limit large Variable Message Signs (VMS) were installed in the area two weeks prior to the 40km/h zones being introduced in March 2021. The VMS signs remained in place for an additional two weeks after the completion of the signage installation to reinforce the speed limit for motorists.
- The permanent warning signage installed when the new speed limit came into effect included:
 - 40km speed zone signs at each entry point into the new speed limit zone.
 - Repeater signs following each major road that intersects with the zone.
 - 40 km/h pavement road markings.
- In response to community feedback during and after the grace period, further signage has been installed, including:
 - Additional 40 km/h road signs immediately in advance/on the speed camera poles located on Northbourne Avenue and Barry Drive - installed in July 2021.
 - Additional pavement markings at mid-blocks on Northbourne Avenue, Barry Drive and Cooyong Street – installed in September 2021.
 - Additional larger size permanent “40km/h Area” signs on the entry to the new speed zones, installed in December 2021.
 - Additional VMS were also put in place on 11 May until 4 June 2021 to remind motorists of the reduced speed limit, then again on 21 June 2021 until 14 December 2021. These were placed at:
 - Northbourne Avenue (southbound) near the Veterans Park.
 - Northbourne Avenue (northbound) in centre median between London Circuit and Alinga Street.
 - Barry Drive (westbound) just before Moore Street.
 - Additional pavement marking on entry to the 40km zone on Northbourne Avenue and Barry Drive will be installed in early 2022.

Further pavement markings are being considered to enhance the entry into the 40km/h area and Brief will be provided to the Minister on this matter in March 2022.

- The ACT Government undertook extensive communication activity leading up to the implementation of the new speed zones, throughout the subsequent three-month grace period during which no enforcement was undertaken, and throughout an additional two-week warning period.
 - A Ministerial media release was issued, and media interviews were conducted in March 2021.
 - A letterbox drop of 2,000 letters was undertaken in March 2021 to businesses and residences in the Braddon and Civic areas.
 - There were over 20 media articles including ABC News, Canberra Times and the Riot ACT as well as most major radio stations and via radio ads across multiple time slots, and either side of the news during peak hour, including either side of the news, to alert motorists to the speed zone changes.

- The radio advertisements ran on AM and FM radio. Advertisements also included social media posts, which were run across ACT Government Facebook, with more than 170,000 impressions, over 1500 reactions and almost 1500 comments. Updates were also provided through the digital Our Canberra newsletter, and ministers and officials from Transport Canberra and City Services and Access Canberra also gave multiple media interviews.
- The amount of public information over a sustained period relating to this 40km/h speed zone change significantly exceeds that for any other change of speed limit implementation in the ACT.
- The existing speed cameras began enforcing the 40km/h speed limits on Northbourne Avenue and Barry Drive on 5 July 2021.
- Data from the three speed cameras indicated that between 5 July 2021 to 27 February 2022, I can advise that 97.3 per cent of vehicles travelling through the intersections were doing so within the sign posted speed limit. During this same period, however:
 - 86,254 infringement notices were issued.
 - 4,117 motorists have received 3 (or more) infringement notices.
 - 1,705 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.

Standing Committee on Planning, Transport and City Services Inquiry

- The PTCS Committee conducted an inquiry into petitions regarding the impact of speed limits in Civic. The Committee provided their report which includes 4 recommendations on 21 January 2022.
- The ACT Government thanks the Committee for their support for the expansion of 40km/h zones in built up areas and their acknowledgement that Government communications on the speed limit change in the City was thorough.
- The Government has listened to feedback and we have increased the size of the signage at the entrance to the 40km/h zones in the City beyond the standards required. We are also implementing further pavement markings.
- The Government will consider the detailed inquiry report and recommendations and will respond to the Assembly within four months.
- The ACT Government has received a copy of the committee's report/recommendations which it will now consider. A formal response will be tabled in the ACT Legislative Assembly. Note the ACT Government has until 31 May 2022 to formally respond.

Tuggeranong

- 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.

Kingston

- 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 40km/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 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.

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 replaced these two 60km/h signs on Northbourne Avenue with '40km/h Ahead' signs mid-November 2021..
- 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 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.

Transport and City Services

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 and the Molonglo River Bridge Crossing	\$176.2 million 2020-21 for design and construction (\$87.5 million Commonwealth funding).
Gundaroo Drive Stage 3 duplication	\$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 [REDACTED]
William Hovell Drive duplication	\$2.0 million for design in 2019-20 and \$63.25 million allocated in the 2021-22 budget (\$26.5 million Commonwealth funding).
Canberra Brickworks Precinct access road and Dudley Street upgrade	\$8.0 million for design and construction
Monaro Highway Upgrade program	\$230.5 million over 6 years (funded 50 per cent by the Federal Government)
East Gungahlin High School (supporting road works)	\$11 million funding in 2020-21 An additional \$5.65 million in 2021-22 Budget.

John Gorton Drive and Molonglo River Bridge Crossing – \$176.2 million

- This is the final section of John Gorton Drive (JGD) and includes the Molonglo River Bridge and 1.7 kilometres 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 facilitate the Expression of Interest and Request for Tender phases, compile GC21 contract documents and undertake industry engagement. The Enabling Works engagement will also provide technical supervision of the Design and Principal Authorised Person (PAP) and contract management services during the 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 have been assessed as part of the Enabling Works engagement and an extension of time to December 2022 has been approved by EPSDD to meet these.
- The issues raised by the Government and other Entities will be addressed as part of the Enabling Works and Design and Construction engagement.
- A Request for Expressions of Interest for the Design and Construction was released in September 2021.
- [REDACTED]
- [REDACTED]
- The RFT was released on 11 March 2022 and is scheduled to close on 9 June 2022.
- It is anticipated a preferred Design and Construction Contractor will be engaged in September 2022.
- The scheduled opening date of the road approaches and the bridge is December 2025.

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.
- 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 million (ACT Government) funding.
- The road name has been changed from William Slim Drive to Gundaroo Drive to more closely align with the road corridor from Gungahlin to Belconnen.
- The project involves the duplication of the 3.2kms 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 scope of works includes:

- approximately 3.2kms of new carriageway.
- approximately 6.4kms 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.
- streetlighting and landscaping.
- 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.
- The design has been updated to reflect previous community feedback and address changes to road infrastructure design standards. The works have been packaged in two packages with
 - Package A – the sections between the Barton Highway intersection and Chuculba Crescent and from Baldwin Drive to the Ginninderra Drive intersection.
 - Package B – between Chuculba Crescent and Baldwin Drive intersections.
- Tenders for the construction of Package A was advertised on the 17 August 2020. The Contract was awarded to BMD Construction and construction works commenced in February 2021. Contract for Package B has recently been awarded. The successful contractor has recently commenced works.

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 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 Drive/Gundaroo Drive intersection. Design of the signalised intersection is being finalised with a DA Amendment recently been approved by EPSDD. Construction of the signalised design is included as part of the Package B works which which have recently commenced

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 \$5.22 million 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.
- [REDACTED]
- It is anticipated 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.
- [REDACTED]
- 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.
 - liaison with MPC and their light rail technical advisor (Arup).
- [REDACTED]
- [REDACTED]
- A government stakeholder workshop was held on 27 September 2021. 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 at the time - Arup) have been received for consideration.

- Additional work has been undertaken to respond to the matters raised by Arup. This has been further discussed with MPC and their new light rail stage 2B Technical Advisor AECOM.

- [REDACTED]

- [REDACTED]

- [REDACTED]

- [REDACTED]

William Hovell Drive (Planning better roads for our growing city initiative) – \$2.0 million design and \$63.25 million construction

- The Government has committed funding for 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 reached final Preliminary Sketch Plan design and is currently progressing to Final Design.
- A referral under the Environmental Protection and Biodiversity Conservation (EPBC) Act has confirmed this project is a controlled action which can be assessed via the ACT bilateral agreement. A draft Environmental Impact Statement (EIS) and Impact Track Development Application have been submitted for concurrent approval.
- After the close of the notification period for the draft EIS it was decided to commence further engagement on the project to support the revised EIS.

- The consultation period commenced on Monday 8 November 2021 and closed 11.59 pm Sunday 19 December 2021.
- Consultation was via the ACT Government's YourSay platform and included a feedback form (focusing on the green space but with an opportunity to provide feedback on the project more generally) and a live 'Q&A' section where the community could ask questions and receive responses from the project team within three business days.
- A What We Heard report from the YourSay engagement is being finalised and will be released shortly.
- The project will also include extending the new off-road shared path from John Gorton Drive through to Bindubi Street.
- A revised EIS to support the Impact Track DA is being finalised and will be submitted shortly.
- Construction funding for \$63.25 million has been provided in the 2021-2022 ACT budget.
- Construction is anticipated to commence early 2023 and the road is expected to be finished by December 2026.

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

- The Environment Protection and Biodiversity Conversation (EPBC) Act approval was received with conditions, the s211 EIS exemption was granted by the Minister for Planning, and the Works Approval was 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 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. [REDACTED]
- The site management (including PAP) tender was called in June 2019 and the consultant has been engaged.
- A Notice of Application for Review of Decision-DA 201935514 was made by [REDACTED]. 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 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 which also delayed the timing of the next traffic switch that has since occurred on the weekend of 9-11 October.
- Dudley Street was closed for a week to connect the new westbound pavement into the new roundabout. This closure enabled construction work to be undertaken in an area where traffic was driving and detours were in place. Dudley Street reopened with all traffic traveling on the new road alignment in both directions. The temporary road areas which vehicles had been driving on were then removed and reinstated.
- Before the Christmas break the new shared path along Dudley Street was opened for use.
- The final stage of works, including the path in the area of the site compound buildings, rectification of identified defects and the final landscaping works are completed. A handover inspection of the civil assets has occurred with final defects works and WAE approval in progress.. Landscape assets being placed onto consolidation will follow (dependent on suitable weather conditions).
- Brickworks Way (the access road to the Canberra Brickworks development area) will remain closed off to traffic until DOMA Group require access to construct this new development. This is anticipated to be late in 2022. Barriers are in place to close this new section of public road under the approved TTM arrangement that Roads ACT are managing.

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 \$115.25 million 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 \$230.5 million
- 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.

- The program comprises two key projects:
 - Monaro Highway Upgrade project.
 - 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. Further investigation of these issues has occurred in late January 2022 with a report on the issues expected shortly.
- 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 completed feasibility and some preliminary designs for the whole study area.
- Options for the Isabella Drive interchange and the treatment of the existing signalised intersections through Hume have been assessed and preferred options agreed. [REDACTED]
- Insurance provider AAMI releases an annual report detailing vehicle crash hotspots based on insurance claims received. The 2021 report has identified the Monaro Highway through Hume as the highest ranked road for crash claims in the period of July 2020 to June 2021. Previous analysis of crash data indicates the majority of the crashes in the area occur at intersections. The upgrades are expected to significantly reduce the frequency of crashes through the replacement of signalised intersections with grade separated treatments.

Lanyon Drive Interchange

- Preliminary designs for the Monaro Highway / Lanyon Drive interchange were completed in the first half of 2021 and will inform a design and construction tender which is scheduled to be released in early 2022. A contract has been awarded for the preparation of the major works tender documents, detailed design of the David Warren Road works and construction supervision for the Lanyon Drive works major construction package.
- In late 2019, the Australian and ACT Governments made a joint announcement funding would be brought forward to allow construction to commence in the 2020-21 financial year. The Monaro Highway / Lanyon Drive interchange was identified as an early construction package with works to relocate existing services scheduled to commence late 2021. Designs are complete and a contract for the package has been awarded. Site mobilisation and preliminary works commenced in late January 2022 and will continue through mid-2022.
- A Request for Expression of Interest to progress design and construction of the Lanyon Drive Interchange was released in late February 2022 and is due to close at the end of March. This is the first stage of a two stage procurement process to progress these works.

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 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 Crescent (west) intersection to the south for approximately 200 metres, including a roundabout at the southern end.
 - signalisation of the Well Station Drive/Albatross Crescent (west) intersection.
 - signalisation of the Well Station Drive/Kings Canyon Street intersection.
 - provision of a shared path from Flemington Road to Albatross Crescent (west).
 - construction of new and relocation of existing bus stops.
 - noise walls on the Harrison side of Well Station Drive to mitigate the traffic noise impacts.
- Construction of access to the new school is to be completed before the new high school opens in January 2023, with remaining elements of the works to be completed in February 2023.
- The detailed design was completed in November 2021. An Impact Track Development Application (DA) was approved by Minister Gentleman on 16 September 2021 with approved plans being released on 19 October 2021.
- The site management team, including PAP, and the construction contractor are engaged.
- Site establishment and TTM set up has been completed on site. Construction commenced on 24 January, with Well Station Drive closed for 3 weeks. The stage 2 TTMs are now in place with through traffic on Well Station Drive reopened. Traffic in and out of the Kings Canyon Street and Albatross Cres (west) intersection are still closed for a further 8 weeks.
- Regular coordination meetings are being held with Education and their contractor ICON SI. Coordination of site access, utility service works and construction interfaces are part of these discussions. Through these meetings agreement has also been obtained from Education for the stormwater and earthworks in the southern verge of Well Station Dr to be completed by the road contractor, and funded by Education.
- Likely Covid-19 impacts on the supply of construction materials (particularly those with long lead times) is currently being determined with a procurement plan for materials needed on the project being progressed by the contractor including placement of orders and early delivery of materials to site.
- The impact of Covid-19 on the availability of workers and sub-contractors is also being monitored by the contractor. This impact will continue to be monitored as the project progresses.
- The above-average rainfall currently being experienced this summer due to La Niña's impact on the eastern coast of Australia could impact on this project particularly as the project site is very wet. This impact will also be monitored as the project progresses.

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.
- 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).

Status Update

- The Infrastructure Study, which aims to assess the condition of existing infrastructure such as road pavements and safety barriers, identify existing services, and assess key existing infrastructure constraints, is expected to be completed in late March 2022. This will serve as a key input into future studies and designs.
- The Traffic & Options Developments Study commenced early November 2021 and is expected to be completed December 2022. This study aims to:
 - Re-calibrate and update the traffic models to be utilised as part of the study.
 - Develop a series of road infrastructure upgrade options.
 - Assess potential new freight corridor options to improve freight connectivity.
 - Assess infrastructure upgrade options and the preferred freight corridor, to then identify a suite of upgrade options that achieve the strategic objectives of the corridor.
 - Develop the corridor plan.

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.
 - 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.
 - Kuringa Drive/Owen Dixon Drive.
- The 2021-22 Budget has provided funding for the following intersection works over 1 year:
 - Coranderrk Street/Parkes Way.

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.
- Construction of the new retaining wall, handrail and shared path along Kuringa Drive are now complete.

- The new traffic signals are operational, and motorists are responding well.

The new three metre shared path is now open to the public. A number of civil defects remain, which will require the path to be closed for a confined period whilst rectification works occur. 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.
- Both the watermain and underground high voltage cable relocation are now complete. Asphalt works have been completed and the traffic signals were commissioned late October and are now operational. Traffic is responding well. Minor civil and landscaping works continues.

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 is now complete. Minor 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.
- 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.
- The targeted public and community stakeholder engagement was undertaken in December 2021. Following discussions with some community members and a number of stakeholder groups. The Works Approval application is being finalised prior to being lodged.
- 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, the site visit by their construction representative who is based in Sydney was delayed due to the Covid-19 lockdown and travel restrictions. The Telstra representative was finally able to be in Canberra on 1 November 2021 which enabled the details of this component of the design to be finalised.
- Further discussions have occurred with Icon Water which have resulted in a protection measure being agreed to that eliminates the need to relocate a section of the existing 225mm diameter lead jointed cast iron water main. This is a good outcome for the project as it lessens the construction impacts on traffic using Kent Street. Icon Water's design approval has now been received.
- The construction and site management team tenders went out to public tender in December 2021, with and has closed with the tenders currently being assessed.

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 August 2022.

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.
- Contract for the PSP design has been awarded, the works are underway and are expected to be completed in June 2022.

- 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 / Streeton Drive and Heyson Street / Streeton 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.

Coranderrk Street/Parkes Way

- The ACT Government will upgrade a key intersection for accessing Canberra's CBD and Parliamentary Triangle to help improve traffic flows and commute times during the construction of Stage 2 of light rail to Woden.
- The roundabout is a well-known bottleneck in our road network with a dominant westbound flow of traffic in the morning causing major congestion for eastbound traffic coming into the City and the Parliamentary Triangle from areas like Belconnen and Tuggeranong.
- The ACT Government is proposing to add traffic lights to the roundabout at the intersection of Parkes Way and Coranderrk Street to better regulate traffic flow and improve the capacity of the intersection.
- This will mean it can support the greater volumes of traffic expected during the construction of light rail and the raising of London Circuit. It is planned the westbound turning lanes at the roundabout would also be extended to provide improved storage capacity at the new lights.
- Network analysis indicates traffic will increase significantly on Parkes Way during the construction of light rail, as lane closures and works on Commonwealth Avenue see vehicles diverted via routes including Kings Avenue, the Tuggeranong Parkway and the Monaro Highway.
- It is estimated an additional 250 eastbound vehicles will be able to exit Parkes Way onto Coranderrk Street to access the city each hour in the morning peak period during construction. This equates to a capacity increase of approximately 20 per cent, from 1,350 to 1,600 vehicles per hour.
- The project includes the installation of traffic signals and road cameras to allow for monitoring of the intersection from the ACT's Traffic Management Centre, which will permit adjustments to the timing of the lights in real time to optimise traffic flow.
- The roundabout is a Commonwealth Government asset managed by the National Capital Authority (NCA), but the ACT Government has funded the upgrades in the 2021-22 ACT Budget.
- The ACT Government's Disruption Taskforce identified these intersection works as a priority action for managing traffic disruption associated with light rail. The Taskforce is continuing to undertake analysis and planning work to identify more ways to help keep Canberrans moving during the construction period.
- Design work for the improvements is complete and has involved ongoing discussions with the NCA.
- The project design drawings were submitted for an NCA Works Approval in October 2021. The public consultation period closed on early December 2021.
- The tender for construction closed late December 2021. Tender award is expected in coming months aligning with the NCA's consideration of the Works Approval application. The Superintendent's Representative for the construction contract was appointed in January 2022.

- Prior to construction start, the NCA requires that the Territory enter into a *License Agreement for use of Commonwealth Land* for this project, along with two other enabling capital works projects supporting the Light Rail (Stage 2) to Woden. These projects are Raising London Circuit (RLC) and Vernon Circle (VC), both being delivered by MPC Light Rail (MPC-LR).
- The Territory, represented by MPC-LR and TCCS, is currently negotiating with the Commonwealth, represented by the NCA, on mutually agreeable terms of the respective License Agreements. TCCS seeks to have the License Agreement for the Parkes Way Coranderrk approved by the NCA as soon as possible.

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 were planted in Autumn 2020) bringing the total number of trees 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 was engaged to focus on addressing the maintenance backlog in the south of Canberra). Funds were also allocated to establish a new depot in Woden.
A temporary depot was established at the Phillip enclosed oval and staff recruitment was undertaken.
- **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.

- **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 delivered by the Education Directorate as part of adjacent package of works. Construction completed October 2021.
- Public Toilet Replacement –Tuggeranong District Park toilet and John Knight Memorial Park toilet both opened to the public in September 2021.
- Shopping Centre upgrade program – Rapid Audit (for 13 shopping centres) was completed in September 2020. Works at all 13 shopping centres – Spence North west, Spence South, Kambah (Castley Crescent), Kambah (Marconi Crescent), Hackett, Philip, Page, Weetangera, North Lyneham, Kaleen, MacGregor, Macquarie and Gordon are complete.
- Kippax Group Centre Feasibility Study - Concept plans, feasibility study report and cost estimates were 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 is now complete.
- Bike parking facilities at Wells Station Drive – Park and Ride site – construction has been completed.
- 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 – complete and the site reopened to the public in mid-September 2021.
- Woden Library redevelopment – the internal upgrade and external awning were completed in December 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 Drive to Lake Burley Griffin Circuit - Menindee Drive - missing link on the Lake Burley Griffin Circuit. Construction complete October 2021 and the path is now open.
 - 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 were replaced with energy efficient LED fittings ensuring the optimal long-term cost benefits. A final list of 880 lights were provided by Roads ACT. Works commenced in December 2020 and have been completed.
 - 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". Constructions tenders were awarded and works commenced and were expected to be completed in August 2021, however these works were delayed as a result of the ACT lockdown and are now complete.
 - 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 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 addressing issues identified in 2019-20 safety audits are complete.
 - Skateboarding Facility – delivery and construction of a new vert half pipe at Belconnen Skatepark that meets competition standards for skateboarding. The project is being delivered under a varied PMA contract. Design is currently at FSP Stage. Project expected to be completed in Dec 2022.
 - Rollout of Canberra cycle route wayfinding signage. Routes C3 City to Belconnen, C7 Belconnen to Gungahlin and C9 Gungahlin to Airport completed in June 2021. Route C8 City Loop completed in October 2021 and LBG Circuit completed in March 2022. Contractor engaged for fabrication and

installation of 'trailhead' signs. The design of the sign frame has been modified and fabrication is ongoing in March 2022. TCD approval for individual siting locations has been obtained and footing construction works commenced in February 2022.

- Priority Crossing Theodore St - Melrose Dr Woden - Priority crossing for Theodore Street at Melrose Drive Woden. Work completed in June 2021. Defects rectification completed in October 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). Work completed in October 2021 and the path is now open.
- ACT NoWaste facility/site improvements - Upgrade of the reusables shed at Mugga Lane, including paving and drainage for enhanced community safety and access. Final asphalt surface, fencing and landscaping is complete. Practical completion has been issued. The Green Shed operator is in the process of utilising the new pavement for display and storage of materials for sale to the public. The project is complete and provides a safe, accessible and practical area for the Green Shed operator to utilise and the public to access. Community Infrastructure – funding provided to improve a number of government buildings 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 – Lyneham facility was completed and opened to the public in November 2021. The exterior digital wrap was installed 10 February 2022. Colbee Court Phillip works were completed December 2021 and open to the public. The toilet now meets current accessibility standards.

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

- 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 caregivers 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.
 - installation of water refill stations.
- The construction of a water meter pit at Stirling 1 Enclosed Oval addressed safety concerns that exist with

the ageing and outdated pit. Construction was completed in October 2021.

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.
 - 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 was completed in December 2021.

Road Safety

Road Safety - CCTV for priority intersections

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

CCTV cameras has been installed for more than 20 priority sites in 2021. Design for another 18 priority sites was complete in 2021 and installation will be complete by June 2022.

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. Completion delayed due to the ACT lockdown and requirement for contractor from Sydney to undertake linemarking eradication. Works completed November 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. Works were completed in June 2021.

Road Safety - Improved walking & cycling around schools

- The main objective was 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 included, but was not limited to the following:
 - 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 was 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.
- Construction is now complete.

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.
- Contracts for a staged construction of these works have recently been awarded and works are expected to commence shortly.

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 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 were progressed to document the safety interventions for several locations including parts of Uriarra Road, Cotter Road and Brindabella Road.
- Contracts for the construction of these works have recently been awarded and works are expected to commence shortly.

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 completed August 2021.
- Construction of on the new retaining wall, handrail and shared path along Kuringa Drive are now complete.
- The new traffic signals are operational, and motorists are responding well.
- The new three metre shared path is now open to the public. A number of civil defects remain, which will require the path to be closed for a confined period whilst rectification work occur..

Southern Cross Drive intersection with Starke Street

- New traffic signals provide controlled right turn and through movements at the intersection.
- Associated widening of the road pavement allows 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.
- Both the watermain and underground high voltage cable relocation are now complete. Asphalt works have been completed and the traffic signal were commissioned late October and are now operational. Traffic is responding well. Minor civil and landscaping works continues

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 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 trailed 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:
 - 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.
- Project Completion Report has been submitted to the Federal Government and awaiting final approval.

Road Safety Barriers

- This project involved the design and replacement of road safety barriers that are non-compliant to ACT standards.
- Roads ACT embarked on a program to progressively upgrade existing arterial road safety barriers. Safety barriers were upgraded on a priority basis that was consistent with the available funding.
- This project conducted 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 are now complete.

Variable Speed Limit System

- The Variable Speed Limit System (VSLS) 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.
- 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. [REDACTED]

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 support in response to COVID-19

- 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 to support children and increase safety around schools. Crossing supervisors are being encouraged to practice physical distancing behaviours.
- The School Crossing Supervisor program temporarily ceased operations during the COVID-19 lockdown, however resumed from 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.
- 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 is 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
 - Torrens Primary School
 - Turner Primary School

Portfolio: Transport and City Services

ISSUE: NARRABUNDAL PEAFOWL

Talking points:

- In 2017-18, the ACT Government prepared a draft Peafowl Management Plan (draft Plan) to implement a more strategic approach to the management of the ACT's peafowl populations and to address ongoing concerns from the community about the negative impacts of the feral peafowl, particularly in the Narrabundah area. The draft Plan outlined a number of options for the future management of the peafowl.
- The draft plan was made available for community comment from 16 April-8 June 2018. At the close of the public consultation period, it was clear that a majority of respondents were in favour of retaining the peafowl population in Narrabundah. In response, it was decided not to proceed with the draft Plan and the ACT Government committed to work with the local community to develop an agreed approach to the future management of the peafowl. A report detailing the outcomes of the consultation process is available on the City Services website.
- At that time, it was noted that all views should be represented in discussions with the Narrabundah community. As such, the ACT Government was committed to considering not only the views held by those that supported the Narrabundah peafowl population, but also the complaints received from local residents over the years.
- TCCS staff have met with the 'Narrabundah Peafowl Group' (now known as the Narrabundah Peafowlers) on numerous occasions to discuss the future management of the Narrabundah peafowl population. Unfortunately, these discussions came to an end when a consensus could not be reached.
- A Fact Sheet was prepared to assist the public to manage the peafowl on private land. This is made available to residents who raise concerns about the peafowl.

- In mid-2020, in response to concerns raised by some Narrabundah residents about the safety of the peafowl on local streets, signs were erected to alert motorists of their presence in the area.
- Warning signs advising motorists of Peafowl in the area have been installed on all four of the approaches to the area where peafowl congregate.
- A group of residents (the Narrabundah Peafowlers) has raised concerns about peafowl being killed in traffic incidents and their views that such incidents could be a precursor to accidents involving people. They are seeking additional traffic control measures.
- Following a meeting with the Narrabundah Peafowlers it was agreed that TCCS would investigate crash history in the area and take further steps as required to investigate possible traffic calming measures.
- The need for traffic calming is based on a range of factors including vehicle speed and crash history and is aimed at reducing human casualties. Traffic calming rarely has any benefit for wildlife.
- A local traffic engineering consultant was commissioned to undertake a traffic study in 2021. The outcomes of the study are currently being summarised for my consideration with recommended treatment options and proposed future steps.

Portfolio/s: City Services

Transport

ISSUE: 2021-22 Half Yearly Performance Reporting on Accountability Indicators (TCCS and TCO)

Talking points:

- There are several positive results in the **TCCS performance report** such as:
 - Increase in length of community paths measure is above target by 33% due to more than anticipated path assets being transferred from land developers for estate areas in Taylor, Palmerston, Whitlam and Strathrain.
 - Higher than targeted re-homing of saleable stray and abandoned dogs due to staff efforts to re-home dogs or to re-unite them under the “Engage, educate, enforce” campaign.
 - Number of dogs processed by the Domestic Animal Services is below target by 27% as an indirect benefit from the COVID-19 pandemic, with more owners working from home.

- Adverse variances to targets in the **TCCS performance report** mainly include:
 - Resurfacing of territorial and municipal roads are below target due to delays in establishing a new resurfacing contract.
 - Responses on developers’ submissions and referred development approvals are both below target mainly due to the ongoing impact of COVID-19 pandemic including delays to the processing timeframes as a result of restrictions affecting staff who conduct inspections.
 - Majority of library services indicators are below target due to the ongoing impacts of the COVID-19 pandemic on the library visitations, membership, borrowings, assisted client research and reduced operating costs occasioned by the closure of libraries.
 - Majority of NoWaste measures are above targets mainly due to the ongoing impact of COVID-19 pandemic including increased levels of ACT household waste, comingled recycling and organic waste as well as increased cost of the respective collection services.
 - Removal of abandoned vehicles within nine calendar days is below target by 25%, partly due to the disruptions caused by the COVID-19 pandemic and ongoing engagement with the vehicle owners.

- An adverse variance to the target in the **TCO performance report** includes:
 - Public transport passenger boardings is below target by 52% due to fewer passengers using public transport as a direct result of the ongoing COVID-19 pandemic.

Key Points

- Major variances by output for TCCS December Year-to-date (YTD) are:

OUTPUT 1.1 Transport Canberra

- **Total network operating cost per network kilometre** (YTD result is \$6.74 – above target of \$5.88 by 15%)

Higher than targeted result is mainly due to reduced network kilometres as a result of the COVID-19 lockdown in the ACT which caused the public transport network to be at reduced capacity; combined with largely fixed network operating costs.

OUTPUT 2.1 Roads and Infrastructure

- **Annual percentage of territorial roads resurfaced** (YTD result is 1.3% - below target of 2.5% by 48%)

Lower than targeted result is mainly due to delays in establishing a new resurfacing contract, which commenced in November.

- **Annual percentage of municipal roads resurfaced** (YTD result is 0.6% - below target of 2% by 70%)

Lower than targeted result is mainly due to delays in establishing a new resurfacing contract, which commenced in November.

- **Increase in length (km) of community paths** (YTD result is 23.1 - above target of 17.5 by 32%)

This measure is influenced by both creation of new paths through Directorate's ongoing capital works program, and also by gifting of path assets created by land developers. During the current reporting period more than anticipated path assets were received from land developers in estate areas including Strathrain, Whitlam, Taylor and Palmerston.

- **Responses on Development Applications referred from the Environment, Planning and Sustainable Development Directorate completed within agreed timeframes** (YTD result is 73% - below target of 85% by 14%)

Lower than targeted result is mainly due to the ongoing impact of COVID-19 pandemic including delays to the processing timeframes as a result of restrictions affecting staff who conduct inspections.

- **Respond to developers' submissions within adopted timeframes** (YTD result is 62% - below target of 85% by 27%)

Lower than targeted result is mainly due to increasing complexity of submissions associated with urban infill developments, staff turnover and the ongoing impact of COVID-19 pandemic including delays to processing timeframes as a result of restrictions affecting staff who conduct inspections.

OUTPUT 2.2 Library Services

- **Physical visits to Libraries per capita** (YTD result is 0.6, below YTD target of 2.5 by 76%)
Lower than targeted result is due mainly to the impacts of the COVID-19 pandemic including: (1) temporary closure of library branches during the lockdown and reduced hours of operation since; (2) closure of community rooms and limited face-to-face programs; and (4) construction work undertaken at the Woden Library.
- **Items borrowed per capita** (YTD result is 1.9, below YTD target of 3.8 by 50%)
Lower than targeted result is mainly due to the impacts of the COVID-19 pandemic including: (1) reduced visitor numbers and physical loans due to social distancing requirements; (2) closure of community rooms from July 2020 to April 2021; and (3) substantial reduction in face-to-face programs in line with the ACT Government health and safety advice which resulted in reduced visitor numbers and the use of physical loans.
- **Percentage of population who are registered Library members** (YTD result is 44%, below YTD target of 55% by 20%)
Lower than targeted result is mainly due to the: (1) requirement for library memberships to be re-established since the introduction of the new library management system in 2019; and (2) the impact of the COVID-19 pandemic on the use of libraries including temporary closures and reduced services.
- **Direct cost of public library services per capita** (YTD result is \$13.04, below YTD target of \$17.75 by 27%)
Lower than targeted result is mainly due to reduced library branches' operating costs associated with the closure of libraries occasioned by the COVID-19 pandemic.
- **Percentage of library collection purchased in previous five years** (YTD result is 63%, above YTD target of 60% by 5%)
Higher than targeted result is mainly due to the removal of large number of aged items from the collection that were replaced during the year and an improved process for removal of aged records from the library management system.
- **Number of hours assisting client research in the ACT Heritage Library** (YTD result is 315 below YTD target of 450 by 30%)
Lower than targeted result is mainly due to: (1) the ongoing impact of the COVID-19 pandemic on the visitations to the Heritage Library; and (2) digitisation of the Heritage collection allowing clients unmediated access to collection materials, thus not requiring staff assistance.

OUTPUT 2.3 Waste and Recycling

- **Annual tonnes of ACT household waste to landfill per head of population** (YTD result is 0.101 tonnes - above YTD target of 0.094 tonnes by 7%)
Higher than targeted result is mainly due to the ongoing impact of COVID-19 pandemic including substantial increase in the household waste disposal since the ACT lockdown between August and October 2021. This trend has persisted after the lockdown ended with continuation of working-from-home arrangements and reduced opportunities for travel.
- **Annual tonnes of ACT household comingled recycling per head of population** (YTD result is 0.040 - above YTD target of 0.038 by 5%)
Higher than targeted result is mainly due to the ongoing impact of COVID-19 pandemic including substantial increase in the household comingled recycling disposal since the ACT lockdown between August and October 2021. This trend has persisted after the lockdown ended with continuation of working-from-home arrangements and reduced opportunities for travel.
- **Annual tonnes of ACT household organics per head of population** (YTD result is 0.035 - above YTD target of 0.033 by 6%)
Higher than targeted result is mainly due to the ongoing impact of COVID-19 pandemic including substantial increase in the household organic waste disposal since the ACT lockdown between August and October 2021. This trend has persisted after the lockdown ended with continuation of working-from-home arrangements and reduced opportunities for travel.
- **Annual cost of domestic garden organics collection service per head of population (green lids)** (YTD result is \$6.82 - above YTD target of \$6.25 by 9%)
Higher than targeted result is mainly due to: (1) higher than anticipated take-up rate following the ACT lockdown; and (2) numerous multi-dwelling developments joining the program.

OUTPUT 2.4 City Maintenance and Services

- **Numbers of dogs processed by the Domestic Animal Shelter** (YTD result is 401 - below target of 550 by 27%)
Lower than targeted result is mainly due to a reduction in the number of impounded dogs as a result of: (1) the continuation of indirect benefits of the COVID-19 pandemic as working from home has enabled pet owners to provide better care for their dogs and increased availability to collect dogs prior to being impounded; and (2) the implementation of the Responsible Pet Ownership marketing campaign - an education strategy that aims to influence pet management contributing to less dogs roaming or being lost.

- **Percentage of saleable stray and abandoned dogs re-homed** (YTD result is 99% - above target of 90% by 10%)
Higher than targeted result is mainly due to Domestic Animal Services staff efforts to re-home dogs or to re-unite them with their owners under control orders as part of the "Engage, educate, enforce" approach to compliance.
- **Remove abandoned vehicles on unleased land within nine calendar days** (YTD result is 75% - below target of 100% by 25%)
16 vehicles were not removed within the required timeframe. One (1) was due to a delay by the contracted towing provider; one (1) was due to the vehicle being registered and legally parked on first attendance prior to the registration lapsing; five (5) were due to ongoing engagement with the vehicle owner who then failed to comply with the vehicle removal direction; and nine (9) were due to disruptions caused by the COVID-19 pandemic, staff capacity and prioritisation of other public safety matters.
- Major variance by output for **TCO** December Year-to-date (YTD) is:
OUTPUT 1.1. Transport Canberra Operations
 - **Public transport passenger boardings** (YTD result is 4.8million – below target of 10.0million by 52%)
The target was not achieved due to fewer passengers using public transport because of the ongoing COVID-19 pandemic.

Overview

- Total of 10 accountability indicators are not reported on in the TCCS half-yearly statement of performance:
 - 7 customer satisfaction accountability indicators are utilising annual survey results which is undertaken in the second half of the year (1.1a, 1.1b, 1.1c, 2.1c, 2.2.d, 2.3.a and 2.4.a); and
 - 3 indicators are reliant on information produced on an annual basis including:
 - Container redemption rate (2.3.e);
 - Material recovery from the ACT household total waste stream (2.2.i); and
 - Annual operating cost of actively maintained parkland (2.4.f).

Reporting against these indicators will be included in the June 2022 Statement of Performance, which is included in the Annual Report.

- Additional three accountability indicators are not able to be measured for the TCCS half-yearly statement of performance including:
 - Percentage of territorial roads in good condition (2.1.d) – due to delays in the procurement of a new contract for road condition testing. The Directorate is in the

final stages of contract finalisation at present and will report on the performance against this indicator in its annual statement of performance.

- Increase in length of cycle lanes (2.1.g) – due to timing issues associated with implementation of the new asset management system (for the road asset class) and the decommissioning of the old system. The Directorate is investigating options for recording of this information in time for the annual statement of performance.
- Percentage of participants with a learning outcome from library programs (2.2.h) – due to the COVID-19 restrictions paper surveys have not been distributed for the limited number of programs provided, and as such this measure is unable to be measured. The Directorate is investigating options for establishment of electronic surveys for online and face-to-face programs during 2021-22 financial year.

Missed Accountability Indicators – half-yearly actuals 2021-22 TCCS

Talking points:

Output 2.1 Roads and Infrastructure: Management of the Territory's road and associated assets, stormwater infrastructure, community paths, bridges, traffic signals, streetlights and car parks. This output also includes the provision of road safety policy, asset information services, capital works and development approvals relating to the acceptance of new infrastructure assets.

Roads

Output 2.1.a) Annual percentage of territorial roads resurfaced (YTD target 2.5%)

- Below target by 48% (achieved 1.3%)
- Lower than targeted result is mainly due to delays in establishing a new resurfacing contract, which commenced in November.

Output 2.1.b) Annual percentage of municipal roads resurfaced (YTD target 2.0%)

- Below target by 70% (achieved 0.6%)
- Lower than targeted result is mainly due to delays in establishing a new resurfacing contract, which commenced in November.

Asset Acceptance

Output 2.1.h) Responses on Development Applications referred from the Environment, Planning and Sustainable Development Directorate completed within agreed timeframes (YTD target 85%)

- Below target by 14% (achieved 73%)
- Lower than targeted result is mainly due to the ongoing impact of COVID-19 pandemic including delays to the processing timeframes as a result of restrictions affecting staff who conduct inspections.

Output 2.1.i) Respond to developer's submissions within adopted timeframes (YTD target 85%)

- Below target by 207% (achieved 652%)
- Lower than targeted result is mainly due to increasing complexity of submissions associated with urban infill developments, staff turnover and the ongoing impact of COVID-19 pandemic including delays to processing timeframes as a result of restrictions affecting staff who conduct inspections.

Output 2.2 Library Services: Provision of library services to the community through the Libraries ACT's branches, home library service, the ACT Virtual Library and the Heritage Library.

Output 2.2.a) Physical visits to libraries per capita (YTD target 2.5)

- Below target by 76% (achieved 0.6)
- Lower than targeted result is due mainly to the impacts of the COVID-19 pandemic including: (1) temporary closure of library branches during the lockdown and reduced hours of operation since; (2) closure of community rooms and limited face-to-face programs; and (4) construction work undertaken at the Woden Library.

Output 2.2.b) Items borrowed per capita (YTD target 3.8)

- Below target by 50% (achieved 1.9)
- Lower than targeted result is mainly due to the impacts of the COVID-19 pandemic including: (1) reduced visitor numbers and physical loans due to social distancing requirements; (2) closure of community rooms from July 2020 to April 2021; and (3) substantial reduction in face-to-face programs in line with the ACT Government health and safety advice which resulted in reduced visitor numbers and the use of physical loans.

Output 2.2.c) Percentage of population who are registered library members (YTD target 55%)

- Below target by 20% (achieved 44%)
- Lower than targeted result is mainly due to the: (1) requirement for library memberships to be re-established since the introduction of the new library management system in 2019; and (2) the impact of the COVID-19 pandemic on the use of libraries including temporary closures and reduced services.

Output 2.2.e) Direct cost of public library services per capita (YTD target \$17.75)

- Below target by 27% (achieved \$13.04)
- Lower than targeted result is mainly due to reduced library branches' operating costs associated with the closure of libraries occasioned by the COVID-19 pandemic.

Output 2.2.g) Number of hours assisting client research in the ACT Heritage Library (YTD target 450)

- Below target by 30% (achieved 315)
- Lower than targeted result is mainly due to: (1) the ongoing impact of the COVID-19 pandemic on the visitations to the Heritage Library; and (2) digitisation of the Heritage collection allowing clients unmediated access to collection materials, thus not requiring staff assistance.

Output 2.4 City Maintenance and Services: Planning and management of the Territory's parks and urban open space system including associated community infrastructure, maintaining the look and feel of the city, and managing the urban forest and sportsgrounds facilities. The Directorate also provides advice, education and compliance services in relation to municipal ranger functions, domestic animal management, plant and animal licensing and significant tree protection. This output also includes Yarralumla Nursery and Birrigai.

Output 2.4.b) Number of dogs processed by the Domestic Animal Shelter (YTD target of 550)

- Below target by 27% (achieved 401)
- Lower than targeted result is mainly due to a reduction in the number of impounded dogs as a result of: (1) the continuation of indirect benefits of the COVID-19 pandemic as working from home has enabled pet owners to provide better care for their dogs and increased availability to collect dogs prior to being impounded; and (2) the implementation of the Responsible Pet Ownership marketing campaign - an education strategy that aims to influence pet management contributing to less dogs roaming or being lost.

Output 2.4.d) Remove abandoned vehicles on unleased land within nine calendar days (YTD target 100%)

- Below target by 25% (achieved 75%)
- 16 vehicles were not removed within the required timeframe. One (1) was due to a delay by the contracted towing provider; one (1) was due to the vehicle being registered and legally parked on first attendance prior to the registration lapsing; five (5) were due to ongoing engagement with the vehicle owner who then failed to comply with the vehicle removal direction; and nine (9) were due to disruptions caused by the COVID-19 pandemic, staff capacity and prioritisation of other public safety matters.

Missed Accountability Indicators – half-yearly actuals 2021-22 TCO

Talking points:

Output 1.1 Transport Canberra Operations: Transport Canberra Operations includes the provision of an integrated public transport network and school bus services, including a range of rapid and regular route services within Canberra suburbs. Transport Canberra Operations also provides special needs transport, flexible transport, and a bus charter service.

Public Transport Passenger Boardings

Output 1.1.b) Public transport passenger boardings (YTD target 10.0 million)

- Below target by 52% (achieved 4.8 million)
- The target was not achieved due to fewer passengers using public transport because of the ongoing COVID-19 pandemic.

Portfolio/s: Transport and City Services

ISSUE: Dickson Parking

Talking Points:

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 and other retail.
- As of 26 July 2021, the carpark has been closed off to the public to allow construction works to begin.
- 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.
- I can appreciate the current inconvenience on Dickson businesses and the community, however, this will be temporary and when Dickson Coles is completed in late 2023, there will be over 400 public parking spaces to replace the existing 237 parking spaces.

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.

- 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 closely with the managers of the Dickson Aquatic Centre to confirm local parking needs and to assess the impact of the Dickson Coles development on the swimming pool car park.
- TCCS is continuing to monitor usage of the Dickson Pool car park. During the period 1 November to 5 November 2021, the car park was on average around 40% full. The majority of parking was occurring in the front section, with plenty of parking spaces available around the back.
- Following consultation with the manager of the Dickson Aquatic Centre, TCCS has implemented non-regulatory signage – to remind people that the car park is primarily intended for Dickson pool customers.
- TCCS will also rollout communications materials (e.g. social media and Our Canberra) to encourage people visiting Dickson Group Centre to leave the car park for pool customers – especially on hot days.
- Some illegal parking is occurring at the pool with people parking all day despite the three hour time restriction. TCCS has asked Access Canberra to undertake additional parking enforcement patrols to address this issue.
- A full parking utilisation survey will be completed in 2022 to reassess the situation pending availability of staff and contractors (due to COVID impacts).

Parking for Woolley Street Businesses

- Parking needs for the restaurant precinct on Woolley Street was considered in the Construction Period Parking Plan. Over 200 public car spaces are available in the Wilson's car park underneath the DKS development. These car parks can be used by patrons of Woolley Street businesses, as well as workers and visitors to the area. This car park, is approximately 300m to Woolley Street – a similar distance as the former surface car park currently being redeveloped.

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. I am aware

that Dickson Residents Group has raised concerns about some TTM arrangements. TCCS is working with the residents group to respond to issues as they arise.

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.
- 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.

Portfolio/s: Transport and City Services

YERRABI POND



Talking Points:

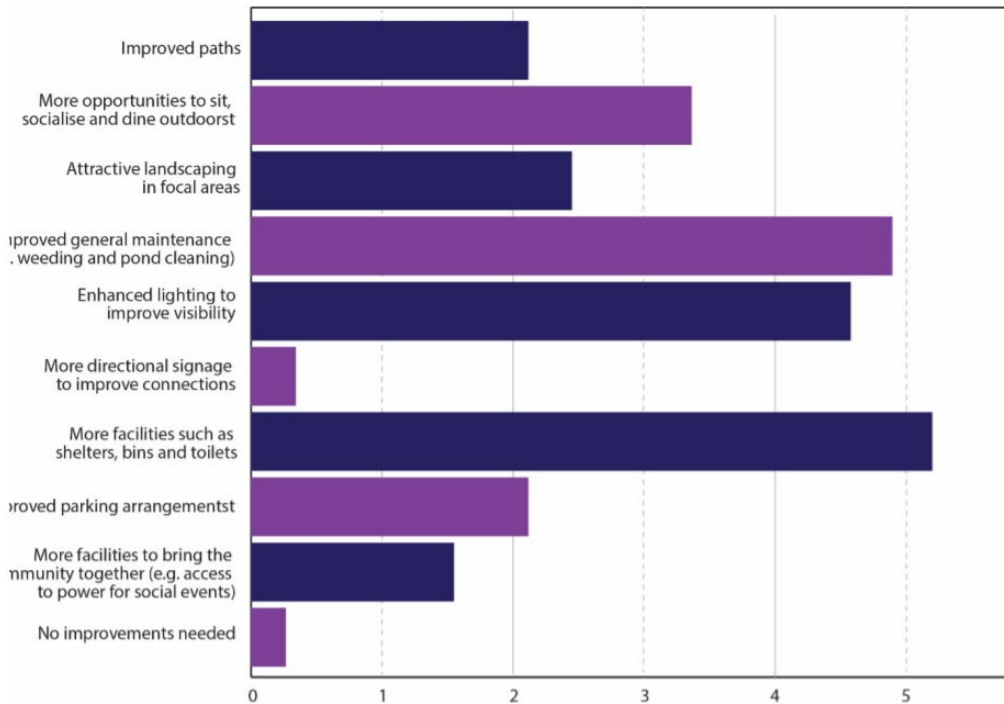
- \$300,000 was provided through the 2020-21 Budget for Yerrabi Pond which mostly focussed on immediate improvements through activities such as maintenance or landscaping improvements.
 - From November 2021, (weather permitting) ACT Government crews have been undertaking some maintenance activity at Yerrabi Pond.
 - i. to clean inlet channels around the lake, trash racks (grates located on the water surface edge) as well as drain some areas of the nearby park where unwanted water is currently pooling.
 - ii. A small excavator and a truck will be at the pond on various days to assist with the maintenance activity.
 - This project will also deliver:
 - i. 12 new bins, six new seats, installation of a half climbing wall and new softfall for the flying fox.
 - ii. plantings including near the water's edge and in the existing shrub beds.
 - iii. 22 new 'shared path' signs with additional line marking along the network at key locations.

- iv. drainage works along the path network to reduce pooling of water on the paths.
 - v. site works to support the installation of a community rotunda.
- \$600,000 was provided in the 2021-22 budget to undertake feasibility and design associated with toilets, picnic facilities, public lighting and parking facilities in the urban open space near Yerrabi Pond.
 - Additional streetlighting has been proposed on the north-western side of Yerrabi Pond (Feasibility only to improve perceived safety for path users).
 - A design consultant tender was released in December 2021. This had to be re-tendered due to lack of industry capacity to respond and was released again on 24 January 2022.
 - Approximately \$411,000 has been allocated from the 2021-22 bridge maintenance budget to replace the decks and railings of three pedestrian bridges around Yerrabi Pond. Replacing these degraded bridge components will reduce community safety risk.

- Table summarising funding provided for Yerrabi Pond improvements:

ACT Budget (Financial year)	Funding (\$)	Scope Summary
2020-21	300,000	– Maintenance and landscaping improvements.
2021-22	600,000	To undertake feasibility and design for: <ul style="list-style-type: none"> - toilet facilities (investigate upgrading existing toilet within District Park and a new facility near Bizant St). - upgraded picnic facilities. - additional public lighting. - additional parking facilities.
2021-22	411,000	Renewal of three pedestrian bridges.

- Summary of preferred improvements from the Yoursay survey include: (extracted from the [Yerrabi Pond Engagement Report](#))



- In 2012, a feasibility study was undertaken to investigate options for additional parking in the area adjacent to Yerrabi Pond near the intersection of Nellie Hamilton Avenue and Phyllis Ashton Circuit/Strayleaf Crescent. This work will inform the additional parking feasibility.
- A solar lighting pilot project is under construction along a 180 metre stretch of the northern edge of Yerrabi Pond starting near the Bizant Street Playground and heading west. There will be six (6) solar lights installed as part of the pilot project. The solar lights will illuminate to 100% brightness at dusk and remain on for 5 hours then revert to dimmed mode of 20% until dawn. Whilst in dim mode, inbuilt passive infrared sensors in the lights will activate upon movement detection and the lights will return to 100% brightness for 30 seconds then revert to dim mode until next movement is detected. The system has been designed to provide lighting to PP3 level at 100% and lighting to PP5 level at 20%. The pilot project is expected to be completed and commissioned before the end of March 2022 and will undergo a period of monitoring and assessment.

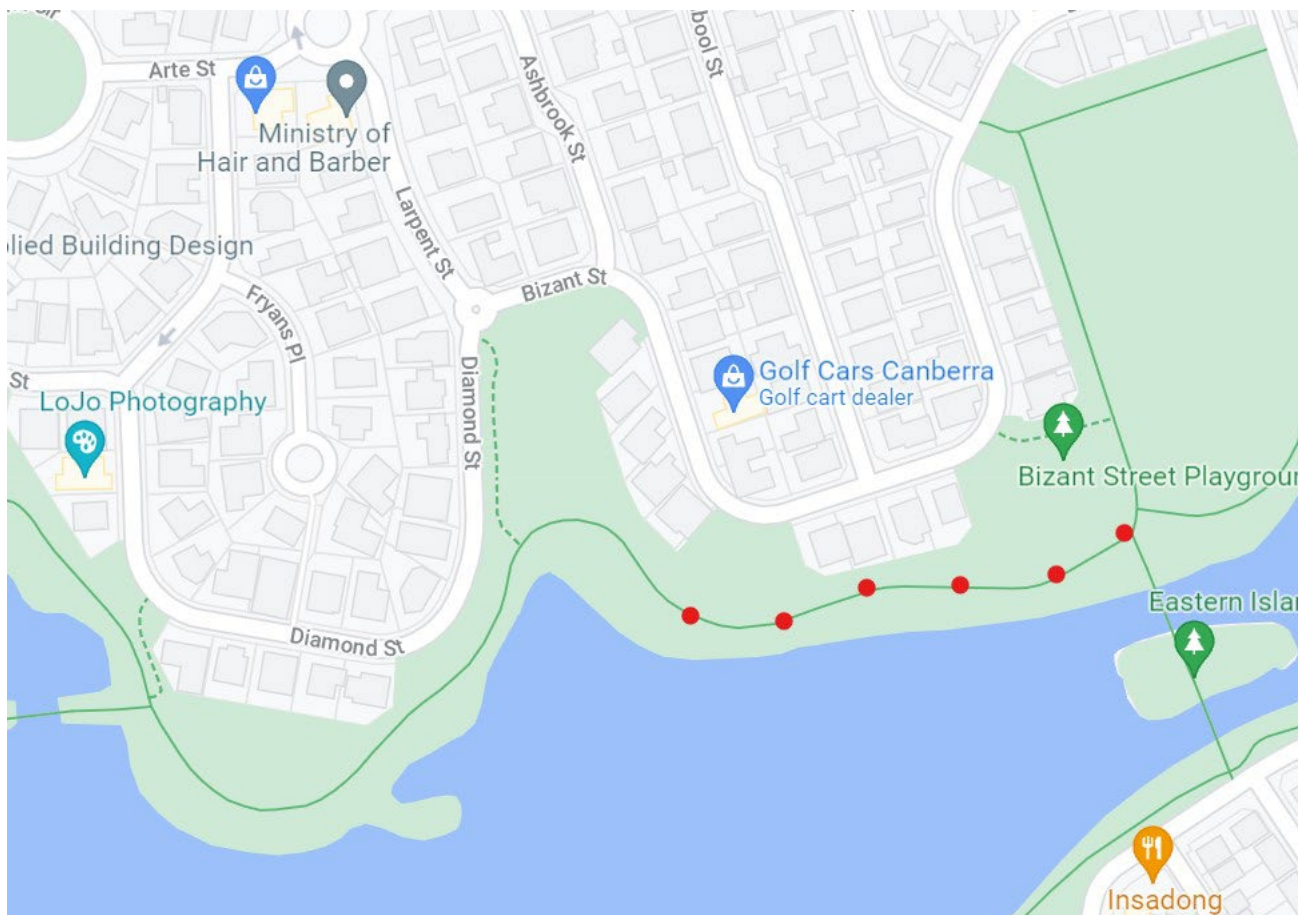


Figure 1 - Yerrabi Pond Solar Lighting Pilot Project Location (red dots indicate solar lighting poles)

ISSUE: ACTIVE TRAVEL PROJECTS

Talking Points:

- The ACT Government is committed to improving the Active Travel network through the delivery of upgrades and new infrastructure.
- In the 2021-22 ACT Budget, the Government committed to delivering a city-wide package of active travel projects to increase opportunities for walking and cycling across Canberra. The package included:
 - I. 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.
 - II. initial design and feasibility study for the 'Garden City Cycle Route', a major new trunk path through the Eastern side of the Inner North.
 - III. feasibility, planning and concepts to improve cycle connectivity in the Gungahlin Town Centre (Active Travel feasibility study).
 - IV. improvements to the existing active travel network through increased investment in cycle and shared path maintenance and improvements to community footpaths.
 - V. continuation of the Age Friendly Suburbs Program with the suburbs of Reid, Chifley, Scullin and O'Connor to be upgraded through the program.

Sulwood Drive off-road cycle path (\$9.67m over 4 years)

- This project will:
 - Improve Active Travel network along Sulwood Drive between Tuggeranong Parkway/Drakeford Drive and Athlon Drive.
 - Improve the performance of the intersection of Sulwood Drive with Mannheim Street and provide better access to the carpark at Mt Taylor reserve area opposite Mannheim Street.
- This project would improve the intake of the Active Travel participants between the areas of Weston and Tuggeranong by providing a separated path away from the westbound traffic lane. The proposed path alignment has no impact on endangered flora and fauna, has high passive surveillance and provides connectivity to the residential area. It provides/caters for recreational cyclists and pedestrians considering all level of fitness.
- The project objective is also to provide a better functioning of the intersection of Mannheim Street with Sulwood Drive by providing for pedestrian access across Mannheim Street and Sulwood Drive and controlled right-turn exit and entry to Mannheim Street. The safest treatment for controlling non-compliant sight distance and controlled crossing facilities for cyclists and pedestrians is by signalisation.

- For the carpark on the verge of Sulwood Drive (opposite the intersection with Mannehaum Street) a safe right turn lane for the westbound traffic is also required with adequate acceleration (onto Sulwood drive) and deceleration (for carpark entry) lane length. The objective is to reduce the number of illegal turns in and out of the carpark for the westbound traffic.
- Following the Preliminary Sketch Plan (PSP) submission detailed design work has commenced.

Garden City Cycle Route – feasibility and design (\$1.2m over two years 21-22 – 22-23)

- This project is funded for feasibility, route planning and design over two years.
- IDP were engaged and a design consult tender for the Design Consultant was released February 2022. The tender for the Communications Consultant was released early March 2022.
- Engagement of both consultants is expected in April 2022.
- Work on the Feasibility Study is expected to commence in late April 2022.

Gungahlin Town Centre – Active Travel Feasibility Study (\$0.2m in 2021-22)

- A design consultant has been engaged and investigation works commenced in January 2022.
- A site walkover has been conducted and in March 2022 Workshop #1 was held with government and community representative stakeholders to identify issues to be considered.

Cycle Path Maintenance (includes all community paths) (BIF funding) (\$4.3m over four years)

- Investment in building and maintaining new shared paths, cycleways and upgraded footpaths across Canberra”.
- Construction contractors have been engaged and works have begun in Theodore in March. They will continue in the greater Tuggeranong region over the next four months.
- Construction superintendency tender has closed, and the successful consultant has been engaged.
- A separate design package tender will be released in late March to provide design solutions for the five remaining sites which require maintenance and upgrading as part of these works.

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

- The Aged Friendly suburbs program will be delivered over four years and will undertake improvements to the footpath network and urban open space to make the suburbs of Reid, Chifley, Scullin and O’Connor more age friendly.
- The Project Plan is approved and IDP have been engaged.

- The Consultant was engaged in February 2022.
- Investigations have commenced to identify priority locations for improvements in the suburbs of Scullin, O’Conner, Chifley and Reid, and are expected to be complete in March 2022.
- Community consultation is expected to commence in April 2022.

Road Safety - Belconnen Bikeway Stage 2 and Battye St Off Road Path (\$2.25m allocated to the program jointly funded by Commonwealth and ACT Government)

- Construction of this project will be funded under a joint Commonwealth / Territory funding model for the national Road Safety Program.
- The construction tender was released in December 2021 and closed early February 2022. The contractor is expected to be engaged in April 2022, with construction starting in May 2022.

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.
 - 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.
 - construction activities, for example site compounds, storage of materials.
 - 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 1171 short term public land use permits, 21 new long term land use enquiries and are currently administering 227 land use licenses.
- The easing of COVID restrictions has seen a significant uplift in demand for short term public land use permits.

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 1,483 complaints and issued 89 infringement notices, 397 warning notices, and 617 Direction Notices. These engagements related to:
 - 358 investigations into unauthorised public unleased land use (including unapproved land use storage of materials and parking of vehicles).
 - 16 engagements with illegal campers.
 - 107 littering and illegal dumping reports.
 - 52 complaints relating to overhanging foliage obstructing public footpaths or causing a line-of-sight issue.
 - 24 movable sign and 7 fixed sign complaints.
 - 886 abandoned vehicle complaints.
 - 29 damage to trees reports.
 - 4 shopping trolley complaints.

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 and movable signage.
- Since 1 July 2021, CTT has undertaken 821 engagements and issued 94 infringements, 115 warning notices and 363 Direction Notices. These engagements related to:
 - 253 unauthorised public land use (including unapproved land use, abandoned vehicles and storage of materials related to residential and commercial activities).
 - 93 littering and/or illegal dumping.
 - 46 movable signs.
 - 105 abandoned shopping trolleys.
 - 324 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 54 new cases. Investigations include:
 - 43 related to unauthorised public land use, including damage to trees on unleased Territory land.
 - 8 overhanging foliage affecting public unleased land matter.

Transport and City Services

ISSUE: Street Trees and Urban Forest Strategy

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 2,570 applications in 2020-21. A range of appeal processes are available where applications are not granted.

The ACT Government is currently undertaking a review of the *Tree Protection Act 2005* as one of the key actions in the Urban Forest Strategy. The results of the review are intended to guide legislative reforms that will better protect our urban forest on public and private land.

- 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 per cent 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.

- 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 3,417 planting locations recommended by the community since the map launched in late 2019, and 2,024 trees already planted as a result of requests made through the YourSay map. Over 1,640 trees were planted in 2021 in response to Your Say enquiries.
- 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.
- Tree canopy cover was measured in 2020 using the LiDAR remote sensing method. Using methodologies developed in-house by ACT Government staff, the Tree Canopy Coverage (TCC) for 2020 is estimated to be 22.5 per cent of Canberra's urban footprint.
- The 2020 tree canopy cover estimates are a reliable baseline for consideration of existing canopy cover in Canberra. The districts with the highest canopy cover are Hall Village (37.94 per cent), Woden Valley (30.64 per cent), Canberra Central (28.2 per cent), Weston Creek (25.48 per cent), Tuggeranong (24.88 per cent) and Belconnen (24.04 per cent). The districts with the lowest canopy cover are Majura (7.92 per cent), Molonglo Valley (8.62 per cent), and Coree (9.38 per cent).
- Canberra has 120 suburbs, with 26 suburbs over 30 per cent canopy coverage, 57 suburbs between 20-30 per cent and 26 suburbs below 15 per cent.
- Analysis of TCC was undertaken in 2015 and 2020, however the two datasets are not directly comparable because the 2015 dataset has been shown to be less reliable than recent data. The 2020 data will be used as a baseline estimate of TCC moving forward.

Key Information

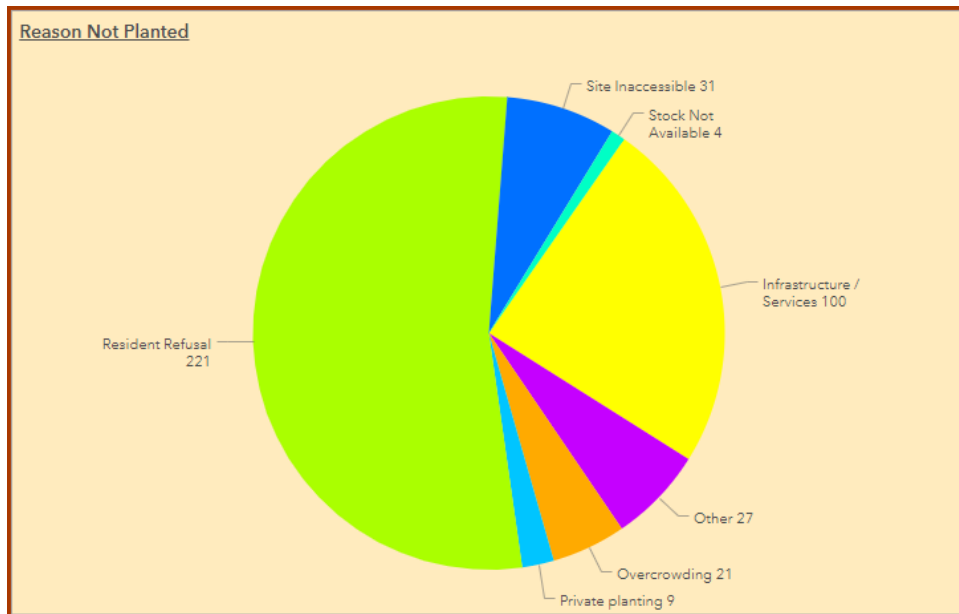
- Storm Damage

- As a result of frequent storm and wind events since 2019, 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.
- Following the significant storm event on 3 January 2022, City Services tree maintenance crews initially concentrated on making damaged trees safe and clearing tree debris from roads, driveways and footpaths. Tree maintenance teams have now commenced a more comprehensive clean-up of fallen material.
- A request for assistance was extended to ESA and the Parks and Conservation Service to assist with the protracted clean-up efforts. 23 Officers from the Parks and Conservation Service Fire Management Unit assisted for 2 weeks in February
- Additional contracted resources in the way of excavators, chippers, trucks and personnel have been put in place with resources strategically placed to help expedite the clean-up.
- The following suburbs are awaiting a final sweep before major storm clean-up work is complete - McKellar, Giralang, Kaleen, Bruce, Aranda, Weetangera, Hawker, Scullin, Page and Latham. There will still be some clean-up around parks and open spaces and additional elevated equipment will be used to deal with hanging branches in trees.
- Work is ongoing in Holt, Higgins, Evatt, Florey, Macquarie, Cook, Charnwood and MacGregor.
- A review of all current work will be undertaken to help inform resourcing requirements for the remaining suburbs of Melba, Flynn and Dunlop.
- A rapid audit team have worked through all residential nature strips and open space areas in all suburbs in the Belconnen region and identified over 2400 jobs. Arborist crews are finding more jobs as they attend locations and these are being recorded to enable a final report on the extent of the storm damage upon completion.

- Tree planting

- TCCS planted 4,278 trees as part of the 2021 spring planting program that commenced in October 2021. This includes 2,941 trees planted in streets and parks by contractors, 1,063 trees planted by the in-house planting crew and 273 trees planted in partnership with community groups.
- The spring 2021 planting program has fallen short of its target to plant 5,300 trees. However, the wet and mild summer conditions have allowed the continuation of the planting program through summer and this has alleviated the impacts of delays in procurement, sourcing of tree stock, Covid-safe access to Yarralumla Nursery, limited contractor availability and reallocation of resident refusals. The remaining spring 2021 target is expected to be met by mid-March 2022.

- In the spring 2021 program, around 400 (8%) of planned plantings could not proceed, mainly due to due to resident refusals to accept a tree on their nature strip (221) and infrastructure conflict issues on site (100).



- When a resident refuses a planting, TCCS make contact to negotiate with, or educate the resident, however, if there is continued resistance TCCS do not proceed with a planting as experience shows that the tree will usually be vandalised or removed.
- If the refusal is maintained, the tree is redirected to another location. The refusal and the reason provided is recorded against the location and this data will be reviewed at a later date to revisit the potential to plant in case the situation has changed.
- Other impacts on the program include delays from service providers, especially gas providers, where any planting within 13m of a service is flagged with the provider and a site visit required. This is often taking months to occur. This process has also resulted in many contractor refusals to plant due to hesitancy over proximity to services.
- 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 5,100 trees to be planted during the autumn 2022 planting program which will commence in April 2022 and will be undertaken by planting contractors and the City Services inhouse tree planting team.
- The community can suggest planting locations via YourSay on the interactive map, through a Fix my Street request, or connect with their local Urban Parks and Places volunteer group via <https://www.cityservices.act.gov.au/public-land/maintenance/volunteering> to get involved in planting on urban open space.
- Tree species are selected from *MIS 25 Plant species for Urban Landscape Projects*, which was recently updated to include Ngunnawal Cultural notes and information from a collaboration with the ACT for Bees community group detailing the flowering time, nectar/pollen/fruit produced.

- A Living Labs trial to assess the performance of new 'climate-ready' tree species in Canberra is underway. Information from the trial will inform the update of the preferred tree species list. This list was also assessed for suitability into climate change through the Urban Forest Tree Species Research for the ACT report by the ANU Fenner School of Environment & Society for EPSDD in collaboration with TCCS.
- TCCS is collaborating with EPSDD and other organisations to ensure that species diversity is optimised for habitat and connectivity, particularly on main and arterial roads and connecting urban open space. EPSDD are currently working on the ACT Urban Habitat and Connectivity Project. Creating and maintaining habitat connectivity through Canberra's urban space is an important part of conserving native plant and animal populations within the ACT.
- TCCS is collaborating in grassy box woodland restoration projects with community and catchment groups and the Sustainable Urban Green Space project with ACT Natural Resource Management.
- 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.
- 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 included the *Street Forestry Program*.
- 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 were not held in spring 2021 due to the 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 per cent of funds to this program, in acknowledgement that around 80 per cent of projects in 2019-20 were undertaken on TCCS land. This arrangement will be continued in 2021-22.

- 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 or contact Access Canberra on 13 22 81, or drop a pin via YourSay on the interactive map 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 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 commenced in late October 2021, with eight trucks servicing over 22,000 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.
 - Almost \$500,000 funding has been allocated over the next three years to continue repairs to tree surrounds, reducing trip hazards and improving growing conditions for trees in hardstand areas.
- 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 would be required, and the claimant requests an alternative of removal at their own cost, this may be considered.
- 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.
 - 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.
- 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.
- 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
 - 112 trees were removed through during the 2021 contractor removal program that commenced in May. An additional 110 trees were removed in an earlier 2020-21 program.
 - 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.
 - 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.

- Yarralumla Dog Park – The declining *Pinus radiata* (Radiata pine) 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* (Aleppo pine) 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 nine *Liquidamber* and a mix of eight native trees and shrubs were also planted in the non-heritage area of the park.

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

- 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 3,000m³ 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 10,620m³ 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 with over 200 more received in 2020 than in 2019 and this trend is continuing in 2021. For the 2020-21 year, there was a 19 per cent 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 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 20-21, there were four appeals lodged with the Administrative and Civil Appeals Tribunal (ACAT), with two decisions changed following ACAT review and one application withdrawn by the applicant.
- 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 SFP.
 - 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.
- 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:
www.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.
 - John Gorton Drive, Molonglo – 700 trees.

Going to getTransport 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).
- 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 Local Shops and Town Centre priority work delivered over the next four years. 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)

Scope	<p>There are two project parts:</p> <p>Project 1 – Woden Town Square and Public Realm Improvements: This project includes two stages. Stage 1 was a temporary six-month activation of the Woden Town Square (Woden Experiment). Stage 2 follows on from Stage 1 with the design and construction of permanent improvements.</p> <p>Project 2 – Pedestrian and Cycle paths: Improve the pedestrian and cycle paths connections within the Woden Town Centre. A bi-directional cycleway has been constructed from Launceston Street to Callum Street along Furze and Corrina Street.</p>
Funding	<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>
Progress	<p>Project 1 – Woden Town Square and Public Realm Improvements: (COMPLETED) The Stage 1 temporary 6-month activation (Woden Experiment) was extended until February 2020 as the experiment had been successful in activating the Woden Town Square. Stage 2 - the town square and pedestrian link to Corinna Street reopened in April 2020. All works complete April 2021.</p> <p>Project 2 – Pedestrian and Cycle paths: (COMPLETED)</p> <p>Construction of the pedestrian and cycling improvements in the Woden Town Centre commenced in September 2020. Construction is complete and the Bikeway opened for use on 28 October 2021.</p>

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

Scope	<p>There are two project parts:</p> <p>Project A – Tuggeranong Town Square & Laneways Upgrade: connect the Town Centre to Lake Tuggeranong, enable more active travel in and around the Town Centre and improve amenity of this public space to create a more accessible, safe, functional and attractive environment that encourages activity and business.</p> <p>Project B – Pathway Improvements: 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>
Funding	<p>The 2018-19 ACT Budget provided \$4 million over three financial years as part of the Town Centre Active Travel New Works Program. Additional funding of \$1.404 million was provided in May 2020 to enable construction of Project B – Pathway Improvements.</p>
Progress	<p>Part A – Tuggeranong Town Square & Laneways Upgrade (COMPLETED): Construction has been completed and all areas opened to the public in November 2020.</p> <p>Part B – Pathways Improvements (COMPLETED): Construction commenced on site in June 2021 and additional funds were allocated under the Fast track 3 stimulus program to deliver the full scope. Works were completed February 2022.</p>

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

Scope	<p>There are three project parts: (COMPLETED)</p> <p>Part A – Belconnen bikeway: 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>Part B – Benjamin Way protected bikeway: 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>Part C – Belconnen Arts Centre foreshore path: 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>
Funding	The 2018-19 ACT Budget provided \$10.45 million over three financial years as part of the Town Centre Active Travel New Works Program.
Progress	<p>Part A – Belconnen bikeway (COMPLETED): 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>Part B – Benjamin Way protected bikeway: Tender documentation completed March 2021. The budget allocated to construct the Benjamin Way protected bikeway was reallocated to the Belconnen Bikeway project in early 2019.</p> <p>Part C – Belconnen Arts Centre foreshore path (COMPLETED): 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 which was completed in September 2021. Extensions of time have been approved for rain and flooding events which restricted site access and delayed critical project milestones. Walkway mesh supply and the COVID-19 lockdown further delayed completion. The new path opened to the public on Friday 8 October 2021.</p>

Group Centres

- The 2021-22 ACT Budget allocated \$17.5 million from the TCCS Better Infrastructure Funds (BIF) over four years for the Shopping Centre Improvements program.
- This program includes delivery of consultation, detailed design and construction of upgrades at Brierly Street Weston Creek and the Kippax Group Centre.

Kippax Group Centre – upgrade

Scope	A feasibility study was completed by TCCS in 2021 to deliver on the public realm improvement priorities as recommended in the Kippax Group Centre Masterplan. The feasibility included site investigations and concept plans for an upgrade. This project will deliver detailed design and construction of priority items identified in the feasibility study.
Funding	\$2 million has been allocated from the \$17.5 million BIF 2021-22 Shopping Centre Improvements program to undertake detailed design and construction.

Progress	The project Plan is approved, and Statements of Requirements completed. The TCCs delegate endorsed the completed Procurement Plan Minute. The Design Consultant and Communications Consultant tenders were advertised in November 2021 and evaluated in December 2021. The Design Consultant was engaged in mid-February 2022 and preliminary site investigations have commenced. The Communication Consultant Tender Evaluation Report has been signed by the TCCS delegate in February 2022 and IDP award of Tender is pending.
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Weston Creek Group Centre – Brierly Street upgrade

Scope	The Weston Group Centre Master Plan was prepared in 2014, it outlines a vision to guide growth and development over the following 20+ years and defines what is important about the centre. The master plan proposes a 'main street' feel for Brierly Street, which prioritises pedestrians and slows traffic. Over time, it is intended that redevelopment will activate the ground floor with retail or commercial uses. In 2018 consultation and initial design was completed on improvements to Brierly Street and Trenerry Square to deliver on the Master plan recommendations. In 2018-19 a first stage of upgrades was delivered at Trenerry Square. Further public consultation was undertaken in May 2021 seeking feedback from the community on what they would like to see on Brierly Street. This project will deliver detailed design and construction of improvements to Brierly Street.
Funding	\$1.5million has been allocated from the \$17.5 million BIF 2021-22 Shopping Centre Improvements program over four years to undertake feasibility, detailed design and construction.
Progress	The project Plan is approved, and a Statement of requirements is complete. The 'What We Heard' Report summarising feedback from the community consultation conducted mid year was released in November 2021. The Communications Consultant tender was advertised in November 2021, evaluated and engagement completed in December 2021. The Design Consultant tender was advertised in November 2021, evaluated and engagement completed in January 2022. Preliminary site investigations and data collection have commenced.

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.
- In 2020-21 \$680,000 Fast track design funding was allocated to progress detailed design of three local Shopping Centres (Campbell, South Kaleen and Duffy)
- Funds are allocated in the 2021 – 2025 TCCS BIF program for delivery of upgrades or improvements at 7 Local Shops and 4 Group Centres.

2021-22 – 2024-25 Capital Works – Better Infrastructure Fund

- The 2021-22 ACT Budget allocated \$17.5 million from the TCCS Better Infrastructure Funds (BIF) over four years for the Shopping Centre Improvements program. This program includes delivery of feasibility, consultation, detailed design and construction of upgrades or improvements at 7 Local Shops and 4 Group Centres.
- The Brierly Street and Kippax upgrades are detailed under Group Centres above. Lanyon and Calwell Group Centres are included with the local shops for the feasibility stage of works.

Local and Group Shopping Centres upgrades Program 2021-22 - 2024-25	
Scope	<p>This program consists of the renewal of multiple local shopping centres utilising Better Infrastructure Fund (BIF) in the next four financial years. The program aims to deliver on the ACT Government’s election commitment – LAB 042 Local Shopping Centre Upgrades which will invest in 12 shopping centres over the next four years to create, protect local jobs and support local businesses.</p> <p>The ACT Government 2016 condition assessment of local shopping centres identified public spaces at the Campbell, Duffy, Fraser and Kaleen (Gwydir Square) local shopping centres as being highest priority for a future upgrade. Campbell, Duffy and Kaleen south received funding in 2020/21 for detailed design and will proceed to construction stage as part of this program.</p>
Cost	<p>\$14 million from the four-year BIF Shopping Centre Improvements program has been allocated to:</p> <ol style="list-style-type: none"> 1. \$7.5million for construction of major upgrades at Kaleen south (Gwydir Square), Campbell and Duffy local shops 2. \$6.5million for feasibility, design and construction of minor upgrades or improvements at Narrabundah, Monash, Evatt and Macquarie local shops; and at Lanyon and Calwell Group Centres.
Progress	<p><u>Local shops major upgrade (Kaleen south (Gwydir Square), Campbell and Duffy)</u></p> <p>Kaleen south construction tender closed November 2021 and was awarded in January 2022. The contractor commenced construction on 10 February 2022. The construction tender for Campbell and Duffy was released in January 2022, with award expected in March 2022 Construction across all three sites is anticipated to be complete by December 2022.</p> <p><u>Local shops and group Centres Minor upgrades or improvements (Narrabundah, Monash, Evatt, Macquarie, Lanyon and Calwell)</u></p> <p>The Project Plan is approved. Procurement has been initiated and planning on delivery for</p>

	feasibility and design for the six centres is underway. A Statement of Requirements has been finalised for the engagement of a consultant to undertake a Forward Design Study of the six shops to identify opportunities, constraints and priorities.
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Fast Tracked Design – local shops Campbell, South Kaleen and Duffy (COMPLETED)	
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 complete October 2021.

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.

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).
 - 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.

- The Draft Play Space Strategy has been developed by TCCS with external subject matter experts and with input from a cross-Directorate Government Reference Group.
- The draft Play Space Strategy was released for Public Consultation on 2 November 2021 for 6 weeks.

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.
- In 2021-22 the Government has allocated \$3m over four years in the Better Infrastructure Fund to undertake design and construction upgrades at six play spaces in Aranda, Kaleen, Ngunnawal, Lyons, Chisholm and Gordon.
- In 2021-22 the Government has allocated \$180k in the Better Infrastructure Fund to undertake playground L3 Compliance audits and skate park audits.

Capital Program – prior 4 years and current

Year	Annual (\$'000)	Projects (\$'000)	Project Description Summary (refer below for details)
2021-22	\$200	\$3,000	BIF Multiyear Playground Upgrades in 6 Suburbs (2021 – 2025)
2021-22	\$180	\$180	BIF 2021-22 funding for playground and skate park audits
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
2017-18	\$577	\$100	Natural play space at Giralang
		\$477	Minor works for standards compliance

2021-22 – 2024-25 BIF Playground upgrades (funding of \$3.0m)

- Playground location in 4 suburbs were agreed in January 2022.
- Design consultant tender was released in February 2022 for the first 4 suburbs - Ngunnawal, Aranda, Chisholm, and Gordon.
- Community consultation for six weeks is scheduled to begin in the week commencing 21 March 2022 and ending in week beginning 02 May 2022. Consultation will be through the YourSay website.

2021-22 BIF funding for Playground Level 3 Compliance audit and Skate parks audit (funding of \$0.18m)

- L3 Compliance audits will be undertaken as a variation to the existing contract for the consultant. The original contract was set up to enable this approach for variations over multiple years. Formal quote has been received from consultant in January 2022, currently finalising variation agreement. Inspections are scheduled to commence in late March 2022.
- Skate park audits request for quote was issued to consultant December 2021, expecting works to be under \$60k. Quote received from contractor, contract has been signed by contractor, inspections commenced mid-March 2022.

LRCI Playground shade sails and fencing (\$0.76m Commonwealth stimulus funding)

- To deliver construction of up to 6 shade sails and fencing of 2 – 4 playground sites.
- Contractor engaged in July 2021. Design of Shade Sails and Fencing complete.
- Construction commenced on 6 October 2021 at the Throsby playground. Works are now complete at all playgrounds except Gowrie. Works scheduled to be completed at Gowrie in March 2022 (weather dependant). Minor delays due to potential Scar Tree at Gowrie Playground. TCCS Tree Management and Heritage ACT have reviewed and approved the works which re-commenced in late Feb 2022.

Inner North Destination Playground (not currently funded)

- The ACT Government has committed to delivering a new destination play space for the inner north and to upgrading the green space adjacent to Canberra Technology Park Watson as part of the sale of the site to AIE.

- Public consultation on the Inner North destination playground at the Watson AIE site started in early November and closed on the 14 December 2021. Consultation was run online using YourSay. The Public consultation generated a large amount of interest with the public with over 1000 submissions via YourSay. Responses were generally supportive of the locations with requests for nature play and play for all ages being key themes.

Fast Track 3 Play Space Refresh Works (\$0.3m funding)

- Yerrabi Ponds flying fox rubber softfall material has been removed and replaced, works completed and site reopened to the public December 2021.
- John Knight Memorial Park Belconnen rubber softfall material has been removed and replaced. Works completed and site reopened to the public December 2021.
- Basketball Court asphalt removal and replacement at Ainslie Corroboree Park and Lawley Place Deakin are currently being undertaken. Delays within the program due to contractor's staff contracting COVID-19. Works expected to be completed April 2022.

Casey Community Recreation Park (3.0M funding)

- The ACT Government's Sport and Recreation Policy details a funding commitment to support the design and construction of a Community Recreation Park (CRP) in the suburb of Casey. The proposed location of the CRP is Block 1 Section 124, Casey.
- Community consultation will be delivered in a two phase process, with initial consultation commencing late March 2022 and a further preliminary sketch plan consultation process expected to be rolled out in September 2022.
- A design and superintendency consultancy is expected to commence in April 2022 and construction to commence in the first quarter of 2023, with an approximate seven month construction period.

Completed Projects (in the last financial year):

- 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.
- 2020-21 BIF Playground Compliance Audits, Makegood good works and skate park audits.

Transport and City Services

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 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.
- On 28 June 2021, paving remediation works were completed by a contractor at the Charnwood Shopping Centre. This included eight defects, a total of 99m².
- On 9 November 2021, further package comprising six defects and 57m² of paving remediation work at the Charnwood Shopping Centre was issued to the contractor, works will be completed onsite shortly.
- Road Maintenance will continue to conduct regular inspections of the pavement at the shopping centre and will apply remediation treatments as required.

Survey results

- 98.5 per cent of those who filled out the online survey identified themselves as regular users of Charnwood Shops with 89.5 per cent 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 per cent) predominantly from the suburbs of Dunlop, Charnwood, Flynn, MacGregor and Fraser. 4 per cent 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

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
- TCCS have engaged a consultancy in February 2022 to prepare feasibility study, concept designs and cost options for the refurbishment of the paved area. A preferred option will be selected for a detailed design in consultations with the stakeholders.
- A concept design for the carpark will also be presented for further discussions with the stakeholders.

Transport and City Services

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 [^] – Local Shopping Centre	10
Commercial Zone – Other	10

[^]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.

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.
 - 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.
- 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 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.

Government investments in new public toilets

- City Services will provide 4 new public toilets in urban open space over the coming 4 years with a further 2 prioritised for replacement should funding allow.
- Construction is now complete on a new toilet facility at Tuggeranong District Park and a replacement toilet facility at John Knight Memorial Park.
- A replacement toilet facility is now installed at Lyneham shops and an upgrade to the toilets in the Phillip commercial precinct to meet accessibility standards is now complete.
- A new toilet facility will be constructed at Florey shopping centre and at Farrer Nature Play under the BIF program funded over four years. Site investigations to locate services and to identify most appropriate location for new facilities are currently being undertaken.

- 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

Transport and City Services

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 have been 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 on 10 September 2021.
- The functioning of monitoring equipment and sampling infrastructure was refined in December 2021. The establishment and commencement of monitoring will be completed in February 2022. It is expected that the initial interpretation of monitoring data will be available in late March 2022.

Transport and City Services

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 have been experienced due to COVID resourcing impacts 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.

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.

Streetlights

- In 2018, Electrix Pty Ltd (Omexom) was awarded the contract to upgrade streetlights to energy efficient LED, maintain the streetlight network and implement a computerised management system, BIM City, to manage the street lighting portfolio. The BIM City solution will need to be integrated with ACT Government systems through an Application Programming Interface (API) Gateway to allow for the exchange of information on streetlights and provide real-time information on the status of CRM originating from Fix My Street.

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.
- 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 completed, 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 an appropriate field depot or the after-hours officer, with a response time of two hours. All other jobs are triaged at the beginning of each working day by the depot support officers and technical officers (first point of contact), initially to:
 - 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 CSR 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.
 - 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

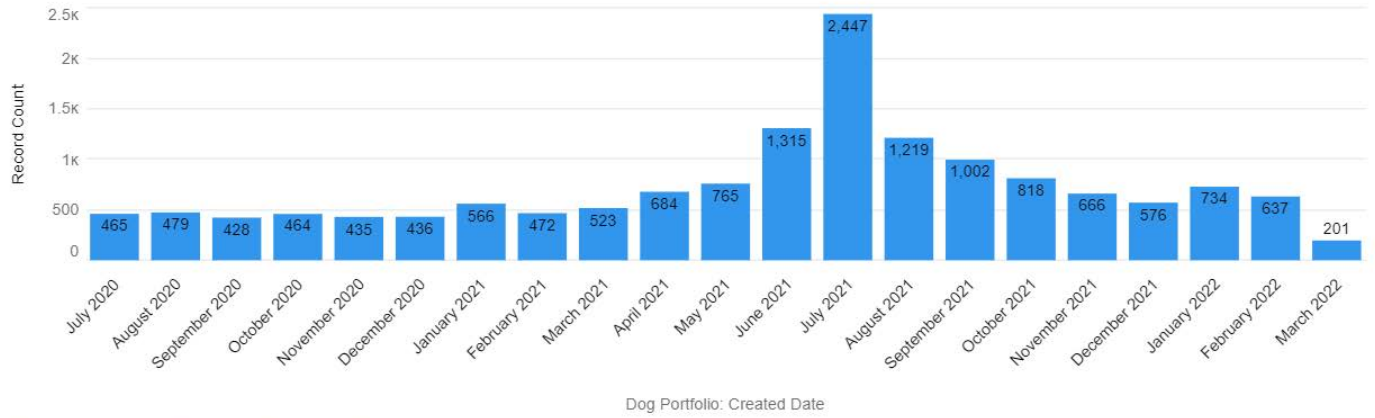
- TCCS has established a 'Fix My Street Refresh' project with TCCS, Access Canberra and OCDO working together to improve the Fix My Street experience for citizens. The project will have significant interdependencies with the TCCS CSRM project.
- Governance has established a Project Steering Committee 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 2021 calendar year 3 dogs were issued a Dangerous Dog Licence and 79 were released under Control Order conditions. This compares with 2022 calendar year figures of 0 and 4 respectively
- In 2021-22 financial year, Domestic Animal Services (DAS) Rangers have issued 215 infringement notices under the *Domestic Animals Act 2000*. This compares with 339 in 2019-20 and 260 in 2020-21.
- There are:
 - 4,886 dogs registered in 2019-20.
 - 7,127 dogs registered in 2020-21.
 - 8,300 so far, this financial year to date.

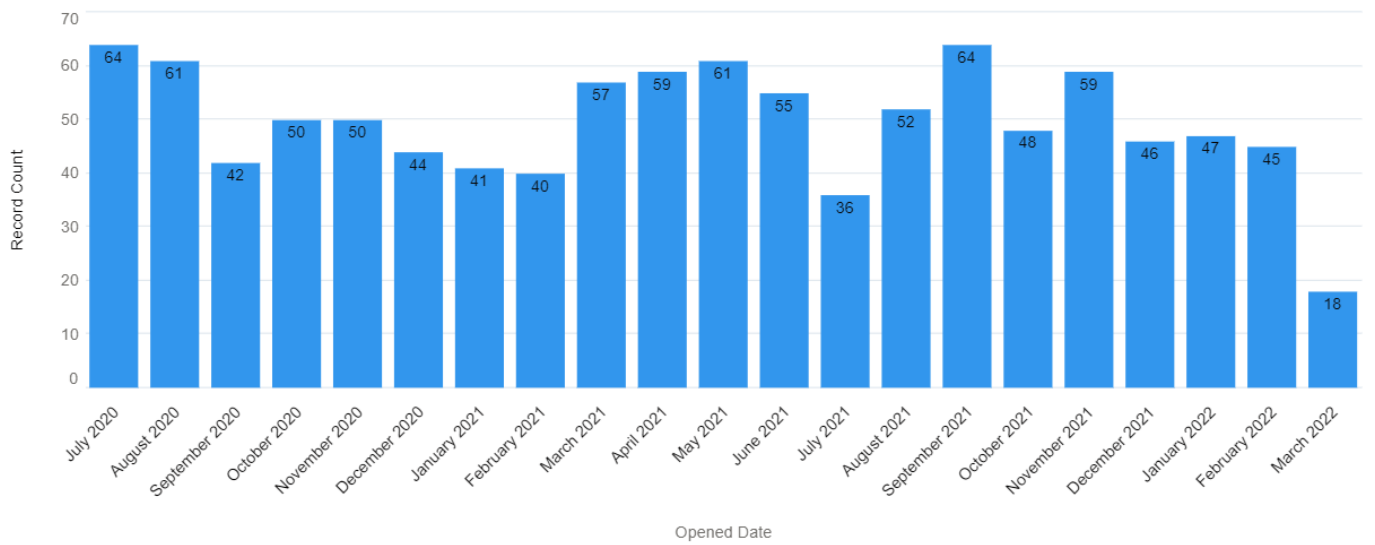
Dog Registration By Month



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

Key Information

Dog Attack Cases Opened by Month



Excl. Harass
[View Report \(Dog Attack Cases Opened by Month \(QTB\)\)](#)

DAS Investigator Statistics

DAS Infringement Statistics	Feb 2021	Mar 2021	Apr 2021	May2021	Jun 2021	Jul 2021	Aug 2021	Sep 2021	Oct 2021	Nov 2021	Dec 2021	Jan 2022	Feb 2022
*Number of infringements issued	7	13	25	17	5	10	24	23	29	7**	27	30**	43
Matters referred to ACAT	2	0	0	1	0	0	1	0	2	1	1	2	0

** Nov stats are low due to issues with infringement machines and software this has been remedied in Dec 21.

*Domestic Animals Act 2000

Dogs euthanised pursuant to Domestic Animals Act 2000

	2018/2019	2019/20	2020/21	2021/2022
Dogs euthanised (not suitable for rehoming)	91	82	33	15
Dogs euthanised (suitable for rehoming)	10	7	0	0

All data and figures in this document are accurate as of 11 March 2022.

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.



Transport and City Services

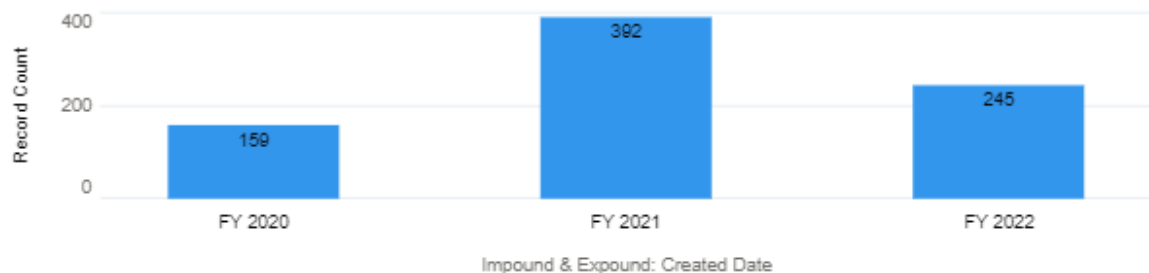
ISSUE: Animal Welfare and Management

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 dog 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 your cat 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 City Services website and on ACTmapi.
- From 1 July 2021, dog owners are required to update their ownership details every year, as part of the annual dog registration. There are now close to 81,000 dogs with active and current registrations in in the ACT.

- Annual Registration of dogs enables Domestic Animal Services (DAS) to maintain their latest contact details to reunite dogs with owners when their dogs are found stray or roaming.
- The graph below shows the dogs reunited over the last 2 financial years and to-date. *This statistic has been updated to only represent dogs that are not involved in dog attack cases or harass cases.*

Dogs Claimed by Owner (QTB)  



Ino Stray, hand in stray, roaming, vet pick up, public drop off. Exc dogs impounded for dog attacks or harass dogs
[View Report \(Dogs Claimed by Owner for QTB\)](#)

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 at the end of the 2021 calendar year, 36 applications for an Accredited Assistance Animal card have been received, only four of which failed to meet the requirements. This calendar year, there have been 6 applications for an Accredited Assistance Animal card received. Four have been granted and two are pending supporting documentation being sent to DAS.
- The Public Access Test is conducted by a registered trainer and assessor. As of the end of the 2021 calendar year, there were five registered assessors and one registered trainer. In 2022, two applications for trainers/assessors have been received and both are pending supporting documentation being sent to DAS.

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.
- Since the beginning of 2022, 8 licences have been granted, 1 is being processed, 5 are pending supporting documentation being sent to DAS

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.
- This aligns with the ACT Government's commitment to strengthen animal welfare standards and promote responsible pet ownership.
- A cat registration system will 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 born prior to 1 July 2022.
- Wording of the Act had the unintended consequence that cats could not be walked in containment suburbs. The ACT Government took steps to amend the Act to clarify that cats may be walked on a lead in all suburbs, including containment suburbs with the Domestic Animals Amendment Bill that was introduced in the Legislative Assembly in February 2022.

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.

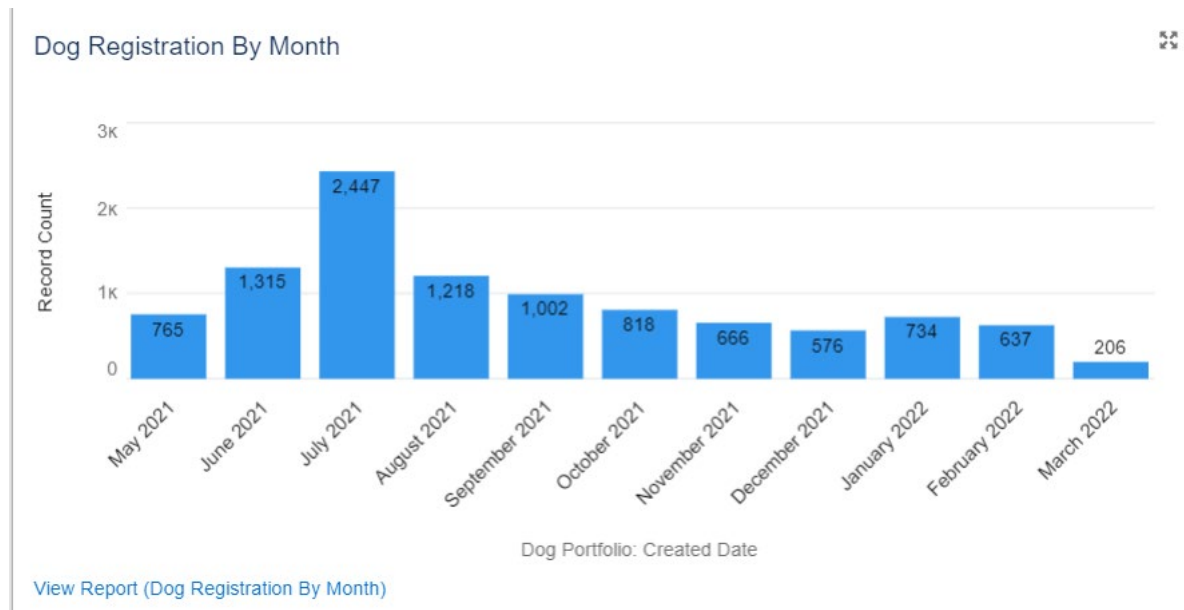
Inspectorate Services

- 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.
- Dog owners are required to update or confirm their dog's registration details annually, free of charge.
- Dog owners receive an annual registration reminder notice in the form of an email, text message or letter from 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 or by calling Access Canberra on 13 22 81 and selecting option 3.

- Since the new annual dog registration process came into effect on 1 July 2021, DAS has received close to 27,000 completed smartforms from dog owners to update their dog's registration details.
- The graph below shows the number of new registrations received subsequent to this announcement:



- There are close to 81,000 dogs 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, 5,884 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.
- The community can visit 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 in the 2022/23 financial 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.

Portfolio/s: Transport and City Services

ISSUE: NEW RSPCA FACILITY

Talking Points:

- In line with the commitment to establish a new facility for RSPCA ACT, the Government has identified a preferred site in Pialligo for the RSPCA's new purpose-built facility.
- The new facility will include enclosed dog kennels and cattery facilities, as well as better adoption facilities to increase opportunities for abandoned animals to find their forever home.
- It will also provide more spaces for volunteer and community involvement in animal welfare activities.
- RSPCA ACT has been at Weston since 1966. Due to its age, the current facility consistently operates over capacity resulting in safety issues and biosecurity and disease control risks.
- The preferred site is located on the corner of Fairbairn Avenue and Addison Road and bounded by the Australian Defence Force Academy and Royal Military College Duntroon to the west, and Majura Parkway and Canberra Airport to the east.
- The location is zoned as broadacre which already allows for animal care facilities and is on the route 54 bus service from the city through to Majura Park.
- Significant due diligence has been undertaken on the site including a range of preliminary heritage, environmental and planning studies as well as discussions with nearby stakeholders about the site.
- The Government will undertake further feasibility along with early design works, to facilitate relocation of the RSPCA ACT from Weston.
- TCCS is engaging with stakeholders with an existing interest in the preferred site to ensure planning for impacts from this development are managed.
- 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:

- The Chief Executive Officer of Canberra Memorial Parks, Mr Kerry McMurray has been permanently appointed as of 1 February 2022.

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 327 cases as at end of February 2022.
- The viewing has been utilised on 29 occasions.

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) and submissions closed on 7 June 2021.
- The Masterplan proposes that the 78-hectare site is developed over four stages:
 - **Stage One:** To be completed within five years, will provide approximately 2,500 burial plots including natural burials 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, additional traditional and natural burials, memorial halls, an outdoor chapel, administration building and supporting infrastructure.
 - **Stage Three:** (50 to 85 years) incorporates areas of high ecological constraints, provides additional natural and traditional burials and supporting infrastructure.
 - **Stage Four:** (85+ years) provides more traditional burials and supporting infrastructure.
- The Government will progress detailed design for Stage 1 of the Southern Memorial Park over a three-year period with funding of \$1.884 million having been approved in the 2021-22 Budget.
- The Request for Tender for Southern Memorial Park Stage 1 Preliminary Design closed in February 2022 and responses are currently being assessed.

Transport and City Services

ISSUE: Libraries ACT

- All Libraries are open to the public.
- Staff are working in bubbles. This action supports staffing levels across both northside and southside branches and reduces the risk of branch closures.
- Customers can return books, browse, borrow, and access printers, photocopiers, and computers at all public libraries. 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 30 minutes but can be extended.
- Return chutes are open at all libraries.
- Due dates are being extended for customers experiencing isolation due to COVID.
- Mystery Box and Home Library Services continue.
- Other services being offered:
 - Newspapers, JP services (subject to availability of volunteers).
 - Community Room Bookings – customers can contact Customer Information Centre (CIC) to discuss.
 - English Language Conversation Classes
 - Literacy tutoring
- Services NOT reinstated at this time:
 - Water fountains.
- New members can choose to join in person or join through the Libraries ACT website and Customer Information Centre (CIC).
- Assistance to access online and Digital resources is provided via phone call to the CIC and Digital Helpline service.

Online Services

- Online services are available to library members via the [library website](#) (with access provided to eBooks, eAudiobooks, streaming music and films, and other digital resources).
- Additional content has been added to Overdrive, an e-reading platform. eBooks and e-Audiobooks in community languages have also been added.

Public Programs

- Both Online and face-to-face programs are now available, including Giggle and Wiggle, Story Time, Story Dogs, and Too Busy Book Club.

Woden Library

- Public Tours are being conducted of the new areas: “The Hive”, “The Life Lab”, “The Haven” and “The Gathering”.
- Public programs are taking place in these spaces, and bookings for these spaces are available to the public.
- The Hive is a space for technology and knowledge sharing activities – including a recording studio, podcasting equipment, and green screen.
- The Life Lab is a flexible and multi-functional community space to learn and share new skills.
- The Haven and The Gathering spaces have seats and tables for separate reading and studying areas, and collaborative meeting spaces.
- Two new community rooms, and a Community Studio are available on the ground floor.
- A new awning has been installed to cover the external book chute and up to the front doors to keep customers out of the weather as they return items to the library.

Imagine 2030

- Libraries ACT is undertaking a co-design project to create a future plan for the library service, called *‘Imagine 2030’*. The project is restarting with online and face to face co-design activities.

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 physical items in various formats, and 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).

Transport and City Services

ISSUE: FOGO and Green Bins

Talking Points

Food Organics and Garden Organics (FOGO)

- The Food Organics and Garden Organics (FOGO) pilot commenced on 22 November 2021. It is being delivered to the suburbs of Belconnen, Bruce, Cook and Macquarie and includes a mix of housing types including standalone houses, townhouses and apartments.
- Funding for the Pilot was provided in the 2021-22 Budget and will help inform how best to provide an efficient and effective service to the whole of Canberra.
- More than a third of the ACT's household red bin contents (37 per cent) is food waste which currently goes to landfill and contributes to greenhouse gas emissions.
- ACT Government committed to commencing with a pilot to 5,000 houses in Belconnen in 2021, before expanding the service across Canberra in 2023.
- This initiative aims to reduce the amount of household food and garden organic waste going to landfill and reduce the ACT's greenhouse gas emissions from the waste sector by up to 30 per cent.
- The Government is also investigating suitable sites for permanent, large scale FOGO processing facility for the ACT. To that end, work on an EIS scoping study has commenced for a site on John Corey Road in the Hume Resource Recovery Estate, consistent with the Government's policy that large scale waste facilities should be based in Hume.
- The FOGO Pilot is being delivered by the existing green bin collections and processing contractor. A temporary enclosed facility has been constructed at the Mugga Lane Resource Management Centre to process the collected FOGO feedstock.
- As of 28 February 2022, 481 tonnes of FOGO material had been collected from the pilot suburbs since commencement.
- .
- The ACT Government has been made aware of some residents' concerns about odours from general waste bins, namely nappies, being collected fortnightly, as opposed to weekly. ACT NoWaste has met with Carers ACT and is reaching out to other disability groups to discuss the specific needs of households in this situation.

- There may be a number of options available which are tailored to the individual household's needs. ACT Residents who live on a property where no one is physically able to take their bins to the kerbside can also get [*assistance from the ACT Government*](#).
- Households which need a second or larger bin to accommodate fortnightly collections can order one online by visiting: www.cityservices.act.gov.au/recycling-and-waste/forms-and-fees/forms/upgrade-bin
- The FOGO pilot is an important opportunity to understand how these services work for all types of households as part of designing future city-wide collections services. The government is open to making changes and adjustments as needed during the trial.

Green Bins

- There have been no disruptions so far 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', commenced in the previous parliamentary term.
- 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.
- Green bins continue to be a popular and convenient option for Canberra households to manage their garden waste. As of 28 February 2022, 98,087 households have a green bin - a take-up rate of 58 per cent of eligible households.
- As of 28 February 2022, a total of 72,375 tonnes of garden waste has been collected and processed into saleable products since the pilot commenced in April 2017.
- The contamination rate since the service began is less than 0.01 per cent (by weight), which is a credit to Canberra residents, and ensures the processor has high quality feedstock from which to produce saleable products.
- To support the people impacted with big clean-up efforts Following the storm on 3 January 2022, the Government offered an additional green bin collection on 15 and 18 January 2022 to suburbs that were hardest hit.
- Services were provided to the following Belconnen suburbs: Charnwood, Dunlop, Florey, Flynn, Fraser, Hawker, Higgins, Holt, Latham, Macgregor, Melba, Page, Scullin and Weetangera. On 8 January 4,458 bins were collected and on 15 January 1,813 bins were collected.

Background

- The ACT Waste Feasibility Study (2018) estimated that around 143,000 tonnes of organic waste go to landfill each year, which was around half of all landfill waste. This includes food, garden, timber, textiles and other organic waste streams.

FOGO pilot

- The FOGO pilot has targeted a mix of single and multiple unit households.
- The FOGO bin is being collected weekly, and the landfill waste bin is collected fortnightly.
- Each participating household has been supplied with a caddy and a roll of 150 compostable liners. The liners will be re-supplied after a year of the pilot.
- The Corkhills Mugga Lane facility is using an aerated static pile composting method within an enclosed structure. The enclosed structure has reverse air pressure and a biofilter to manage odour and leachate. Any leachate is being captured and reused in the composting process. Secondary processing involves open windrow maturation.
- JJ Richards and Envirocom are monitoring contamination. Contamination is being recorded by drivers during collections and by education officers completing pre-collection bin inspections. Households with contamination have a tag placed on the bin, or an education follow up.
- Envirocom is completing approximately 200 pre-collection bin (tagging) inspections per week.
- The 2021-22 Budget provided recurrent funding of \$2,519,000 and capital funding of \$165,000 over two years.
- Key FOGO pilot statistics from commencement to 28 February 2022 are:
 - 481 tonnes of material collected.
 - Average contamination rate is below 0.1% by weight (consisting primarily of plastic bags), noting the target for the Pilot is to achieve less than 1%.
 - Average weight of bins is 14.1 kgs.
 - Average presentation rate is 56%.
 - Average bin waste volume is 52% of full capacity.
- ACT NoWaste met with Carers ACT on Thursday 27 January 2022. Carers ACT has received no feedback from its network to date, however, it was aware of the issue through recent media coverage. The CEO of Carers ACT was approached by the media to comment of recent issues, however declined to comment at that time.
- General comments from Carers ACT include:
 - Many people with disability and carers are not affluent people so any extra expenses are detrimental.
 - National Disability Insurance Scheme (NDIS) funding application process is long and convoluted and not all people with a disability and carers of people with a disability are covered by the scheme. For example, someone over 65 with incontinence issue is not part of the NDIS, they are covered by aged care system.
 - A lot of people who are Carers of people with a disability also have a disability themselves. This need to be considered in any policy decision impacting this sector of the community.

- Carers ACT and ACT NoWaste will stay in touch through the pilot. Carers ACT offered to assist ACT NoWaste in completing an evaluation of the pilot using their network of contacts and members.
- ACT NoWaste will arrange meetings with disability groups 'Advocacy for Inclusion' and 'Women with Disabilities ACT' to hear their experiences and receive any feedback about the pilot.

FOGO processing facility

- A suitable site for a FOGO processing facility has been identified in the Hume Resource Recovery Estate on John Corey Road (Block 5, Section 26 Hume).
- An Environmental Impact Statement (EIS) Scoping Report Application was submitted to the ACT Planning and Land Authority in early February 2021 for this 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 will be required due to the delay in the approval of the FOGO facility budget business case.
- In 2022 a draft EIS will be prepared addressing matters raised in the EPSDD approved EIS scoping document. The EIS process will involve a detailed study of the site suitability, including heritage, traffic and geology.
- TCCS has submitted a business case for the 2021-22 mid-year budget review seeking funding for delivery and operation of a FOGO facility.

Food waste avoidance

- The 2018 ACT Waste Feasibility Study recommended delivery of a food waste reduction and recovery social marketing and education campaign for households and businesses.
- The Government provided funding of \$973,000 in the 2019-20 Budget to deliver and evaluate a food waste avoidance pilot along the lines of the Love Food Hate Waste program delivered in the UK, Victoria and NSW.
- In August 2020 the Government launched the 'Love Food Hate Waste' food waste avoidance pilot program to support the community to take simple steps to reduce their household food waste and save money. The pilot is currently being evaluated.
- As at 23 February 2022, there had been over 53,000 page views to the website and 4,674 people had signed-up to the three-week online Food Waste Challenge launched on 30 April 2021.
- To date 1,616 people have completed the evaluation survey, participants who were very motivated to reduce their food waste doubled following their completion of the challenge. Some initial results of the survey include:
 - 90 per cent were wasting less food.
 - 78 per cent estimated they were saving some money each week.
 - an average \$583 per year in savings per respondent.
- An evaluation report for the pilot is under development.

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 green bins service 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.

Transport and City Services

ISSUE: Landfill Expansion, Rehab, Closure and Weighbridge Replacement

Talking Points:

Investment in landfill capacity

- The Government operates landfills at the Mugga Lane Resource Management Centre and on the former site of the Mugga 2 Quarry (the Mugga 2 Resource Management Centre). It has progressively invested in additional landfill capacity to meet the Territory's needs.
- The construction of additional landfill cells (Cells 3 and 4) at the Mugga Lane site was completed in August 2020 and ensures there is capacity to take putrescible and other general waste until 2030, based on current filling rates.
- The dedicated asbestos landfill 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 former Mugga 2 Quarry, which is located on a site north of the Mugga Lane Resource Management Centre, was repurposed as a new landfill in 2020 for disposal of virgin excavated natural material (clean fill), beneficial reuse material and non-friable asbestos containing material generated from construction, road and development projects in the ACT.
- It is estimated that the Mugga 2 Resource Management Centre has around 20 to 30 years of landfilling capacity. Once filled it will be revegetated and incorporated into the surrounding nature reserve.

Rehabilitation of landfill cells at Mugga Lane

- The Government is also funding the end-of-life rehabilitation of landfill cells at Mugga Lane.
- TCCS Infrastructure Delivery is developing a design for a 'phytocap'-based landfill capping method which, subject to EPA approval, will be trialled to assess its effectiveness. The landfill area proposed for the trial requires further filling with waste and is expected to be at the correct capping level the end of 2022. Once at

the correct levels, the area will then be capped in accordance with the phytocapping design.

West Belconnen Resource Management Centre Rehabilitation

- The West Belconnen RMC has been an essential waste management facility over many decades for the ACT. In recent years it has been used 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 ceased accepting waste 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.
- 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

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.

[REDACTED]

[REDACTED]

[REDACTED]

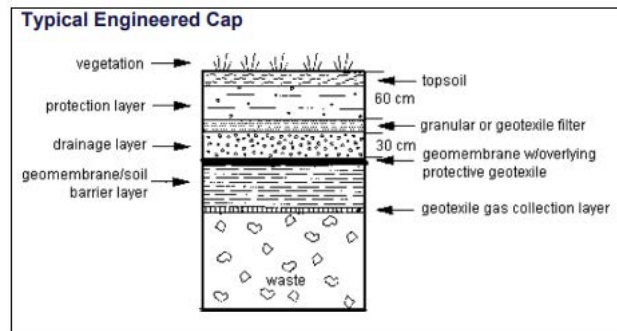
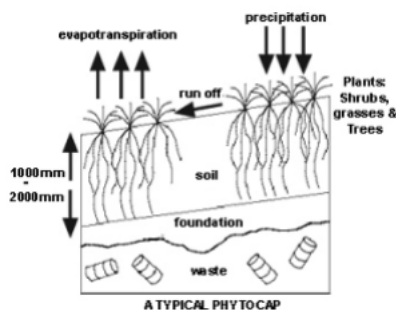
Mugga Lane Landfill Expansion and Remediation

- 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.
- Remondis Australia is contracted to provide landfilling and site management services at the Mugga Lane RMC.
- 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 LGI Limited gas power plant at Mugga Lane consists of four power generators, each with the capacity of producing 1.06 megawatts of energy, and two enclosed flares for the management of landfill gas when generators require servicing or in the event of generator failure.
- 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.
- Unlike 'raincoat' systems (engineered cap), phytocaps are constructed with a 'sponge' layer that 'stores' water until it is 'released' by the natural forces of evaporation and transpiration ('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.
- The claimed advantages of phytocaps over engineered caps include:
 - it is a natural 'structure' designed to operate in all climatic conditions; and

- it requires less maintenance and is generally less expensive to construct.



Mugga 2 Resource Management Centre

- The Mugga 2 Resource Management Centre is located on the site of 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.
- Remondis Australia is contracted to operate the Mugga 2 RMC. This is a separate contract to the Mugga Lane RMC site services and landfilling contract.
- The Mugga 2 RMC 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 filling the quarry void over 20 to 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

- Funding has been provided in the 2021-22 Budget for replacement of the weighbridge system at the Mugga Lane RMC, Mitchell RMC and Mugga 2 Quarry Landfill.
- Budget funding consists of \$0.412m recurrent in 2021-22 [REDACTED]
- The weighbridge system comprises nine terminals across four weighbridges 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.
- System failure would lead to significant financial risks for the Territory through consequent revenue loss. Access to Territory waste disposal facilities would also be reduced due to the inefficiency a failure of the weighbridge system would cause.

Transport and City Services

ISSUE: Canberra Sand and Gravel

Talking Points:

Canberra Sand and Gravel at West Belconnen

- The Territory licences Canberra Sand and Gravel (CSG) to operate a green waste drop-off and landscaping supplies business at the West Belconnen Resource Management Centre.
- Under the licence agreement, the Territory pays CSG to accept and process green waste from the public free of charge.
- 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.
- This service is highly valued by northside residents and makes an important contribution to the ACT's recycling efforts.
- 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.
- The facility in its current location will need to close to allow for the rehabilitation of the site.
- The ACT Government has been exploring options for the relocation of the green waste drop off which is currently located on Parkwood Road. Several sites were investigated to determine the most appropriate location for this service to continue in West Belconnen.
- Through this work a suitable site was identified on Stockdill Drive.
- This site offers the ability to establish a long-term solution for processing green waste and could also accommodate the co-location of a landscaping supply business. The proposed site is just over 3km from the existing facility and will offer great access to the residents of Belconnen and North

Canberra. An important consideration of any site is the requirement that it be located at least 1km from residential premises and have the appropriate environmental controls in place, which this proposed site would provide.

- The final location of the facility is subject to further consideration including the outcome of a development application process. Prior to the development application process, Government will engage with the community now to ensure the site can meet the needs of all users.
- It is expected the development application process will commence in April 2022.
- In the meantime, the green waste drop off will continue at the current Parkwood Road location until the new facility is operational.

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 prior to handover to the Ginninderry developers.
- The Government funded the redevelopment of the former Mugga 2 Quarry as a site to receive certain types of inert waste material to replace some of the operations previously conducted at the WBRMC. The Mugga 2 Resource Management Centre 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 mid-2022 to undertake rehabilitation, capping and ancillary works within 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.
- A contractor will be engaged in 2021-22 to undertake an initial clean-up of the PRRE, removing structures and undertaking a surface scrape.

- Stage 2 of the PRRE remediation will be subject to future considerations and pending availability of information from the 2021-22 clean-up investigations.
- 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 around \$270,000 per year.
- There is currently an Environmental Clearance Zone (ECZ) surrounding the entire WBRMC site that prevents residential development within the ECZ. The Ginninderry Master Plan envisages residential and other development within the ECZ. A precondition to this occurring is the entire site must be closed and rehabilitated.



Proposed new green waste site for Belconnen



Transport and City Services

ISSUE: Bulky Waste Collection

Talking Points:

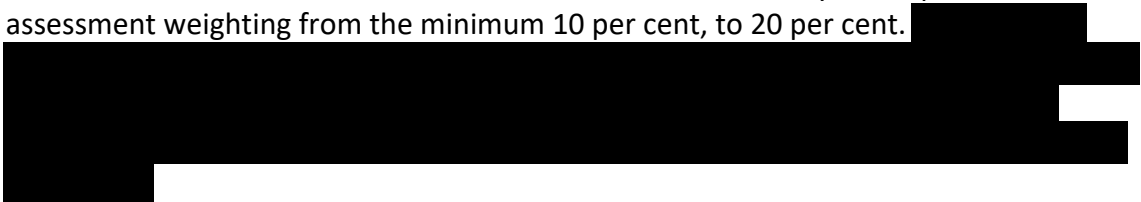
- The ACT Government provided funding in the 2019-20 Budget for a phased roll out over 4 years, and collections started for residents in Gungahlin and Tuggeranong on 15 July 2020.
- The new service was also made available to all ACT eligible concession card holders from 15 July 2020, replacing the previous funding-capped service to concession card holders.
- SUEZ Recycling & Recovery was contracted to provide this service following a public tender process.
- The Government provided additional funding in the 2020-21 budget to bring forward the service for Belconnen residents from April 2021 and the rest of Canberra from July 2021.
- From 1 July 2021, the service has been available across all of Canberra.
- Households are eligible to receive one collection of up to two cubic metres of approved items every financial year.
- 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. Bookings for some multi-unit developments, such as apartments, are organised through building managers or body corporates.
- The Government set a minimum 30 per cent resource recovery rate (by weight) for this service. To date this has been achieved, with the average recovery rate for 2021-22 at 33 per cent as of 31 January 2021. Research suggests that a resource recovery rate of around 10 per cent is typically achieved for household bulky waste collection services in Australia.
- The most frequently collected items are timber, furniture, white goods, scrap metal and electrical appliances.
- SUEZ has partnered with not-for-profits GIVIT, Salvos and Vinnies to repurpose items for re-use through GIVIT's online portal or Salvos and Vinnies shopfronts.

- The ACT Government provides financial support to GIVIT's local services that connect 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.
- The ACT Government recognises the particular challenges faced in delivering a bulky waste service in multi-unit developments with shared waste facilities and is working with a number of body corporates and strata managers to provide a timely service to residents.
- This includes providing an online interactive form and hard copy form for them to give 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.
- ACT NoWaste research indicates municipal bulky waste typically achieve no more than a 10-15 per cent recovery rate (recycling and reuse). The ACT bulky waste service is achieving a recovery rate of over 30 per cent, noting that this performance is being aided by the relatively low take up rate.
- The ACT bulky waste service is also avoiding the suburban illegal dumping and amenity issues that scheduled services typically create.
- 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.
 - 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.
- 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 per cent, to 20 per cent.



Transport and City Services

ISSUE: COAG Export Bans

Talking Points:

- In 2019, the Council of Australian Governments agreed that waste plastic, paper, glass and tyres that have not been processed into value-added materials should be banned from export from Australia.
- The timetable and definitions for the export ban were agreed by COAG in 2020. The current timetable is:
 - Unprocessed glass exports were banned from 1 January 2021.
 - Mixed waste plastics that are not of a single resin or polymer were banned from 1 July 2021.
 - All whole used tyres including baled tyres were banned from 1 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 from 1 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 it was establishing a \$190 million Recycling Modernisation Fund to support investment in new infrastructure to respond to the COAG Waste Export Ban.
- On 15 July 2020, at a joint media event with the Commonwealth Environment Minister and I announced the ACT and Commonwealth had entered into a National Partnership Agreement to fund a major upgrade of the ACT's Material Recovery Facility in Hume.
- This Partnership is providing \$23.2m to deliver better identification and separation of recycling streams such as paper, glass and plastic, reducing contamination rates and providing better quality recycled materials.
- ACT is providing \$12.7 million and the Commonwealth \$10.5 million.
- 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 procurement of the upgrades to commence in 2022.
- The unprocessed glass exports ban that commenced on 1 January 2021 does not have an immediate, direct 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 on 1 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.
- The public announcement in July 2020 stated the upgrade work would commence later in 2020, be largely completed in 2021-22 and would include:
 - optical scanning equipment to identify and separate different types of plastics
 - better screening technology to reduce contamination in paper and cardboard recycling
 - glass washing facilities to provide better quality crushed glass 'sand' products that can be used in a wider range of products
 - plastic washing and 'flaking' facilities—the flaking process breaks the washed plastic into small pieces, providing a clean product ready for local markets.
- 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 contractor to undertake the upgrades are on hold while an external legal firm, that is familiar with the waste industry, conducts a review of the procurement methodology.
- The Commonwealth paid the first two Milestones of the NPA to the Territory in May 2021.

ISSUE: Fyshwick Waste Facilities

Talking Points:

- 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.
- 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. New 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.
- TCCS will continue to support EPSDD on the second stage of this review. This will include examination of factors such as future demand, type of facilities required, planning controls and land availability.

Background

Hi Quality

- An earlier Hi Quality proposal to process one million tonnes of waste could not go ahead due to the amendments to the Planning Act.

Capital Recycling Solutions (CRS)

- An earlier CRS Fyshwick proposal to process 300,000 tonnes of waste could not go ahead due to the amendments to the Planning Act. The CRS site is listed for sale on the allhomes website (as at 10 March 2022).

Current waste facilities in Fyshwick

- There are currently seven licensed waste facilities operating in Fyshwick:
 - Return-It depot (CDS).
 - Access Recycling (scrap metal).
 - Tiger Waste (skip bin hire, C&D recycling).
 - Jack Martin (scrap metals).

- WV technologies (asset buyback, data management, e-waste recycling).
 - Shred-X (secure document shredding).
 - Metal Mart (scrap metal).
- The amount of waste processed through licenced waste facilities in Fyshwick in 2021 was 63,380 tonnes.

Access Recycling

- Access Recycling is owned in part by CRS.
- 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.
- 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.

Tiger Waste

- ACT NoWaste Waste Regulation Section is aware of complaints of dust, mud and litter associated with the Tiger Waste Facility.
- Under the Tiger Waste facility licence, in addition to specific conditions on the storage and management of waste. Tiger Waste must comply with all laws of the Territory as applicable to the operation of the facility conduct of a waste activity.
- In 2020 and 2021 ACT NoWaste worked closely with the Environmental Protection Authority (EPA) on issues relating to the Tiger Waste facility, and it was agreed that these complaints fell within the jurisdiction of the EPA.
- Tiger Waste has implemented a range of measures, including the installation of a stabilised site access for improved site egress and additional dust suppression including street sweeping and wetting of internal dirt roads.
- In May 2021 Waste Regulation inspected the facility and found Tiger Waste to be meeting its licence conditions. The 2022 annual inspection will be undertaken in coming months
- Waste Regulation and the EPA will continue to work closely together on matters relating to the Tiger Waste facility.

Transport and City Services

ISSUE: Single Use Plastics

Talking Points:

Tranche 1

- The *Plastic Reduction Act 2021* (the Act) commenced on 1 July 2021. It expressly prohibits the supply of problematic plastic products specified in the Act or otherwise prescribed by regulation. The Act also provides for single use plastic products to be prohibited for supply at a declared public event.
- 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 was 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.

Tranche 2

- From 1 July 2022, it is intended that a second tranche of items will be phased out 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”;
 - all plastic products made from degradable plastic; and
 - cotton buds with plastic sticks.
- A 12-week consultation on the proposed Tranche 2 ban of single-use plastic items commenced on 14 October 2021. Submissions closed on 12 January 2022. The responses will be used to inform the development of Tranche 2 bans.
 - 21 written submissions and 134 survey responses were received through the YourSay Conversations page. An additional 397 emails were sent through the Australian Marine Conservation Society’s campaign form.

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

- Section 42 of the Act requires:
 - the Minister to issue a public notice of a proposed regulation to prescribe an item as a prohibited plastic product. The notice must, among other things, invite public submissions.
 - the Executive to consider any written submissions received and the availability and utility of alternative products to replace the prescribed plastic product.
- The Act has a 12-month exemption from Australia’s mutual recognition laws. [REDACTED]
- 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).
- microbeads in personal health care products.”¹
- 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:
 - 100 per cent of packaging will be reusable, recyclable, or compostable.
 - 70 per cent of plastic packaging will be recycled or composted.
 - 30 per cent 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. Ms Lawder submitted an almost identical QON following the 18 October estimates hearings.
- 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.

¹ Environment Minister’s Meeting 1 – Agreed Communique 15 April 2021

Portfolio: Transport and City Services

CAF LIGHT RAIL VEHICLES AND ISSUES IN NSW

- Canberra's light rail operates a fleet of 14 CAF manufactured and maintained Urbos light rail vehicles (LRVs), known as Urbos 3 100. These vehicles came into service when Stage 1 of light rail commenced operations two and a half years ago in April 2019.
- Following reports of cracking problems with the light rail fleet servicing Sydney's Inner West line, Canberra Metro (CMET and CAF) and TCCS have inspected the bogie box with the seats removed from the C1 module of all Canberra LRVs. No cracking in any structural members has been identified.
- CAF have also inspected the bogie rotational brackets (the area around the wheelset) and confirmed no cracking has been identified.
- CAF maintain that the issues on Sydney's Inner West light rail fleet will not arise on other Urbos vehicles in Australia due to differences in design and construction on newer version's, which include those operating in Canberra.
- The Office of the National Rail Safety Regulator (ONRSR) has advised the ACT Government that they are investigating the issue, including any impact on other LRVs in Australia that may be affected. ONRSR have not raised any safety concerns regarding the Canberra fleet.
- Canberra Metro undertakes an ongoing program of inspections and maintenance of the light rail fleet to ensure all LRVs are safe to operate and there is no risk to customers, employees, or community safety.
- Transport Canberra and City Services is continuing to work closely with Canberra Metro and the NSW Government to understand progress on the rectification for Sydney's Inner West light rail (IWLR) fleet, and any further insights we can gain.

Background

Sydney's Inner-West light rail (IWLR) fleet

- On 5 November 2021, the NSW Transport Minister announced cracking had been identified in 12 CAF Urbos LRVs that service Sydney IWLR network. The cracks are located near the bogie (around wheel-arch) of the LRV.
- Services on Sydney IWLR will partially resume from February 2022 using LRV's from the CBD line to supplement the network until October 2022 when all 12 CAF Urbos LRVs are expected to be repaired.
- On 10 December 2021, ONRSR advised ACT Government additional cracking was identified on the IWLR fleet under an external side panel near where the bogie box connects to the side wall.

- The IWLR CAF Urbos 3 vehicles entered service between 2014-2015 several years before Canberra's LRV fleet in 2019, and although a Urbos 100 (100% low floor variant) the design and manufacturer of the vehicles have evolved since the IWLR vehicles commenced operation. The Canberra bogie box and side wall are notably different from the Sydney design.
- The Sydney IWLR network operates on a variety of track types, including a mixture of in-slab and ballast, some of which is from a repurposed freight line. Canberra uses purpose built in-slab track.

West Midlands Metro (WMM) Fleet

- West Midlands Metro temporarily suspended service in July 2021 on its fleet of CAF Urbos 3 LRVs to apply temporary repairs in relation to cracking in the bogie boxes.
- The services resumed after 3 days but were suspended on 13 November 2021 until 15 December to enable more permanent repairs.
- It is reported in the media that the fatigue cracking was initially reported in 2019, though it did not become public until July 2021 with the suspension.
 - The WMM CAF Urbos 3 vehicles entered service between 2014-2015 several years before Canberra's LRV fleet in 2019, and although a Urbos 100 (100% low floor variant) the design and manufacturer of the vehicles have evolved since the IWLR vehicles commenced operation. The Canberra bogie box and side wall are notably different from the WMM design.
 - The WMM network like the IWLR operates on a variety of track types, including a mixture of in-slab and ballast, some of which is from a repurposed freight line. Canberra uses purpose built in-slab track.

Canberra light rail fleet

- The ACT Government has a Public Private Partnership (PPP) agreement with the Canberra Metro Consortium (a group of companies) to design, construct, finance, operate and maintain the Canberra Light Rail system over a 20-year period.
- Canberra Metro is responsible for operating the light rail network and ensuring the safety of the system.
- CAF is responsible for manufacturing and maintaining the LRVs throughout the 20-year period. This provides clearer lines of responsibility for any asset issues. This differs from the Sydney IWLR, and West Midlands, which have a different manufacturer and maintainer.
- Design evolution has led to the structural design of the bogie boxes in Canberra being different to the Sydney IWLR and West Midlands fleets.
- The Canberra fleet operates on a different track type (in-slab) and has differences in operating profile (track geometry, vibration, braking, speeds etc) compared with the Sydney system.
- Annual ride quality checks ensure Canberra's track is performing well.
- The Canberra fleet is also significantly younger than both the Sydney and West Midlands fleet, with the LRVs only having travelled up to 190,000km (the inner-west fleet has travelled up to 350,000-500,000km).
- Subject matter experts in LRV structural assessment and maintenance from an external third-party consultant (SNC Lavalin) have been engaged to review the relevance of the IWLR cracking to the Canberra fleet.

- Checks have been undertaken on NSW Newcastle light rail CAF Urbos fleet, also commissioned in 2019, and in media articles Keolis Downer (the operator) have said no issues have been identified.

MPC FOI Document Release

- As part of the documentation released under FOI in relation to inspections for bogie box cracking a 'Project Management Plan: Car Body Issue Canberra Trams' and some related documents were released.
- These documents shared with MPC show Canberra Metro (CM) were advised that CAF were implementing a global check of CAF Urbos 3 vehicles in relation to fatigue cracking reported on some other networks above the door portals in the car body.
- This is advised by CAF to be related to track quality and vibration and the weld performance being less than anticipated by Design. In that advice from CAF to CM, the Canberra Fleet was low risk of having this issue due to the quality of the track and young age of the LRVs.
- This is a normal activity for a manufacturer to undertake as part of in-service monitoring. As part of CAFs global assurance of this issue the door portal welds are subject to a regular monitoring program by CAF with a remedial measure proposed to retrospectively add a reinforcement bracket to protect the weld as part of CAF's quality assurance program.
- The Door Portals are subject to regular inspections (last inspections completed July 2021) and no door portal cracking has been identified in the Canberra Light Rail Fleet.
- Other networks and other manufacturers have had fatigue cracking issues in the car bodies of rail vehicles, metal fatigue is a risk that is monitored in all areas of transportation - including aircraft, passenger rail and freight.

Commercial considerations

- Major Projects Canberra will continue to monitor the issues identified in other fleets to inform future stages of light rail and procurement of new LRVs.
- Under the PPP arrangements, in addition to ensuring that the maintenance regime of the LRVs complies with all relevant safety standards, Canberra Metro is responsible for providing a Light Rail Service to the timetable set by Transport Canberra.
- Failure to provide services in accordance with the timetable will result in a number of potential contractual remedies and financial implications for the operator. [REDACTED]

Newcastle CAF LRV – Earthing Coupler Mechanical Issue

- Services were suspended for a couple of days from the 25 November 2021 on the Newcastle light rail due to a mechanical problem. This is unrelated to the cracking issues identified in the IWLR fleet.
- The Canberra fleet was subsequently inspected, and one faulty unit was identified out of 168 units inspected. This is well within the redundancy of the system.
- The Canberra fleet utilises a different component and part number to Newcastle.
- This will be monitored by Canberra Metro as part of the ongoing asset management activities. However, given the ease of replacement of this component is not considered a concern.

Transport and City Services

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 Government is committed to 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 TCCS-led Accessibility Reference Group and CSD's Disability Reference Group (Ministerial).
- Request for Tender for the feasibility was released in the last quarter of 2021. A contractor has been engaged and the consultation work is progressing with a final report expected to be received in late July 2022.

Transport and City Services

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 work is presently underway and is expected to be finalised in 2022-23 as part of the Light Rail Network Plan refresh.
- 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 March 2022, 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 are all due to be replaced by December 2022 which will meet the Territory's obligation to become 100% DDA compliant. The buses will be procured via a short-term lease arrangement or similar, rather than an outright purchase.
- In June 2021, TC released three separate Request for Proposals to market. Those activities were seeking to procure eight Battery Electric Buses, 26 Diesel Buses, and 34 Battery Electric Buses with off-site charging.
- Tenders for all three procurements closed in July 2021.
- The Evaluation Team has now identified the current preferred suppliers to [REDACTED]
[REDACTED] This includes two different technology types by two different manufacturers to ensure Transport Canberra can understand how different vehicles perform in the local environment. The twelve battery

electric buses consist of the original eight BEBs, three growth vehicles and one replacement.

- [REDACTED]
- Transport Canberra continues to investigate requirements for the infrastructure to house and charge more electric buses.
- Transport Canberra will lease a further 26 lower-emissions and accessible diesel buses. The Evaluation Team has confirmed the current preferred supplier as Scania Australia for the lease of these buses.
- By leasing the new lower-emission buses, Transport Canberra can meet the operational needs of the public transport network without purchasing more diesel buses.
- The Government is committed to procuring 90 BEBs in this current term of government and lease (diesel) buses only to meet peak fleet needs.
- The formal procurement of the 90 BEB's commenced in early 2022. 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 2023-24) 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.

Key Information:

- The age of the operational Transport Canberra bus fleet of 456 buses at 1 March 2022 is as follows:

Emission rating	Age (years)	Models	Number in Fleet
Euro VI	0-5	Scania K320UB, Scania K360UA, Hino Poncho	134
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	107
Euro II and Euro III	15-20	Scania L94UB CNG, Irisbus Agoraline	72
n/a	20-25	None.	0
Pre-Euro	25-30 yrs.	Renault PR100.2	34
Total			456

*excludes those vehicles retained for modification on fleet that would otherwise be in service.

Current Bus Fleet:

Transport Canberra Statistics (as at 1 March2022)		
	Number	Percentage
Transport Canberra Operational Fleet	456	
DDA Accessible	421	92.32
Bike Racks	428	93.86
Climate Controlled	421	92.32

- Currently 35 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.

ISSUE: Woden Bus Depot

Talking Points:

- Transport Canberra and City Services with Major Projects Canberra are currently working with the contractor Richard Crooks to deliver the new Woden Bus Depot. This includes the future proofing of the depot for housing and charging of electric buses.
- A variation to commence the construction phase was approved in early 2022.
- Construction of the new depot will commence in 2022 with construction complete late 2023 and operational commencement expected in early 2024.
- Woden Bus Depot consists of two phases of work:
 - Phase 1: Demolition, decontamination, design, and Development Application (DA).
 - Phase 2: Construction and commissioning.
- The current design excludes the previously proposed multi-storey carpark on Parramatta Street, nor the signalisation of the intersection of Athllon Drive and Shea Street.
- Following the release of the *Zero-Emission Transition Plan for Transport Canberra (2020)* and the commitments made in the 10th Parliamentary and Governing Agreement, Transport Canberra has committed to the delivery of depot capable of housing electric Buses.
- With the future proofing, this enables battery electric buses to be housed and charged at Woden, with the expectation that the depot will become capable of housing a fully electric fleet in the future.
- 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 futureproofing to accommodate charging infrastructure into the depot design including the requisite structural load assumptions, conduits to facilitate reticulation of power 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 available charging technology and supply arrangements. These investigations, which include optimisation of power requirements through mechanisms such as smart charging telematics, conduit sizes, on and off-site energy requirements, as well as the requisite load bearing capacity of the overhead structures have been undertaken through this analysis.
- Transport Canberra continues discussions with Evo Energy to assess supply/demand and associated infrastructure upgrades required.

- A final design is expected to be completed in Q2 of 2022 with construction to commence in Q3 of 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 is planned to 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
Design services - design to Development Application (DA) stage	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). Richard Crookes Constructions was appointed in 2018 to continue design to DA stage. Complete – DA lodged on 1 May 2020. Lodgement fee paid 16 September 2020
Demolition of existing buildings and removal from contaminated sites register.	Completed by AGH Pty Ltd in 2018.
Relocation of existing underground services.	Complete - 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. Works completed December 2020. Commissioning and cutover of sewer expected in March 2022.
Workforce Consultation	Ongoing - The preliminary design concepts were distributed to the TC workforce and relevant unions in November 2018. Pre DA-Consultation completed in February 2020. Regular ongoing workforce consultation is occurring as detailed designs are developed further.
Development Application	Complete - Lodged on 16 September 2020 Development Application approved on 20 January 2021
Detailed Design (including workforce and external stakeholder consultation)	Partially Complete - undertaken from February 2021 to November 2021 (post DA approval process). The 10-week design period commenced on 16 August 2021. Transport Canberra received the designs in December 2021.

	<ul style="list-style-type: none"> •The workshop fit out final designs are expected before the end of March 2022. •The SSICT designs are currently being reviewed and expected to be finalised by end March 2022 •The electrification futureproofing designs are also expected to be finalised before the end of March 2022.
Building Application (BA) approval	<p>Lodgement expected on completion of detailed designs and further stakeholder and workforce consultation.</p> <p>Approval expected between June 2022 and July 2022.</p> <p>RCC advice they expect to lodge the BA in May 2022.</p>
Construction Commencement	<p>Construction to commence once detailed design and BA are completed and approved.</p> <p>Expected to commence July2022.</p>
Construction Completion	Expected October 2023
Fit-out and commissioning	Q4 2023
Operations Commence	Early – 2024

ISSUE: NEW TICKETING – COSTS AND BENEFITS

Talking Points:

- 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.
- In December 2020, the Government announced that the single select process would be closed following a review that the ticketing 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.
- 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 2021, the ACT 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 (EOI) was initiated as part of the procurement process.
- With the EOI complete, Transport Canberra is currently progressing with stage two, the Request for Proposal which was released to successful REOI respondents on 25 February 2022.
- The goal is to replace the current MyWay system 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.

Transport and City Services

ISSUE: PATRONAGE FOR BUSES AND LIGHT RAIL

Talking Points:

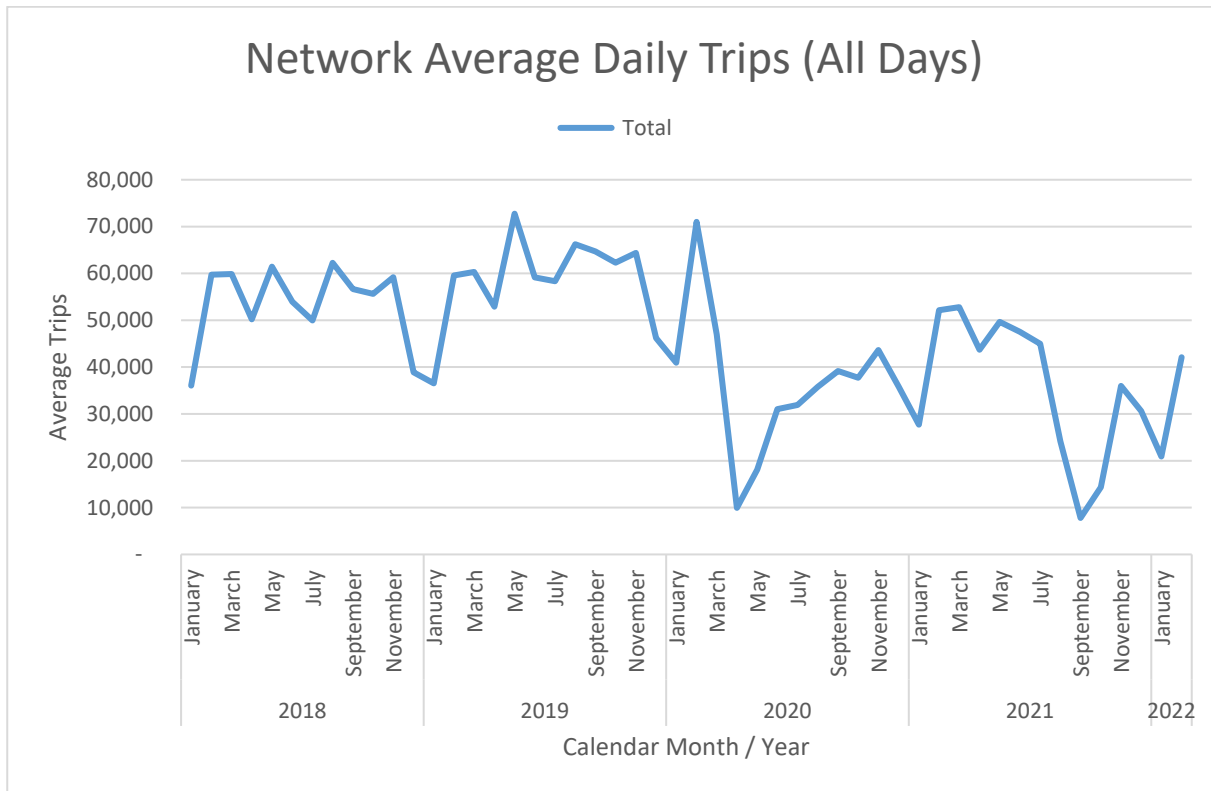
- With the re-emergence of COVID-19 through the Omicron variant and subsequent Government initiation of associated restrictions, Transport Canberra saw a decline in patronage from mid-December 2021.
- Following the gradual emergence from restrictions this year, Transport Canberra is currently planning a return to the regular timetable from the start of Term 2, 2022.
- Transport Canberra is currently continuing to operate a reduced interim bus timetable to maintain a reliable public transport network and introduced additional school services for Term 1, 2022.
- To coincide with the return to a regular timetable a communications campaign will encourage people to consider taking public transport.

If asked...how many journeys are being made on public transport?

- During the week ending 6 March 2022, total journeys were 221,496. This is a 2% increase on the week ending 27 February 2022, which had 216,993 journeys.
- In comparison, there were 258, 871 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 and light rail is approximately 83% for buses, and 17% of boardings on light rail.

Source: NetBi ticketing data.

Graph 1 - Rolling Patronage All Services 2018 - 2022



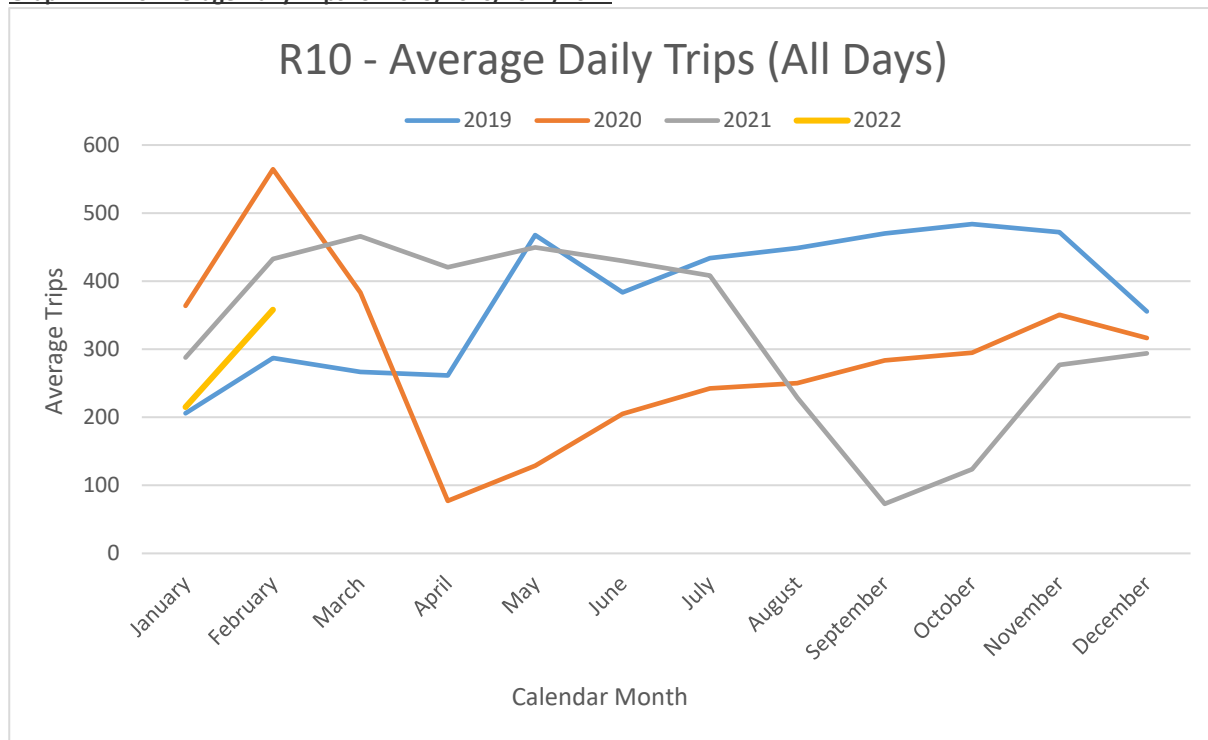
Source: NetBi ticketing data

R10 Patronage:

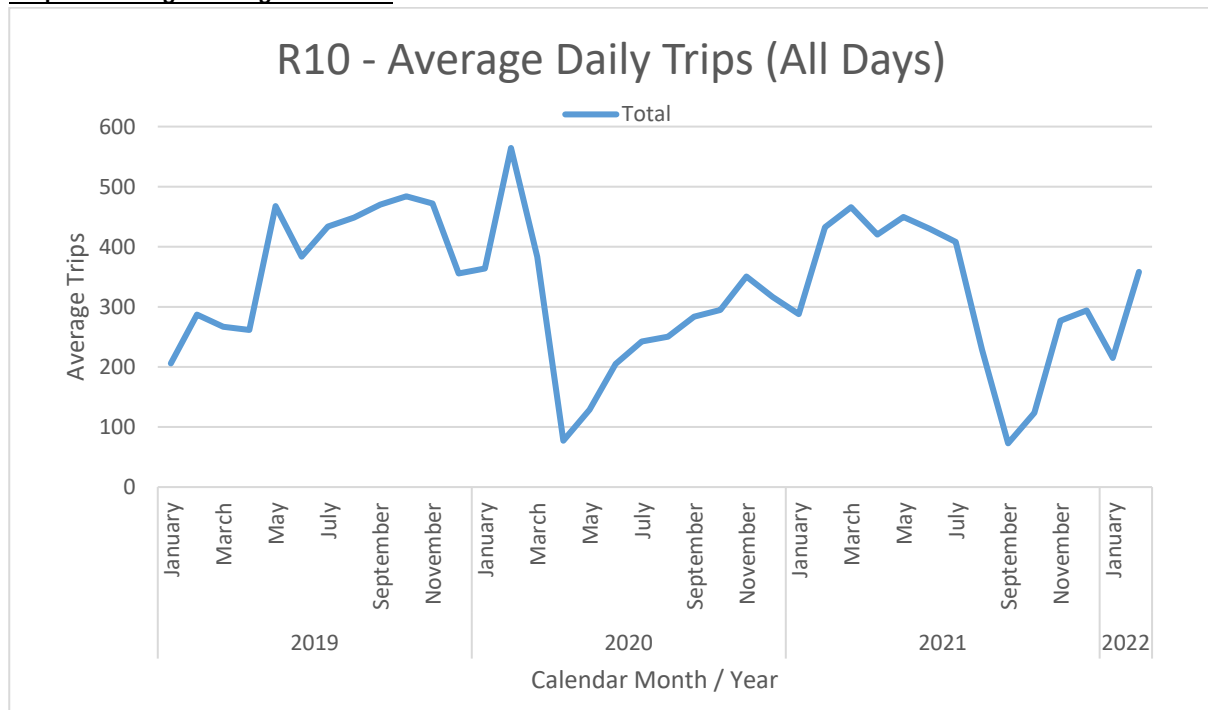
- Rapid services are frequent direct bus and light rail routes that run between town centres and other key destinations.
- Rapid services run at frequencies of at least every 15 minutes between 7am and 7pm on weekdays, and at varying frequencies at other times, depending on routes.
- The Rapid 10 was 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 have 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 registered a patronage decline because of the lockdown 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 R47 patronage numbers covering Whitlam post – commencement in January 2022.
- Graph 4 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.

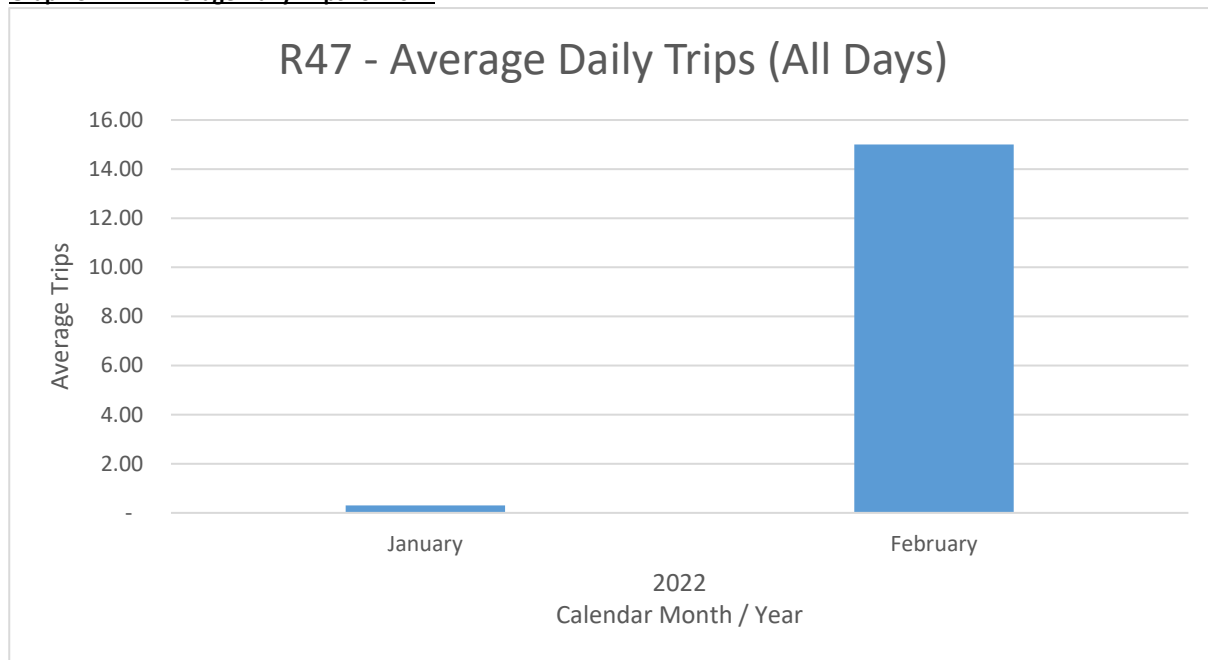
Graph 1 – R10 Average Daily Trips for 2019/2020/2021/2022



Graph 2 - Rolling Patronage 2019-2022

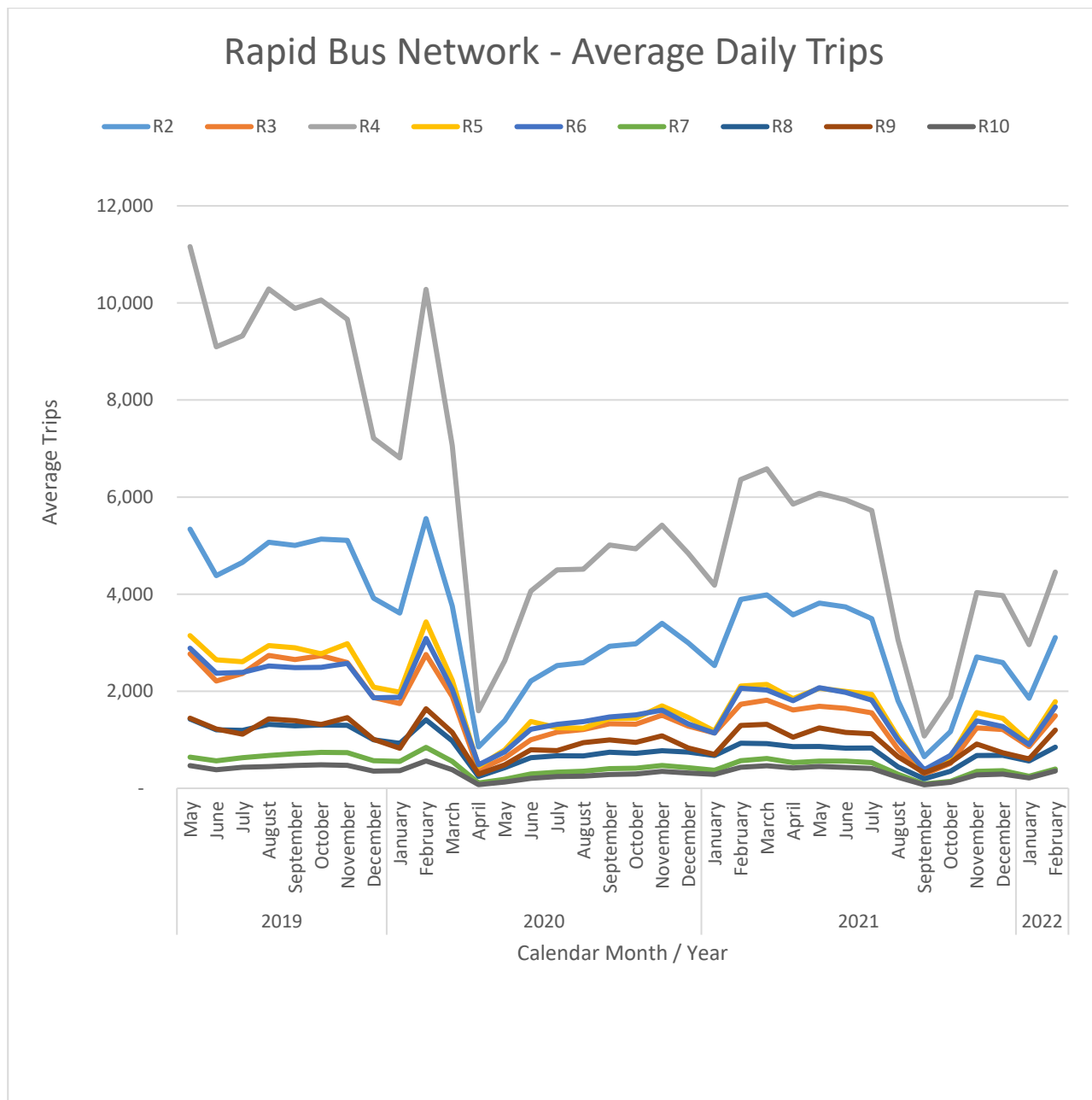


Graph 3 – R47 Average Daily Trips for 2022



Source: NetBi ticketing data

Graph 4 - All Rapid Routes 2019-2022



Source: NetBi ticketing data

Note: Rapid 1 is the Light Rail service not included in this chart

Background

- As a result of the restrictions imposed from 12 August 2021, patronage fell by around 90% when compared with the same period in 2019, however patronage had begun to recover as restrictions were eased and lockdown ended on 15 October 2021 and 29 October 2021.
- With 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.
- Communications through a number of channels have been used to advise on the use of public transport during this latest pandemic outbreak and lockdown.

Transport and City Services

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 focuses 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 whole-of-Government communications.
- The timing for transition to implementation of the Recovery Plan, will be in line with ACT Government advice in accordance with factors including levels of community transmission and percentage reached of first and second vaccinations for specific groups of the community.
- In February 2022 Canberra saw a gradually emergence from restrictions put in place following a lockdown commencing August 2021.

- Campaign plans to welcome people back to public transport have been prepared to ensure that at the right time, the activation of the Recovery Plan can be commenced.
- Transport Canberra is currently planning a return to the regular timetable from the start of Term 2, 2002.
- To coincide with that a campaign will encourage people to consider taking public transport. The campaign will run in various channels including social media, radio, on petrol bowsers, outdoor advertising at shopping centres, on Adshel shelters, through HerCanberra and on bus and light rail advertising.
- The campaign will be supported through a series of pop-ups/activations in major town centres which will provide information to the community about their public transport (and active travel) options.
- 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.
 - 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 the first half of 2023, in line with a planned bus network update.
- 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 was tracking above the 99.5% target since the October increase prior to the beginning of 2022, when COVID-19 and the availability of drivers to opt to cover weekend shifts has seen a small drop in reliability. This is expected to improve as we move into Term 2.

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 'Rapid 7' and the 'Rapid 10'. 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.

- 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 in the 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.
- Notably, from 31 January 2022, Transport Canberra began operating a new bus route through the developing suburb of Whitlam. The route 47 operates hourly initially during the weekdays and link to Belconnen and Denman Prospect, as well as servicing the Evelyn Scott School. Bus stops have been provided within Whitlam along Sculthorpe Avenue and on John Gorton Drive adjacent to the suburb.
- Transport Canberra uses 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, including funding for operating costs including bus drivers for 2021-22 and 2022-23.
- These additional buses will be supplied via the current process to procure 34 replacement buses. By varying the contract arrangement, additional buses are able to be leased to increase the overall fleet numbers.

Transport and City Services

ISSUE: ADVERTISING ON PUBLIC TRANSPORT

Talking Points

- Transport Canberra has arrangements for advertising on buses, light rail vehicles and selected light rail stops, that are managed through third party agencies and follow 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) 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;

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.

E-Petition – ‘Make/Keep Canberra ad free’

- On 27 August 2021, Greens Federal Candidate Tim Hollo's lodged a "Make/Keep Canberra Ad Free" petition with the ACT Government calling for further restrictions on commercial advertising in the Territory.
- The petition received 523 signatures before closing on 11 February 2022.
- The petition requests the Assembly call on the ACT Government to:
 - Direct Transport Canberra and Access Canberra to immediately remove all existing illegal advertisements.
 - Introduce specific offences for roadside advertising using parked vehicles.
 - Remove public transport advertisements that block passengers' ability to see outside.
 - Review and update the rules for what advertising content is allowed on public transport and apply these rules to bus and tram shelters as well as vehicles.
 - End bus shelter ads by committing to not renewing the Adshel contract.

- Noting that advertising contributes to approximately 0.586% of the total cost of TC operations, the petitioners also request the Assembly undertake consultation on the community support for replacing all public transport advertisements with locally commissioned artwork.
- On Thursday 20 January 2022, TCCS provided input to the Chief Minister's Office for a media response to news.com.au who asked about the petition. The response focused specifically on how the advertising is carried out in accordance with guidelines.

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 (LRVs) 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.

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 the following revenue to the ACT Government per financial year:
 - \$220,000 in 2019/2020
 - \$133,000 in 2020/2021, which was impacted by COVID
 - \$60,385 in the first half of 2021/2022, which has been 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 2021:
 - Check in CBR Covid-19 (commenced 3 May 2021).
 - Envirocom (commenced 3 May 2021).
 - Australian Catholic University (commenced 3 May 2021).
 - ActewAGL (Commenced 3 May 2021).
 - Canberra Institute of Technology (commenced 7 Jun 2021).
 - Australian Catholic University #1 (commenced 14 Jun 2021).
 - Australian Catholic University #2 (commenced 16 Aug 2021).
 - The Tradies (Commenced 6 Sep 2021).
 - University of Canberra (submitted 22 Sept 2021).
 - Go Local First (submitted 28 Oct 2021).
 - Come From Away (submitted 15 Nov 2021).
 - Australians & Hollywood (submitted 20 Dec 2021).
 - Brand Q1 – iinet (submitted 21 Dec 2021).
 - Canberra Institute of Technology (submitted 23 Dec 2021).
 - Kayo Winter Codes (submitted 17 February 2022).
 - Cash Converters (submitted 4 March 2022).

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 expired on 31 December 2021.
- The last available 12-month extension option was taken up in 2021 which extended the contract until December 2022. TCCS will approach the open

market for a competitive tender process to test the market before this contract expires.

- 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 fleet that is less than two years old).
- Food advertising must meet The ACT Healthy Food and Drink Marketing Criteria and Guidelines.

Revenue

- Advertising on buses has delivered over \$487,000 in revenue to the ACT Government for 2021/2022 YTD, 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
 - 2020/21 Total revenue received \$653,447.00

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 production prices starting from \$345 up to \$10,400k for full bus wraps. Weekly rental applies separately ranging from \$100 to \$480 per week.
- GoTransit pricing for commercial opportunities include production pricing starting at \$350 up to \$10,400K for full bus wraps. Weekly rental applies separately ranging from \$125 to \$600 per week.

Wrap campaigns on buses

Examples of recent and current wraps/advertisements:

- Zango.
- Menulog.
- Next Gen Health Club.
- Subway.
- Tradie Underwear.
- Xero.
- Exchange for change.
- McGrath Estate Agents.

- IKEA.
- Radio Canberra.
- Burbank Homes.

Portfolio/s: Transport and City Services

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.
- Significant disruption was observed as part of 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 per cent more traffic in the morning and afternoon peaks while Parkes Way, between Kings Avenue and the City, could be up over 45 per cent in the morning and almost 60 per cent in the afternoon.

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 focus of the Taskforce is 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 per cent from 1,350 to 1,600 vehicles per hour.

- 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.

- 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.

Transport and City Services

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.
- About half of the trips we make are around 5km or less. Shared bikes and 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.
- Canberra's micromobility services currently include 200 bikes and 1500 scooters.
- On 23 October 2021, the ACT Government released the report of an independent review of the first six months of e-scooter services, undertaken by Curijo Pty Ltd. Curijo identified strong community support for the services, making 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 ACT Government released its response to the report at the same time, outlining its ambition to further integrate services with public transport and promote sustainable travel. The ACT Government plans to explore a phased expansion to other areas of Canberra by the end of 2022, commencing by connecting the two existing operating zones of Belconnen and central Canberra, then expanding to Gungahlin and Woden and then on to Tuggeranong, Weston Creek and Molonglo.
- Planning to link the existing Belconnen and Central Canberra operating areas is progressing and expected to be in place by the end of March. Planning for the broader expansion into new regions will take a bit longer so that we can consider the specific needs of those regions and then look at the system as a whole.
- The ACT Government also sees the maturation of e-scooter services as providing an additional choice to people who want flexible transport options for short trips, either on their own or to make Rapid services more attractive, particularly during

the upcoming disruption associated with the construction of major infrastructure projects in the city centre.

- The review identified that some Canberrans also hold safety concerns. The ACT Government will continue its focus on safety with refinements to the services. These include a new ‘three strikes’ rule for users where multiple acts of non-compliance could lead to cancellation of accounts.
- The ACT Government has also introduced some minor amendments to the road rules to support community policing responses to unsafe behaviours.
- In the expansion, we will also explore how geofencing and other measures can be used collaboratively with operators to encourage safer, more pro-social behaviours by users.
- Geofencing technology helps operators 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 ACT Government will work with local communities to ensure that expansion proposals respond to local trip-making needs and safety concerns; and with e-scooter operators to ensure that services are connected and viable.
- As part of its ongoing education campaign, the ACT Government has released several videos to educate users about safe and considerate riding and parking behaviours. These were included in a whole of ACT Government safety campaign over the 2021/22 summer break.
- The message remains that 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.
- It is up to all of us, as a community, to use the paths with care and consideration for others, particularly the more vulnerable.
- Between 1 September 2020 and 31 February 2021:
 - Canberrans have taken over 1.7million e-scooter rides using shared schemes, with a median around 3,000 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 278 admissions were recorded by the Canberra's hospital services.
- 32 accidents have been recorded in the ACT Crash Database of which five involved injury to the end of June 2021.
- The ACT Government received 60 complaints and enquiries to the end of June 2021 and two complaints in the next eight months. There are many factors that could explain this (seasonal use, COVID, the 3-strikes rule), however complaints dropped off dramatically since the commencement of the program and have not returned with the increased use this spring and summer suggesting that Canberrans are becoming used to seeing e-scooters in the public realm. All land use issues have been resolved within required timeframes.
- ACT Policing advise there have been 163 traffic infringement notices (TINs) and 46 cautions issued. 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 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.

Background

Community survey

- In April 2021, 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 results of the survey were considered in the independent review.
- The e-scooter scheme survey was undertaken through the ACT Government's Your Say Panel and was completed by 1,907 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.
 - 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.

Rider rules

- 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
 - only one rider may ride the device at a time.

Amendments to the road rules

- 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.
 - 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.

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 the community may be reluctant to use public transport and we face the possibility of increased congestion and emissions in the longer term 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.
- The Transport Recovery Plan, developed under the Transport Strategy, outlines a number of initiatives to get more Canberrans on buses and light rail including:
 - A focus on hygiene and safety.
 - Cashless and contactless transactions.
 - An integrated transport system.
 - Improvements to network design and frequency of services.
 - Engaging with the community.
- 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.
- 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.
 - 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 Tool – Adopting a balanced and strategic investment tool 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.

- Other plans and initiatives that will form part of the Transport Strategy implementation program include:
 - A Planning package including the Light Rail 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.

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 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:

- Transport emissions are the largest source of emissions, accounting for about 60% of all Territory emissions now the ACT has reached 100% renewable electricity.
- We are committed to the transition to net zero emissions as a priority issue, and a second Zero Emission Vehicle Action Plan is being developed to expand on success of our highly successful, nation-leading first action plan.
- The Action Plan will complement existing TCCS commitments supporting emissions reduction. Work is well underway to transition buses and waste trucks to ZEVs, as is lowering transport emissions by reducing car use and encouraging a shift to active travel and public transport.
- We are undertaking preliminary consultation with the taxi and rideshare on a pathway for them to transition to ZEVs by the mid-2030s.
- The ACT will continue its strong national advocacy work for accelerated action on levers held by the Commonwealth Government to match the ACT's ambitions for a ZEV transition.
- This includes exploring opportunities to take unilateral action to reduce emissions, such as through policy, legislative reform or information to improve consumer decision-making.
- Areas of focus include, for example, accelerated adoption of stronger emissions standards, future proofing Australian vehicle standards, and tax reform.
- We are heavily focused on our strong advocacy for the Commonwealth Government to accelerate adoption of Euro 6 / VI air pollutant vehicle emission standards. Adoption of these standards will reduce barriers to ZEV ownership by improving market access, and will also improve as air quality and health outcomes for Canberrans.

Background

- EPSDD has confirmed that drafting of the ZEV Action Plan reflects TCCS input related to:
 - opportunities for the ACT to take unilateral policy and/or legislative action in the absence of Commonwealth action on the same, such as potential policy intention to phase out ICE vehicle registration at a point in time
 - continued national advocacy where such unilateral action is not possible, such as advocacy on emissions standards, vehicle standards and tax reform
 - acknowledgement of the need to support vulnerable Canberrans to transition to safer, lower emissions vehicles while the ZEV market develops
 - continued work to develop the local ZEV skills sector
 - acknowledgement of existing work ongoing to support the ZE transition for heavy vehicles such as public transport buses and waste trucks, a ZE Government fleet, and broader supporting infrastructure for private and public ZEVs such as for charging.
 - an intention to prohibit onboarding of non-ZEVs for standard vehicles to taxi and rideshare networks by 2030
 - recognition that equity of support is needed for taxis to transition to ZEVs, with rideshare able to access existing ZEV incentives as part of the private vehicle fleet.
 - this support is expected to be explored as part of separate but aligned work to implement a distance and emissions-based registration scheme, with further industry consultation ahead of Action Plan release.
- 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 70% of the current fleet of 162 (at 10 March 2022) vehicles being hybrids.
- By contrast, only 22% of the ACT rideshare industry fleet being hybrid, plug-in hybrid or electric with the majority of the current 2,102 (at 10 March 2022) vehicles predominately made up of petrol and diesel vehicles.

Vehicle type	Taxi #	Taxi %	Rideshare #	Rideshare %
Hybrid, electric, plug-in hybrid	114	70.4%	468	22.2%
Petrol	26	16.0%	1,515	72.0%
Diesel	14	8.6%	103	4.9%
LPG or Petrol/LPG option	7	4.3%	16	7.6%
Other	1	0.6%	-	-

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 in 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.

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.
- Via a procurement process, the Centre for Automotive Safety Research at the University of Adelaide was engaged to provide advice on optimal locations for maximum road safety benefits of fixed and transportable cameras.
- 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. Decisions relating to the introduction of mobile device detection cameras in the ACT are still subject to Government decision making. Announcements will be made when that process is finalised.
- 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.

- Phase 1 messaging ran again in December 2021 and January 2022. Further phases of the communication campaign will be launched to coincide with the roll out of the cameras.
- As part of the procurement process, a single camera has been installed on Majura Parkway from 2 February 2022 for up to eight weeks to ensure the technology works as expected on Canberra's roads. While the camera will detect mobile device use during this period, no compliance activity will be undertaken on any images it takes and so no fines, demerit points or warning letters will be issued as a result of the test. Any images captured will be subject to the same privacy safeguards expected for fully operational cameras.

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 result 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.
- A key goal of the ACT Road Strategy 2020-25 is strengthening collaboration across Government and with stakeholders to improve road safety in the ACT. Transport Canberra and City Services will continue to work with a range of agencies, particularly ACT Policing, on the collective goal of achieving Vision Zero within the ACT.
- On 5 August 2021, the *Road Transport Legislation Amendment Bill 2021* (Bill) was introduced into the Legislative Assembly which will enhance the existing road transport framework by addressing dangerous driving and other 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.

- The Standing Committee on Planning, Transport, and City Services (Committee) inquired into the Bill together with Ms Clay’s Private Members Bill and tabled its report in the Assembly on 30 November 2021.

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 into both the Private Members Bill and the Bill together.
- The Committee tabled its report on the inquiry in the Assembly on 30 November 2021.
- The Report made four recommendations:

1	that the Road Transport Legislation Amendment Bill 2021 be passed by the Assembly
2	That seven identified matters regarding the Road Transport (Safety and Traffic Management) Amendment Bill 2021 (No 2) be addressed
3	that the ACT Government develop an education campaign about the safety of vulnerable road users
4	That the ACT Government provide more dedicated infrastructure for vulnerable road users

- A response to the Committee’s report is due to be tabled in the March sitting period. It also intended that the *Road Transport Legislation Amendment Bill 2021* will be debated in that sitting period.
- Passage of the Bill will be supported by a communications campaign, with a dedicated share the road campaign with a focus on vulnerable road users under development.

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 notice 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:
 - 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.

Vulnerable Road Users

ACT Road Safety Action Plan 2020-23

- Specific actions for Vulnerable Road Users included in the *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.
- 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.

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.

- 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.

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 has 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.
- An online community survey on speed and speed enforcement commenced 1 February 2022 and ran until 14 March 2022 to inform the evaluation. The report is expected to be finalised in mid-2022.

Transport and City Services

ISSUE: CORONER'S REPORT AND RECOMMENDATIONS FOLLOWING THE INQUEST INTO THE DEATH OF BLAKE ANDREW CORNEY

Talking Points:

- I continue to express my deepest sympathies to Blake's parents Camille Jago and Andrew Corney and his younger brother Aiden.
- Blake Corney was the innocent victim of an event that should not have occurred, and we will do everything we can to prevent a reoccurrence of this type of tragic accident and realise the ACT's commitment to Vision Zero and ensuring everyone in our community is safe when using our road network.
- The ACT Government is leading a push to bring about change in heavy vehicle safety. It is estimated that sleep apnoea affects up to 40 per cent of truck drivers - and reform is needed nationally to improve heavy vehicle safety on Australia's roads.
- I have been advocating through the national Infrastructure and Transport Ministers' Meeting for stronger heavy vehicle Fitness to Drive Guidelines and this has resulted in the National Transport Commission (NTC) being charged with a review into the screening of heavy vehicle drivers for sleep apnoea, diabetes and developing cardiovascular disease.
- Since February 2022, applicants for medium rigid (MR), heavy rigid (HR), heavy combination (HC) and multi-combination (MC) licence classes needed to complete a Commercial Medical Assessment before the licence can be granted.
- This is a significant step forward from the action the Government had already taken to require a person applying to upgrade to a heavy vehicle licence to make self-declaration of medical fitness, including in relation to sleep disorders.
- There has also been an update to the commercial health assessment form for heavy and public vehicle drivers, as well as the driver licence medical form for light vehicle drivers, to include an explicit question on sleep disorders to act as a prompt for health professionals when making assessments.
- I was pleased to see that the Federal Government has also now mandated the fitment of Autonomous Emergency Braking to new heavy vehicles starting in 2023. The ACT Government is looking for other avenues to encourage life-saving technologies into heavy vehicles in the ACT.
- The Transport Canberra and City Services Directorate and Access Canberra in the Chief Minister, Treasury and Economic Development Directorate are continuing to work through the recommendations, and I will table a response to the Coroner's findings in the Assembly once this work is complete.

- I have contacted the Australian Trucking Association, the Royal Australasian College of Physicians and the Royal Australian College of General Practitioners and am delighted that these organisations have proactively and positively responded to me, with both the College of Physicians and College of General Practitioners developing additional educational content for their members on medical assessments of drivers.

Background Information

4 year old Blake Andrew Corney died as a result of catastrophic head injuries suffered in a motor vehicle crash on 28 July 2018. The crash occurred when a 16 tonne medium rigid tipper truck driven by Mr Akis Livas travelling north along the Monaro Highway collided with the right rear side of his parent's stationary vehicle at the lights at the Mugga Lane intersection.

Her Honour, Chief Coroner Lorraine Walker held an inquest into Blake Corney's death, holding hearings on 28 and 29 July 2021 and rendering her decision on 15 November 2021.

Coroner Walker's 10 recommendations (in bold) and some brief detail on them are provided below for information.

- (i) **That the Minister for Transport and City Services considers legislative amendment to mandate that health practitioners notify the RTA when the health practitioner has reasonable cause to believe that a patient is suffering from an illness, disability or deficiency that is likely to endanger the public if the patient drives a heavy vehicle at the time of completing a medical assessment in support of a heavy vehicle licence application, and with an ongoing obligation at any point at which the health practitioner is provided with information reasonably causing him or her to form that belief;**
- (ii) **That if necessary to support recommendation one, the ACT Government continue, and if necessary, increase funding of the Fitness to Drive Medical Clinic;**

TCCS is considering how mandating health practitioners to notify the RTA might work.

Options regarding the funding of the Fitness to Drive Medical Clinic are still being considered.

- (iii) **That the ACT Government mandate that independent health examinations be conducted for those applying for certain classes of heavy vehicle licence, including an obligation for the applicant to allow the assessor access to the applicant's medical history for a period deemed appropriate;**

There is currently no specific legislative requirement in the ACT for a medical examination when being issued with a heavy vehicle driver licence. ACT's road transport legislation does however provide Access Canberra with broad powers to require a licence holder or applicant for a licence to undergo a medical examination or assessment.

A summary of the relevant legislative provisions is attached (Appendix A).

From February 2022 Access Canberra requires a commercial health assessment at the time a person applies to upgrade to a licence of the class medium rigid or above. If the licence holder has submitted a driver licence medical to Access Canberra within 6 months of the upgrade date (due to an existing medical condition or public vehicle licence) they will not be required to submit a new health assessment form.

- (iv) **That the RTA, ACT Police and Fitness to Drive Medical Clinic review their information sharing processes and produce a memorandum of understanding to facilitate information sharing where it would assist with the determination of driver licensing matters in respect to heavy vehicle licences, facilitated by legislative change, if necessary;**

Work is underway to progress a Memorandum of Understanding between the Road Transport Authority (TCCS), Access Canberra, ACT Policing and the Fitness to Drive Unit review to better support information. Meetings between the agencies involved in the MOU for the purpose of information sharing have commenced.

- (v) **That the ACT Government considers forms of incentivisation that may encourage the uptake by trucking operators in the ACT of vehicles fitted with AEB systems or FDDT, including but not limited to preferencing contractors who have voluntarily adopted such technology and registration discounts;**

TCCS is exploring options to incentivise uptake of Autonomous Emergency Braking (AEB) and Fatigue and Distraction Detection Technology systems (FDDT), with ACT procurement and Treasury in relation to weighting AEB and/or FDDT in pre-qualification assessments of government contractors and in relation to possible concessions or rebates. As AEB is effectively intrinsic to a vehicle, these types of incentives may have limited impact when compared to the capital outlay required to purchase a new heavy vehicle. Concessions or rebates may be more readily applicable to FDDT, however the relative nascency of the technology may add some complexity in ensuring its application brings about meaningful results

- (vi) **That the ACT Government consider funding a public safety campaign informing the community about medical conditions which may affect their driving ability including the requirement to declare these conditions to Access Canberra;**

A letter has been sent to all ACT heavy vehicle licence holders, heavy vehicle licence assessors and industry bodies advising of the medical assessment changes and reminding them of the requirement for licence holders to notify Access Canberra of any medical condition that may impair their ability to drive safely. A public education campaign has been developed by TCCS, working closely with Access Canberra and ACT Health, to support this message of a shared responsibility for road safety. Elements of this campaign are being implemented in March and May 2022.

- (vii) **That the Minister of Transport and City Services pursue the early implementation of the requirement for mandatory AEB systems in heavy vehicles throughout Australia, pursuant to the Memorandum of Understanding for The Effective Delivery of Heavy Vehicle Regulatory Services In The Australian Capital Territory Between The National Heavy Vehicle Regulator And The Australian Capital Territory Road Transport Authority;**
- (viii) **That the Minister of Transport and City Services pursue early consideration of the suitability of fatigue and distraction detection technology for mandating in heavy vehicles throughout Australia, pursuant to the Memorandum of Understanding for The Effective Delivery of Heavy Vehicle Regulatory Services In The Australian Capital Territory Between The National Heavy Vehicle Regulator And The Australian Capital Territory Road Transport Authority;**

The MOU between Access Canberra and the National Heavy Vehicle Regulator (NHVR) is probably not a suitable mechanism to progress these recommendations. However, there are other options, including the current review of the Heavy Vehicle National Law, the ongoing review of the Australian Design Rules (through which Autonomous

Emergency Braking for new model heavy vehicles will commence from 1 November 2023), and the review of standards and guidelines under the Performance Based Standards program managed by the NHVR.

TCCS has brought the Coroner's recommendations to the attention of the NHVR. TCCS has also been in contact with NHVR to discuss options for promoting use of FDDT. These will be forwarded to your office for consideration soon.

- (ix) That the Australian Trucking Association be provided with a copy of these findings and be invited to deliver training and education to its members and member associations addressing:**
 - a. the need for drivers and employers to obtain all information about a driver's medical and driving history which may be relevant to a driver's suitability to drive a heavy vehicle; and**
 - b. the availability of collision avoidance technologies including AEB and FDDT and the potential benefits in voluntary adoption of such technologies; and**
- (x) That the Royal Australian College of Physicians and the Royal Australian College of General Practitioners be provided with a copy of these findings and be invited to deliver training and education to their members regarding the national medical standards for driving.**

You sent letters to the Australian Trucking Association and the medical colleges to provide copies of the findings and recommendations of the coroner.

You met with the ATA and discussed potential changes to the 'Assessing Fitness to Drive' standard used to assess the health of drivers. You wrote to the Deputy Prime Minister advising you do not support the revised 'Assessing Fitness to Drive' guidelines, pending consideration of testing requirements for sleep disorders, diabetes and cardiovascular disease. Subsequently, the NTC has proposed a review into testing for these conditions to be considered for inclusion in the guidelines in future.

On 25 February 2022, the Chair and State Manager of the NSW & ACT faculty of the Royal Australian College of General Practitioners responded to your letter advising that they will be developing training for members on the medical standards and managing the implications of medical assessments with patients and their families

ISSUE: SUPPLY OF ADBLUE FOR VEHICLES

Talking Points:

- AdBlue is used in modern diesel engines – including in trucks, large passenger buses, mining equipment, agricultural vehicles and diesel passenger vehicles – to control nitrogen oxide pollutants.
- There is currently an AdBlue shortage resulting from an increase in the global demand for refined (technical grade granular) urea, a key ingredient of AdBlue.
- A decrease in demand for AdBlue over the Christmas to New Year period has provided an opportunity to replenish the network.
- The Government is committed to supporting local production of technical grade granular urea and facilitating urgent supplies from international markets, while longer term arrangements are established.
- The ACT Government is working with the Commonwealth Government on a response to the AdBlue shortage and a national AdBlue Taskforce was established to work with governments and industry to address any future potential supply constraints.
- The Commonwealth Government has also engaged the National Coordination Mechanism (NCM) to ensure there is a collaborative approach to ensuring an ongoing supply of AdBlue and information is shared between government agencies and industry. Following a meeting with industry on 5 January 2022, the NCM advised that:

‘We are on a path to restoration of national stock levels by the end of January due to rapidly increasing domestic production and international engagement.’
- In the short term, the Supplier Working Group (SWG) under the NCM confirmed that they continue to monitor sites on a day-to-day basis, with the SWG sharing information on stocked out priority sites, critical needs and available capacity.

- An agreement has been reached with fertiliser manufacturer Incitec Pivot to secure local production of refined urea. This, combined with increased domestic production of diesel exhaust fluid will deliver enough AdBlue to replenish stocks and meet Australia's ongoing domestic demand over the coming weeks.
- Australia has also sourced 5,000 tonnes of refined urea from Indonesia. This is enough urea to produce an additional month's worth of AdBlue.
- The Commonwealth also continues to offer assistance to AdBlue manufacturers and users to secure international supplies of refined urea and of diesel exhaust fluid and assist with shipping and customs entry into Australia.
- The Government, together with the heavy vehicle industry, is also exploring a contingency option to allow heavy vehicles to operate without the use of AdBlue for a short period of time, should availability become critically low.

Portfolio/s: Transport and City Services

ISSUE: Storm Damage

Talking Points:

- Severe storms can occur at any time during the year but are most common in the ACT between September and March according to the Bureau of Meteorology. Severe storms can occur with little or no warning and can cause severe damage and risks to public safety due to high winds, high rainfall, hail or flash flooding.
- Under the Territory Wide Risk Assessment 2017, severe storms are considered a high natural disaster risk to the ACT.
- At approximately 5:00pm on 3 January 2022, a severe storm impacted the ACT causing widespread damage. The damage was focused in the Belconnen and West Belconnen areas of Canberra. However, damage was also experienced in the Gungahlin and Central regions.
- The ACTSES received a total of 975 requests for assistance (RFAs) from the storm. The ACTSES activated the *Storm Sub-Plan* and established an Incident Management Team. The RFAs were predominantly for fallen trees and branches on both private and public land.
- Fallen trees and branches caused significant damage to the electricity distribution network in the Belconnen area. Power outages impacted over 2,000 residents and were slowly rectified by Evoenergy over the following week.

TCCS response

- In response to the initial event, TCCS crews returned early from leave to assist in the storm response, clearing trees from roads, paths and nature strips as well as repairing stormwater and responding to urgent safety requests. This storm was a significant event and required careful coordination of resources.
- The majority of available Urban Treescapes crews were allocated to the Belconnen region for the first two weeks of January to address all urgent tasks, with ongoing operations still continuing in the area.
- The initial priority for the clean-up was to make immediate hazards on public land safe. Once this work was completed, focus shifted to cleaning up trees and debris in areas of high use like shopping centres, playgrounds and sportsgrounds and attending to nature strips and roadways.

- On 4 February, an additional 20 workers from the ACT Parks and Conservation Service were deployed to assist the ongoing clean-up effort, providing support to the Urban Treescapes team for a period of 2 weeks.
- A Storm Response Coordinator has been appointed to manage the ongoing resourcing and operational logistics in order to ensure that the clean-up is delivered safely and effectively.
- Clean up works are anticipated to be completed by May 2022, provided there are no significant impacts from further weather conditions or COVID impacts on staff.
- As at 17 March 2022, **4,106** cases have been identified in the Belconnen region by members of the community or City Services staff as a result of the storm event on 3 January 2022.
- To date, Urban Treescapes crews have closed **2,376** cases relating to the storm and continue to work through existing and new requests.
- The teams continue to work through the clean-up cases, prioritising data collected via the audit team and based on risk. The team are also managing new requests from the public following an arborists assessment.
- The Tree Protection Unit has received 247 Tree Damaging Activity applications relating to storm damaged trees on leased land in the Belconnen region.
- Roads ACT diverted street sweepers to the storm affected areas, covering over 78km with brooms down and removing over 52 cubic metres of material from the Belconnen district roadways.

Impact on Urban Treescapes Services

- The storm event has required a large diversion of resources from BAU and scheduled operations in order to focus on the damage to the Belconnen region.
- This has required jobs in other regions that are lower priority to be postponed until the clean-up effort is completed.
- The team have a large backlog of tree maintenance requests and requests from the community will take longer to action whilst the clean-up is underway.
- Total open tasks in Salesforce have risen from 5,562 on 1 May 2021 to almost 8,500 at present.

Additional green bin services

- To support the people impacted, additional green bin collections were delivered to the Belconnen region directly following the storm event. These additional services were delivered on Saturday the 8th and Saturday the 15th of January 2022 to those suburbs that were hardest hit.
- Services were provided to the following 14 Belconnen suburbs:
 - Charnwood.
 - Dunlop.
 - Florey.
 - Flynn.
 - Fraser.
 - Hawker.
 - Higgins.
 - Holt.
 - Latham.
 - Macgregor.
 - Melba.
 - Page.
 - Scullin.
 - Weetangera.

Damage to TCCS assets

- **Kippax Library** was closed on Tuesday 4 January due to significant storm damage to the roof that impacted smoke detectors, light sensors and their data network. ACT Property Group are coordinating repairs and the library reopened to normal operations from Friday 7 January.
- Several **streetlight poles** required repair and replacement largely due to fallen trees, **sportsground fencing** has been damaged and over 50 **stormwater access lids** have been placed back in position, largely in Florey and Denman Prospect. Road repair resulting from a **stormwater sink hole** has resulted in a road closure in Page with further repair work pending.
- Urban Treescapes are prioritising rectification works of Canberra's **street trees** according to the greatest risk to the community. It is expected that the clean-up work will take 3-6 months.
- **Road flooding damage** assessments in several locations are being undertaken, including impacts on over 30 private residences. It is expected that further asset damage will be identified over time and may require further remediation and repair works.

Portfolio/s: Transport and City Services

ISSUE: Mowing

Talking Points:

General Mowing Program

- 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.
- \$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.
- Annually, approximately \$8.6m is allocated to deliver a Canberra-wide mowing program that includes sportsground mowing.
- A single mowing pass of open space (irrigated and dryland) totals 4,907 hectares, which includes 1,462 hectares along arterial roads.
- The mowing program is undertaken to meet the following objectives:
 - Increasing motorist safety through ensuring line of sight near roadways
 - Reducing the risk to suburbs from bushfire by reducing fire fuel
 - Allowing for public recreation and formal sport through the mowing of ovals
 - Improving public access to, and the use of open spaces
 - Protecting the environment by reducing weed seed, creating habitat for endangered species (e.g. Golden Sun Moth) and promoting growth of native grass species
 - Maintaining the presentation of the city.
- An average peak season runs between September and March.
- 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.
- 5 different types of mowing are undertaken by TCCS:
 - Sportsgrounds- mowing is prioritised with twice weekly and fortnightly runs delivered inhouse and is managed via an internal service level agreement to achieve cost recovery. Cut specifications are identified to meet sport hirer requirements.
 - Irrigated Parks- mowing of these areas is undertaken on a fortnightly cycle during the peak mowing season and monthly outside of the peak.
 - Dryland Open space - mowing is undertaken every four weeks.
 - Arterial Roads - mowing is undertaken every five weeks during the mowing season.
 - Fire Fuel Areas - TCCS has defined areas identified in the Bushfire Operations Plan to manage fire fuel by mowing. This activity commences when the grass is approaching a curing point (drying) that results in it becoming a fire hazard (eg 70% curing in inner asset protection

zones, grass height to be less than 200mm). This mowing is usually conducted in November and February.

- Conservation Sites- mowing occurs within designated areas of conservation significance as deemed by the Conservator of Flora and Fauna, and these areas are usually marked with conservation bollards. The mowing regularity, timing and height have been determined to be what is best for the flora and fauna within the site.
- Delivery of the mowing program utilises a blend of resources – inhouse (72 operators and 72 mowers) supported by procured mowing contractor services, annually adjusted to meet seasonal demand. Typically, no less than 90 per cent of servicing is delivered inhouse each year.
- The work involved in a mowing pass is operator-intensive and includes litter picking ahead of mowers, broad acre mowing and then whipper snipping for tidy up around trees, signs and gutters.
- Since 2015 TCCS has engaged a dedicated Mowing Coordinator to oversee the entire operation. This role arranges mowing operator training, mowing fleet orders, mower servicing arrangements and focuses on best practice and undertakes research on mowing innovation and improvements. The role has access to data from GPS trackers which are used to optimise the program. The Mowing Coordinator can redeploy resources to areas of greatest need both within and between regions.
- All mowers have a pre-season mechanical service and safety compliance check completed. This includes testing of the GPS systems that are used to capture where areas have been mown. This information is used to populate the live mowing map on the City Services website.
- Mowing staff undertaking mowing operations have completed Out-front mower training and TTM: Implement Traffic Control Plans training prior to the start of the mowing season.
- Mowing crews have local knowledge and seek to move efficiently through suburbs in a logical manner to minimise travelling and down-time
- To meet the demands of grass growth overtime and weekend work is undertaken where warranted to maximise use of the mowers. Where needed, resources normally allocated to lower priority tasks like amenity horticulture are redeployed to assist mowing.
- Maintaining a scheduled program is the most efficient way to deliver mowing, however community requests and staff observations of issues are triaged and assessed with public safety issue being the highest priority. Experienced officers make these assessments, and the Mowing Coordinator can redeploy resources as needed. Responding to requests outside the scheduled program can be disruptive to the overall program but is done where warranted, such as for safety reasons.
- Climatic factors have a major impact on mowing operations. Rainfall at particular times of the year can lead to rapid and extensive grass growth; in turn, long wet grass takes longer to cut due to multiple passes needed to get an acceptable quality of cut and to disperse excess clip; boggy soils cause an inability to mow for safety/damage reasons; mowing is not possible when grass is excessively wet; storm damage can cause issues with fallen trees/limbs and requires a focussed effort to clean up which can temporarily impact on mowing.

Mowing Map

- The open and transparent approach to providing information through the mowing map has better allowed TCCS to facilitate community requests for service and to respond more effectively to a large number of community requests in the 2021-2022 season.

Stormwater Protection

- Where possible, TCCS uses machines with side discharge adjacent to roads and paths to reduce the amount of clip thrown.
- It is mandatory for inhouse mowing operators to undertake training prior to mowing, which includes practices to limit stormwater contamination from grass clip.
- Mowing practices include operators ensuring that if there is excess clippings left after mowing that they are evenly spread over the area with clip not left in windrows; and when mowing around stormwater drains or culverts, discharge is pointing away from the drain.
- TCCS is investigating other options to reduce contamination of the stormwater system such as use of battery powered blowers to be carried on mowers.

Queanbeyan - Palerang Operations

Mowing

- ACT mowing practices are consistent with our regional neighbour, where operators do not collect clipping when mowing roadside and suburban parks.
- In feature parks (Queanbeyan Park and along Queanbeyan River) clip is collected for aesthetic purposes only.

African Lovegrass

- The rapid expansion of African Love Grass (ALG) across the region creates issues for mowing crews and contractors, particularly in the warmer months. ALG is more prevalent in dry seasons when it can outcompete other species.
- A TCCS ALG control program continues to target areas that were treated previously to ensure effective control. The program involves targeted spot spraying of ALG to manage line of sight safety along road verges, and for control in sensitive grasslands.
- In contrast, Queanbeyan-Palerang undertook an intensive control program at the start of this season which included chemical boom spraying along main roadsides, to limit grass growth in these areas.
- Whilst the goal was achieved, with their roadside mowing program less challenged than in the ACT, this practice is not seen as sustainable due to its reliance on chemical use and the attendant environmental impacts.

2021-22 Mowing Season

- In 2021, the ACT recorded its wettest winter in 5 years with more than 215 millimetres of rain. La Niña is currently active and continues to drive wetter than average weather patterns in Canberra.
- The winter rain maximised grass growth during the peak spring growing period as daytime temperatures rose. Grass growth was rapid, challenging operations and the program's timeframes.

- Higher rainfall also led to less available mowing days, putting additional pressure on the program.
- High soil moisture levels caused the groundwater tables to rise, meaning the risk of soil saturation increased with even small rainfall events. This prevents mowing due to the risk of bogging with the attendant safety and land damage issues.
- The ACT COVID lockdown delayed the start of the 2021-2022 mowing season by two weeks, commencing on 13 September 2021.
- A revised mowing program was started in compliance with the public health direction. Currently, the servicing continues to be delivered by crews operating in 'shift bubbles' with staggered starts and stricter arrangements to limit broad contact exposure across depot sites.
- As a result of the expected higher levels of grass growth in this wet season, ACT Government allowed for \$1.2 million of additional mowing activity from December to April 2022.
- This has allowed TCCS to expand its capacity by employing 16 more short-term mowing staff and leasing 9 more machines short term. Additional arterial road passes have also been secured. This funding has also allowed for additional overtime to be allocated to mowing. The mowing crews have been working extended hours during weekdays and on weekends to meet the program deliverables.
- This mowing season 2409 (available data between August and January) requests through Fix My Street relating to mowing have been received by TCCS. These are triaged and assessed with public safety issue being the highest priority.
- Activity to reduce fire fuel at identified sites has been completed. One cut of identified sites in the Bushfire Operation Plan (BOP) were completed in November 2021 with the second cut completed in February 2022.
- To date this season (13 February 2022) has seen 23,500 hectares mowed, with double and triple cuts between passes often required at locations to meet grass length specifications, ensuring better grass health.
- It is anticipated that the mowing program operations will run until late May.

2020-21 Mowing Season

- In November 2020 the ACT Government announced \$2.1m additional funding for mowing, weeding and follow up amenity maintenance, to assist with surge capacity in the 2020-2021 mowing season.
- This funding assisted City Presentation in achieving the cyclic mowing timeframes throughout the mowing season.
- 24 new staff positions were created within TCCS for a 6-month period to undertake weed control along main arterial roads, around local shops and other high-profile locations
- 9 additional mowers were hired to assist with the peak mowing period and engagement of contract mowing services to assist with mowing of high use irrigated areas on a more frequent cycle.
- During the 2020-21 mowing season, approximately 42,075 hectares in total were mown compared to approximately 29,248 hectares in the 2019-20 mowing season.

Transport and City Services

- **ISSUE: ROAD PAVEMENT MAINTENANCE**

Talking Points:

- Roads ACT follows a strategic approach to maintaining road pavement condition. This approach involves the regular collection of pavement condition data, modelling of pavement degradation, a proactive pavement resurfacing program, and reactive maintenance services.
- Roads ACT works with established experts in the field of road pavement maintenance including the Australian Road Research Board (ARRB) in the development of the strategy. Roads ACT is continually aiming to improve the strategy by being aware of innovations in the field, such as sensor technology and Artificial Intelligence.
- Due to La Nina weather pattern in the Canberra over 2020 and 2021, heavy and frequent rain events were experienced which increased the rate of degradation of the road pavement and the likelihood of noticeable defects, for example, potholes.
- Utilising \$4M additional funding through the 2020-2021 LRCI program, Roads ACT has increased the proactive and reactive maintenance services 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 \$1.5M to augment the 2020-2021 heavy patching program to durably repair the increased damage to roads 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 \$1M of the LRCI funding was carried over to the 2021-2022 financial year and delivered additional heavy patching.

Rainfall

- The information below has been sourced through the Bureau of Meteorology website:
 - 2017 – 2019 were dry years in the ACT and 2020 – 2021 has been very wet with annual rainfall up to 45 per cent above average.

- Autumn 2021 rainfall was above average with a particularly wet March. Winter 2021 rainfall was also well above average particularly in June. Spring 2021 rainfall was up to twice the seasonal average with Canberra Airport exceeding its previous Spring record.
- The outlook for February to April suggests that rainfall is likely to be above median for eastern NSW, including the ACT.

Road Resurfacing Program

- The annual resurfacing program is one of Roads ACT's major investments in the prevention of potholes and other pavement defects.
- The cost of annual bitumen resealing resurfacing program for the 2020-21 financial year was nearly \$8.50M and covered an area of approximately 896,675 m² 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 m² in over 42 different sites.
- The cost of the annual micro surfacing program for the 2020-2021 financial year was nearly \$0.8M and covered an area of approximately 64,379 m².
- The annual resealing program for the 2021-2022 financial year commenced on 22 November 2021. This program will cover the following areas:
 - 675,500 m² of reseal on Municipal, Arterial, and Rural roads.
 - 89,400 m² of micro-surfacing on Municipal and Arterial roads.
 - 160,300 m² of asphalt resurfacing on Municipal and Arterial roads.

Strategic Partnerships and Innovation

- Roads ACT works with established experts in the field of road pavement maintenance including ARRB in the development of our Road Pavement Maintenance strategy.
- Roads ACT continually improves the Road Pavement Maintenance strategy by staying aware of innovations in the field, such as sensor technology and Artificial Intelligence (AI).
- Improvement in sensor technology has led to an upcoming extension of sensor collected road pavement condition data for municipal roads.
- A trial of one AI service was undertaken in 2021 which provided insight into the current status of this developing technology.

Data Collection

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

Reactive Maintenance

- Roads ACT repaired over 6,375 potholes and undertook approximately 11,760 m² of hot asphalt patching works in the 2020-2021 financial year. This was 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 to 12 November 2021 Roads ACT has repaired a total of 3,469 potholes.
- Roads ACT undertook 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 92,463 m² (10,000 tonnes) has been completed. This patching has been delivered by the Roads ACT team and external contractors.
- For the current financial year (2021-2022), a maintenance budget of \$1.33M is allocated to undertake routine repair works, which includes pothole patching.

Transport and City Services

ISSUE: MONCRIEFF DRYING PAD

Talking Points:

- Material collected and removed from the ACT stormwater network is deposited at approved drying sites and then transported to the Mugga Lane Resource Management Centre.
- The ACT Government uses this area in Moncrieff to help dry out waste material collected from a series of Gross Pollutant Traps from across the northern suburbs in the ACT. This site at Moncrieff contains a drying pad (to dry out wet waste) and a Gross Pollutant Trap.
- Having a specialised area to dry wet waste at this site is essential to comply with liquid waste disposal guidelines as per Mugga Lane waste facility requirements before being transported to the waste facility.
- Gross Pollutant Traps are the first water pollution control point in the stormwater network. They prevent the flow of coarse sediment, rubbish/litter and organic debris into waterways, water quality control ponds, and urban lakes. This maintains the appearance of these waterways and water bodies, assists with the maintenance of water quality, and ensures the health of downstream flora, fauna and ecosystem.
- There are over 265 Gross Pollutant Traps in the ACT Government's stormwater network which are designed to remove up to 70 per cent of sediments, rubbish/litter and organic debris from stormwater runoff.
- The ACT Government acknowledges population has grown in the region since the Moncrieff site was established.
- Steps are being taken to improve containment by installing fencing with shade cloth, and soft landscaping to better control the waste while drying and improve the aesthetics. This is expected to be installed in the first quarter of 2022.

Transport and City Services

ISSUE: FADDEN PLAYGROUND TOWER

Talking Points:

- Transport Canberra and City Services (TCCS) currently manages 515 playgrounds and 46 fitness areas in the ACT.
- A preventative inspection and maintenance program is 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.

- The playground at the local neighbourhood park on Nicklin Crescent in Fadden contains a timber tower structure.
- The tower was built as a feature of the original playground in 1980.
- Over time, most of the playground equipment has been replaced as part of the Governments ongoing playground upgrade and renewal program.
- The tower structure was retained as a feature of the park.
- Over time, the tower became unsustainable to maintain to a safe standard and was boarded up to prevent internal access to the structure.
- TCCS staff received general feedback from the local community indicating that they would prefer that the tower was to remain as a feature of the park.
- The tower receives regular inspections as a part of the playground inspection program and is deemed to be safe as a decommissioned structure.
- Following recent requests, including a petition, to remove the tower, TCCS is investigating the potential to remove the tower and remediate the site.
- The future removal of the structure will be contingent on competing priorities.
- 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.

Transport & City Services

ISSUE: OFFSITE CHARGING FACILITY

Talking points:

- 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.
- 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 are all due to be replaced by December 2022 which will meet the Territory's obligation to become 100% DDA compliant. The buses will be procured via a short-term lease arrangement or similar, rather than an outright purchase.
- 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 of today.
- A tender process commenced for 26 Diesel and 8 Battery Electric Buses in June 2021. Tenders closed in July 2021.
- The Evaluation Team has now identified the current preferred suppliers to [REDACTED]
[REDACTED]
[REDACTED] This decision allows two different technology types by two different manufacturers to be assessed to ensure Transport Canberra can understand how different vehicles perform in the local environment. The twelve vehicles include the original eight, three growth vehicles and one replacement.
- [REDACTED]
[REDACTED] Negotiations with the current preferred suppliers remain ongoing.

- Transport Canberra continues to investigate requirements for the infrastructure to house and charge more electric buses.
- Transport Canberra will lease a further 26 lower-emissions and accessible diesel buses. The Evaluation Team has confirmed the current preferred supplier as Scania Australia for the lease of these buses. By leasing the new lower-emission buses, Transport Canberra can meet the operational needs of the public transport network without purchasing more diesel buses.
- A third tender was sought to house 34 BEBs at an off-site facility, which has since been terminated with letters of termination being provided to all tenderers.
- Through the request for proposal (RFP), the off-site charging facility package was to enable and fast track a facility that would integrate into Transport Canberra's operational network, to progress the Government's Zero Emissions Transitions Plan.
- Outlined in the RFP was the request for sites that required minimal infrastructure upgrades to meet the requirements of the proposal while enabling the operation of these vehicles by October 2022. No proposals met this timeframe requirement.
- Transport Canberra confirms that the Plan to procure replacement buses is still being progressed with no material changes.

Portfolio/s: Transport and City Services

ISSUE: Odour Control Units / Umbagog Park Bridge

Umbagog Park Bridge

- 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.

- 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 for 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, Roads ACT engineers, and a planning / engineering consultant, the following approach is being pursued by TCCS:
 - Umbagog Park Reserve is known to contain ecological values that include matters of National Environmental Significance which are protected under the *Environment Protection and Biodiversity Conservation Act 1999* (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*.
 - An ecological survey and a heritage assessment to address environmental and heritage issues commenced in December 2021. The ecological report is complete, and the heritage report is being finalised.
 - A concept design for the three bridges -is now underway in response to

these ecological and heritage assessments.

- A design consultant was engaged in January 2022 to ensure a quick transition from planning assessments to preliminary design.
 - Community consultation on the look and feel of the new pedestrian infrastructure will be part of the concept design stage and is to take place in March / April 2022.
 - In the first half of 2022, a Development Application (DA) will be submitted for the proposed replacement of the three footbridges. As part of this process, there will be a public notification period whereby the community will be able to provide comment on the overall project.
 - Construction will commence as soon as the design is completed, and the necessary approvals are received.
- All bridges will remain closed due to safety concerns. visitors to the park should not attempt to access the bridges while they are closed as this is a risk to their own safety
 - Signage remains in place advising the public that due to public safety the current three bridges have been permanently closed.
 - Fence barriers and signage at the closed bridges have been vandalised and replaced since their initial installation.
 - Consequently, the vandalised fencing will be removed and replaced with water filled barriers and surveillance cameras to deter further vandalism.
 - For bridge 1193, signs requesting the public to use an alternate track 50m away on the same side of Ginninderra Creek have been installed.
 - A dedicated page has been set up on the City Services website to provide updates to the community on the replacement project. [Umbagong bridges - City Services \(act.gov.au\)](#)

Odour Control Units

- The Odour Control Units relate to Icon Water's management of the sewer network. TCCS has no involvement with the sewer network aside from incidental issues (e.g. leaking from the sewer network into the stormwater network).
- EPSDD has responsibility for approval of changes such as the one raised.

- EPSDD have stated that on 27 March 2020, the Development Application was approved with conditions and approved plans were released to enable construction.
- A Section.197 amendment application was approved 5 May 2021, correcting heights and set-out of the project.
- A further amendment application is currently under assessment. Neither of these amendments required public consultation.

Portfolio/s: Transport and City Services

ISSUE: Tuggeranong Foreshore Upgrades

Talking Points:

- The 2021-22 Budget allocated \$4.8m through the four year BIF to feasibility, design and construction of improvements to the Tuggeranong Foreshore precinct from Reed Street South to Athllon Drive.
- The improvements will include upgraded and new infrastructure such as playground upgrades, improvements to access and recreational facilities, additional amenities such as seats and drinking fountains, as well as better green spaces.
- A design consultant was engaged in late 2021 to undertake feasibility and design.
- The consultant has completed initial site assessment and feasibility work.
- Community consultation is now scheduled to commence on 29 March 2022 on the ACT Government YourSay website and will be open for approximately 6 weeks.
- Consultation will seek the communities input on improvements with a online map allowing community members to pinpoint locations for improvement and provide feedback and targeted survey questions.
- Consultation will also include a map to seek feedback on the whole lake foreshore (which can be incorporated into other current and future programs of work) and the survey will be specific to the currently funded improvements area.
- The outcomes of the consultation process will be used to inform the design development.

Portfolio/s: Transport and City Services

ISSUE: La Perouse Street - Road Safety

Talking Points:

- A group of residents (the Narrabundah Peafowlers) has previously raised concerns about peafowls being killed in traffic incidents on the streets in Narrabundah area. Their view is that such incidents could be a precursor to crashes involving people.
- In July 2020, in response to concerns raised about the safety of peafowls, warning signs advising motorists of peafowl in the area were erected at four locations on both La Perouse Street and Carnegie Crescent.
- You met with the Narrabundah Peafowlers in March 2021 to discuss further options. At the meeting, it was agreed that Roads ACT would conduct a study to better understand the traffic issues in the area and recommend treatment options.
- Roads ACT engaged a consultant to investigate and recommend options to improve safety in the area.
- This study has now been completed and a report with recommendations to inform discussions with the Narrabundah Peafowlers and other community groups is being finalised.
- The investigations showed that:
 - In the seven-year period between 2013 and 2019, there were 23 reported crashes at the Carnegie Crescent / La Perouse Street intersection. Most of these crashes involved vehicle damage without injury to people.

- Of the 23 total reported crashes, 18 (78%) were related to right angle type crashes).
- Carnegie Crescent between Brockman Street and Scott Street with a posted speed limit of 50km/h was last surveyed in June 2020. The survey showed vehicles are travelling at an average speed of 48.8km/h westbound and 51.3km/h eastbound, which is within acceptable limits.
- In addition, the Schools Safety Program team, is progressing the design of an at grade children's crossing for the Red Hill Primary School situated on Carnegie Crescent in proximity to its intersection with La Perouse Street. This crossing will provide improved amenity and safety for children on route to school and is an outcome of discussions with the school community. Subject to consultation with the broader community, this crossing will be implemented in 2022.
- The next steps will include further discussions with the Narrabundah Peafowlers community group, Red Hill Primary School and the Old Narrabundah Community Council (ONCC) – the ONCC who have expressed interest in traffic management in the Narrabundah area over a number of years.

Portfolio/s: Transport and City Services

ISSUE: St Edmund's College - Road Safety on Canberra Ave

Talking Points:

- The principal at St Edmund's College, Mr Joe Zavone, raised safety concerns about students crossing Canberra Avenue in 2020 and asked for a 40km/h school zone to be considered on Canberra Avenue.
- A consultant has been engaged by Transport Canberra and City Services (TCCS) to investigate pedestrian access and safety on Canberra Avenue near St Edmund's College and St Clare's College. This work is being undertaken through the Active Streets for Schools program.
- Canberra Avenue is an arterial road that carries approximately 10,000 vehicles per day in each direction near the two colleges. The posted speed limit near the two schools is 60km/h.
- In the ACT, 40km/h school zones operate on roads with direct school frontages where pedestrian, vehicle, cycling and public transport activities are concentrated. At St Edmund's College, school zones are currently provided on McMillan Crescent, Wills Street, Blaxland Crescent and Barrallier Street, where most of the school transport movements should occur.
- School zones are generally not provided on arterial roads such as Canberra Avenue because school frontages are not on arterial roads like other jurisdictions. If a school is adjacent to an arterial road a 60km/h speed limit is provided, which is the case for Canberra Avenue.
- TCCS has asked the consultant to consider several options to increase accessibility and safety in the area, including new footpath connections, additional signage, reduced speed limits and bollards to prevent illegal parking.
- A children's or pedestrian crossing is not being considered due to safety concerns related to providing these type of crossing facilities on roads with the two lanes of traffic in each direction.
- If a speed reduction is recommended, TCCS will need to carefully consider the broader impacts a reduced speed limit may cause to the transport network. Arterial roads are designed to carry large volumes of traffic and reduced speed limits on these roads can impact other roads and intersections in the area, particularly Canberra Avenue given the large volume of vehicles it carries each day.
- In addition, TCCS needs to consider how future improvements at Hume Circle may impact the traffic and pedestrian movements near the two schools.
- Once the consultant has finalised their recommendations, TCCS will consult both schools regarding the proposed treatments to seek their feedback.

Portfolio/s: Transport and City Services

ISSUE: Coppins Crossing closures and flooding

Talking Points:

- Coppins Crossing is a low-level concrete crossing located between Denman and Whitlam in the Molonglo Valley.
- The crossing is closed for public safety reasons when the river levels rise.
- Due to La Nina conditions over 2020/21, the crossing was closed more often than previous years. It has been closed 9 times since 1 January 2021.
- The current sensor-based system provides notification to the Roads Maintenance Works Supervisor/on-call officer when the water level rises or falls below a set level (300mm below the concrete road surface). This provides sufficient notification so that Road Maintenance crews have time to attend the site and close gates etc.
- Roads ACT has installed a total of seven road signs on both sides of the crossing (three on Belconnen side and four on Denman Prospect side) to alert motorists of the road closure in advance.
- In addition to above, two VMS were installed on 17 March 2022 on each side of the bridge location.
- The VMS have been deployed as an interim measure, whilst further discussions are held within Roads ACT to identify further improvements to response times, providing information to the community.
- There are 2 gates under Roads ACT control at this location.
- Electronic closing/opening gates were previously in place at Coppins crossing, however, they were damaged due to ongoing vandalism and are currently being operated manually by Roads ACT staff.
- Road ACT is investigating further improvements to the crossing with robust electronic gates and installation of surveillance cameras at either side of the crossing to deter or subsequently identify vandals.

Portfolio/s: Transport and City Services

ISSUE: Yerrabi Pond Lighting

Talking Points:

- A solar lighting pilot project is under construction along a 180 metre stretch of the northern edge of Yerrabi Pond starting near the Bizant Street Playground and heading west.
- There will be six (6) solar lights installed as part of the pilot project. The solar lights will illuminate to 100% brightness at dusk and remain on for 5 hours then revert to dimmed mode of 20% until dawn.
- Whilst in dim mode, inbuilt passive infrared sensors in the lights will activate upon movement detection and the lights will return to 100% brightness for 30 seconds then revert to dim mode until next movement is detected.
- The system has been designed to provide lighting to meet the TCCS standards for community path lighting.
- The pilot project is expected to be completed and commissioned before the end of March 2022 and will undergo a period of monitoring and assessment.
- The BIF 21/22 Yerrabi Pond Design project will undertake feasibility for improved lighting on the north-western side of the pond, missing sections around the pond and the Gungahlin skate park. This work is expected to be completed mid-year.

Portfolio/s: Transport and City Services

ISSUE: NZ/TAS Public Transport Fare Charges and Petrol Prices

Talking Points:

- We are continuing to find ways to encourage more Canberrans to return to public transport in line with the ACT Transport Recovery Plan we released in April last year.
- Our goal is to get public transport patronage back to pre-COVID levels and then keep growing it. The ACT Government is currently aiming to return to a full public transport network at the start of Term Two.
- We already offer free travel for concession card holders during the off-peak period of using public transport. Other discounts also apply to regular customers, as well as free travel for non-concession card holders after a capped daily spend.
- There has been a rise in petrol prices globally due to several factors, the most recent being the impact of the war in the Ukraine. This will continue to put pressure on cost of living for households.

Fuel Cost

- TC purchases petrol based upon a contract negotiation for bulk fuel purchasing.
- In July 2021 TC were paying \$1.34/litre, the price was relatively stable through until September 2021.
- The price started to increase in October 2021 and as at 11 March 2022 that cost is now \$1.79/litre.
- The public currently is charged over \$2/litre for fuel.

Fares Strategy

- Transport Canberra last raised public transport fares in line with CPI in 2018.

Background

- The prime minister, Jacinda Ardern, announced that the country would cut fares by 50% amid a suite of other changes to try to ease sharp increases in the cost of living. The government is also cutting petrol excise duties and road user charges by 25c a litre – changes that will come in at midnight on Monday.
- The changes would last for an initial three months and then be reviewed.

- The State government of Tasmania are introducing a period of five weeks free travel on all public transport from Monday 28th March.
- The reason provided is to ease costs on households being felt through rising fuel costs, and encourage commuters to switch from their cars.

Portfolio/s: Transport and City Services

ISSUE: Speed Limits in Watson

Talking Points:

- Early investigation in 2020 indicated that in a one-hour afternoon peak period there are around 19 pedestrians crossing over Gwynne Street (both directions) with around 53 vehicles using the road around the same time.
- Following this investigation and given the relatively low traffic and pedestrian volumes, this did not indicate the initial warrant for a more formal pedestrian crossing facility.
- Further safety concerns which were raised about alleged rat running and anti-social behavior on Gwynne Street flagged the need for pedestrian warning signage which has recently been installed.
- Additional traffic survey data is also planned to be collected later this month over a seven day period to further investigate rat-running issues through the street.
- Roads ACT will review available traffic data, identify risks and treatments, including speed limits, and consider further suitable improvements to pedestrian safety.

Background

- Gwynne Street, Watson is a two-way undivided stretch of road, approximately 132m long, classified as a Local Access Street.
- The residential default speed limit of 50km/h applies.
- There is a childcare centre located on Gwynne Street, opposite the local shops.
- Majority of the street has 90-degree angle parking.
- There are existing extended kerb ramps provided at the ends of Gwynne Street near Harvey Street and again near Watson Place for crossing – the crossing distance from kerb to kerb is approx. 6.8m wide.
- In the 7-year period (2014-2020) there were 8 reported crashes on Gwynne Street, all resulting in property damage only and mostly relating to parked or parking vehicles.
- There were no reported crashes involving pedestrians during this time.

Portfolio/s: Transport and City Services

ISSUE: Mugga Lane Odour

Talking Points:

- Odour monitoring is regularly undertaken at the Mugga Lane Resource Management Centre Landfill (MLRMC), the green waste processing facility and the Hume Materials Recycling Facility (MRF).
- The monitoring program is undertaken on a quarterly basis, with the most recent survey conducted over a three-day period from 1-3 February 2022.
- The monitoring program consists of a series of on-site surveys and nearby field locations to assess the intensity of odours during different prevailing meteorological conditions and time periods (including working and non-working hours throughout the day).
- These surveys have indicated that under certain weather conditions, certain odours can be detected outside the boundary of the MLRMC. The most recent survey revealed that no distinct odours were detected in the residential areas of Macarthur, Fadden or Chisholm.
- The best way for residents to communicate odour complaints is by contacting Access Canberra on 13 22 81. This allows the Environment Protection Agency to attend properties when the odour is being detected and cross check with meteorological conditions and any recent odour monitoring undertaken.

Trenching:

- ACT NoWaste and the ACT EPA have determined that the odour associated with the recent complaints is likely related to the trenching works being undertaken by LGI Limited at the landfill to install pipes to expand the network that captures landfill gas.
- The current round of trenching work commenced on 2 February 2022 and is scheduled for completion on 23 April 2022, this may have contributed

to additional odour. All reasonable steps are undertaken to minimise impact, including consideration of meteorological conditions.

- Trenching works are conducted on the Mugga Landfill and involves the excavation of trenches to connect and expand landfill gas pipe infrastructure which feeds the landfill gas to power plant.
- The installation works are best practice management of an active landfill to ensure gas and odour migration are reduced through active biogas extraction and processing.
- The following odour mitigation strategies are implemented by LGI Limited:
 - No more than one trench is open at once, to ensure availability of adequate time and resources to completely backfill the trench by close of business each day.
 - No more waste than what one truck can dispose of in a timely manner is excavated at once.
 - Activities are tailored to favorable to climatic conditions (i.e. reduced wind and rainfall periods).
- The Environmental Protection Agency (EPA) has investigated the current odour complaints and confirmed that the LGI is adhering to relevant agreed trenching procedures and protocols with the EPA.
- ACT NoWaste is currently working with the EPA and LGI to investigate improved odour mitigation methodologies and associated communication procedures to inform operational and activities and potential odour impacts on the community.

Transport and City Services

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 Government's response to the local pandemic.
- A total of 112 workers across TCCS volunteered to support a range of tasks, including but not limited to, the 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.
- Subsequent actions undertaken included 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.

Interim bus timetable

- Transport Canberra buses moved to an interim weekday timetable on 25 August 2021, with weekend services operating as normal. From Monday 25 October 2021, there was an update to the interim network which included the reintroduction of all dedicated school services and 's' trips which allowed for diversion on regular route services into schools.
- The same interim school network commenced Monday 31 January 2022, however, was slightly adjusted to include the new '47' route to Whitlam. The delivery of the interim network allows continued management for staff absences due to COVID-19 exposure.
- Transport Canberra is actively working towards restoring the normal timetable in Term 2; however this is dependent on workforce availability and the health situation and advice.

Light Rail

- Light rail services continue to operate as normal.
- Canberra Metro has arrangements in place to reduce contact between the workforce.

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.
 - 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.

Transport Canberra is providing free travel to ACT Government Vaccination Clinics:

- Transport Canberra commenced free transport on bus and light rail for anyone travelling to any ACT Government COVID-19 vaccination clinic from 3 September 2021.
- 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.

Current arrangements for Transport Canberra staff:

- All non-essential Transport Canberra staff are working remotely where applicable.

Business Continuity Plans:

- Both Transport Canberra and Canberra Metro are operating under business continuity plans. These plans are designed to enable adaptation of processes and, if required, reduction in services to ensure a continuation of services at a reduced level are able to be applied based on emerging circumstances. These are reviewed on a continuous basis.

Strategic Policy and Customer

Driver licensing:

- A number of measures have been implemented to assist drivers needing to renew a licence or transfer a driver licence to an ACT driver licence:
 - the expiry date for learner motorcycle and car licences that expire between 9 August 2021 and 31 March 2022 has been extended by six months.
 - The period for which a non-ACT driver licence holder (e.g. 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 recommenced on Monday 15 November 2021.
 - Similar measures were also taken in 2020.

Infringement notices:

- To support the temporary suspension of non-essential Government services and assist Access Canberra in managing its increased workload, the timeframe for serving infringement notices to a responsible person for an offence detected by a traffic offence detection device has been extended from 28 days to 45 days.
- The extension commenced on 4 September 2021 and will end on 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 has been extended to 6 months for the period commencing 12 August 2021 to 31 March 2022.
- This follows similar measures taken in 2020.

Vehicle Registration Certificate of Inspection:

- The validity of a Certificate of Inspection has been extended from one month to three months.
- The extension applies for the period commencing 12 August 2021 and ending on 31 March 2022.
- This follows similar measures taken in 2020.

Parking:

- Pay parking in Government car parks recommenced from 1 November 2021. Pay parking had been temporarily suspended for the duration of lockdown to support our health sector and essential businesses during this challenging time.

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 dogs 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.
 - DAS has resumed operations for behavioural assessments, dog adoption meet and greets, veterinary drop off at external desexing appointments and other health

checks performed outside of DAS facilities to assist in re-homing dogs in line with the TCCS covid requirements and also ACT health with social distancing and mask been worn as required.

- 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.
- Staff are slowly returning to work with some work from home protocols being maintained 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. Staff still follow the COVID response plan including wearing of mask, regular cleaning of workstations to enable business continuity should team members at DAS become a close contact.
- Approval for volunteer dog walking for enrichment was received and this has resumed at the end of September. With the lifting of restrictions some community events will be attended by DAS following COVID requirements, however the school education programs will continue in the new year.

Libraries ACT

- All Libraries are open to the public.
- Staff are working in bubbles to help manage both risk of exposure and our capacity to deliver services should a positive COVID-19 case be linked to a library branch, and staff be required to quarantine.
 - 2 staff in isolation (this number has been fluctuating as staff become exposed).
 - 2 staff still seconded to ACT Health and Access Canberra in a COVID support roles (not backfilled).
 - Libraries ACT support and executive staff are regularly redeployed from regular business to support opening branches.
 - The Libraries ACT workforce are at risk due to their engagement with the Canberra community, presenting face to face programs, supporting customers onsite, providing outreach engagement, and maintaining deliveries by the Home Library Service and Mystery Box.
- Customers can return books, browse, borrow, and access printers, photocopiers, and computers at all public libraries. 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 30 minutes but can be extended.
- Return chutes are open at all libraries.
- Due dates are being extended for customers experiencing isolation due to COVID.

- Mystery Box and Home Library Services continue.
- Other services being offered:
 - Newspapers, JP services (subject to availability of volunteers).
 - Community Room Bookings – customers can contact Customer Information Centre (CIC) to discuss.
 - English Language Conversation Classes
 - Literacy tutoring
- Services NOT reinstated at this time:
 - Water fountains.
- New members can choose to join in person or join through the Libraries ACT website and Customer Information Centre (CIC).
- Assistance to access online and Digital resources is provided via phone call to the CIC and Digital Helpline service.

Online Services

- Online services are available to library members via the [library website](#) (with access provided to eBooks, eAudiobooks, streaming music and films, and other digital resources).
- Additional content has been added to Overdrive, an e-reading platform. eBooks and e-Audiobooks in community languages have also been added.

Public Programs

- Both Online and face-to-face programs are now available, including *Giggle and Wiggle*, *Story Time*, *Story Dogs*, and *Too Busy Book Club*.
- Bookings are required for attendance at face-to-face programs to manage capacity limits.

Yarralumla Nursery

- The nursery is effectively operating business as usual.
- A small number of admin and office-based staff still are supported to work from home..
- A booking system is utilised for wholesale plant collections to minimise cross over of clients, reduce congestion and maintain low people numbers on site.
- Public collection of plants for the Plant Issue Scheme has recommenced using a booking system.
- Contractors, freight and services such as garbage collection and potting mix deliveries have resumed. COVID-19 safety plans have been sent and updated copies received.

- All staff daily toolbox meetings are held to remind the workers of COVID-19 safety provisions.
- Staff absences due to isolation requirements or positive cases are being managed through internal nursery redeployments to cover resource gaps.
- Cases of Covid-19 positive staff members being on site has not resulted in transmission to other staff.

Cemeteries

- No density limits apply to outdoor spaces.
- Gungahlin Crematorium continues to operate, with the capacity of 25 people in the private viewing room (including funeral staff).
- Canberra Memorial Parks' office reopened on 1 November 2021.

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 ongoing improvements to the COVID-19 Safe Plan. This plan is considered a live document and is being continually adjusted.
- CLS has seen a steady medium to low level of staff in quarantine. During a recent busy period (Summernats), operations were impacted due to a reduced workforce. Orders were delivered on time and in full and managed by extending operating hours and introducing overtime.
- Hours of operation have been adjusted to reflect the change in demand and include some Saturday work. Shifts conclude between 3pm and 5pm. Only staff considered essential to operations are on-site. Where possible, staff have been encouraged to work remotely.
- All ACTPS linen processing staff who were previously placed on call have been recalled. These employees were previously undertaking training remotely.
- CLS has modified the COVID-19 Infection Linen Sorting Procedure. The key specifics of the procedure include additional personal protective equipment (PPE) in line with PPE used in a hospital setting. The procedure mandates N95 masks, hair nets, eye shields or face shields, gloves, long sleeve gowns and scrub suits (optional). Shower facilities are also available to staff.
- Demand from hotels increased over the Christmas/New Year period and has slowed down to a manageable (in relation to available workforce) level.

CITY SERVICES

Roads ACT

- 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.
- 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.
- In 2022, Works crew “bubbles” remain in place to separate the various field teams, e.g. Signs and Line Marking; Street Sweepers bubbles have combined from 2 to 1 following the easing of restrictions (x1); Asphalt and Flocon; Traffic Network Operations (Traffic Management Centre).
- A Risk assessment has been undertaken for the removal of work bubbles currently in place for workers at 255 Canberra Ave Fyshwick. Currently at consultation stage with relevant stakeholders and HSRs. A toolbox meeting will be scheduled for next week (date to be advised) to directly consult workers and their Union representative before implementing any changes.
- The majority of all office-based staff in Roads Maintenance, Business Support, Infrastructure Planning and Traffic Management Safety continue to work from home where possible.
- A Risk assessment has been undertaken for the transitioning of office-based workers back into the workplace at 255 Canberra Ave, Fyshwick. Currently at consultation stage with relevant stakeholders and HSRs.
- Continuing to monitor noticed increase in mental health concerns (e.g. stress related). These constraints are being managed via several means such as flexible working arrangements and leave.
- With the increase in positive COVID cases, the situation is being monitored and managed for staff who are absent due to isolation/quarantine requirements.
- As of 10th March Roads ACT have three staff in isolation due to COVID positive or close contact, one of those are still able to work from home.
- Our Contractors have provided updated Business Continuity Plans to ensure delivery of programmed works continue. There have been some delivery impacts with our streetlighting Contractor on ground, due to various technicians in isolation. We continue to monitor the impacts closely.

Infrastructure Delivery

- Under the lockdown, Infrastructure Delivery (ID) staff were 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 have been 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.

- All projects have recommenced, but projects are still being impacted by resourcing issues due to COVID-19 due to quarantine measures for contractors and ACT government staff.

City Presentation

- Mowing, tree operations, tree protection activities, environmental programs, sportsground maintenance and compliance activities were underway in a COVID-safe way.
- Operations across the City Presentation scope of services were 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 2021 with a focus on priority areas including line of sight, sportsgrounds, irrigated parks and arterial roads. The normal mowing program is now well underway across the city.
- All public facilities are now available for use including playgrounds, barbecues, fitness stations and dog parks across Canberra. Check In CBR QR codes are in place at high-use and popular locations (district playgrounds, large skate parks, fitness stations and dog parks).
- Use of sportsground for training with up to 25 participants commenced from 15 October 2021 and match play was able to recommence from 29 October 2021.

ACT NoWaste

- Household waste collection services have continued unabated but with COVID-19 safe plans in place. This covers household collections of green bins, landfill waste, recycling and bulky waste collection services.
- Mitchell and Mugga Lane Resource Management Centres are open to the public and commercial use with no restrictions in place with the only exception being weighbridges not accepting cash payments.
- All ACT CDS Collection Points, including depots, Pod's and Charity stores/Express sites have 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.
- Majority of ACT NoWaste staff are working from home. Site inspections by contract administration and regulatory staff have recommenced. A risk assessment has been developed for inspections and JSAs (Job Safety Analysis) are updated 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.
- The School Crossing Supervisor Program was temporarily suspended during the lockdown period. The crossing supervisors resumed supervising the crossings from 25 October 2021, when primary school age students began returning to school.
- All office-based staff continue to work from home with provision for staff to also return to working from the office if that is their preference.

Portfolio/s: Transport and City Services

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

Talking Points:

- From 15 October 2021, public transport sites are no longer identified as exposure locations. Therefore, contact tracing activities that were previously undertaken by Transport Canberra and Canberra Metro Operations (CMET) are no longer being undertaken.
- Transport Canberra and CMET continue to encourage those using public transport to 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. This helps them to know when they may have used a service that also carried a positive case.
- 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.
- As of Wednesday 9 March 2022, Transport Canberra has 26 front line employees unable to attend the workplace due to being in isolation following ACT Health directions.
- As of Wednesday 9 March 2022, there were seven CMET staff members unable to attend the workplace due to being COVID positive or a close contact.

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 continues to work 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.
- Room capacity limitations have been introduced in shared areas such as the bus depot muster room and gym facilities to ensure physical distancing is maintained.
- Transport Canberra has introduced documented regular daily compliance checks carried out by “COVID Marshalls” to ensure that employees are aware of and adhere to the current health directions.

Portfolio: Transport and City Services

INTERIM PUBLIC TRANSPORT NETWORK, INCLUDING SERVICES FOR SCHOOL STUDENTS

Talking Points:

- On Monday 31 January 2022, Transport Canberra reintroduced school services and 's' trip diversions for the return of school students in Term 1, 2022. This network is the same modified school network that was provided in Term 4, 2021, however also includes the new '47' route which provides connection between Belconnen and Denman Prospect (via Whitlam) as well as an 's' trip into the Evelyn Scott School.
- The network provides 4,523 services each weekday, inclusive of 233 school services. This is a reduction of 303 services each weekday compared to the regular school term timetable.
- The purpose of the interim network is to enable workforce contingency planning, requiring 68 less driver shifts than the regular school term timetable which allows for drivers to be on standby to fill the increase in unplanned absences from the workplace due to COVID-19. This number was reduced from 73 due to the introduction of Whitlam services in Term 1 2022.
- The interim network will remain in place for the duration of Term 1 2022 to ensure reliable bus services across the network. This decision was made based on current driver availability and patronage levels.
- Transport Canberra is currently experiencing a high usage of leave throughout the driver workforce in addition to an average of 20-25 drivers being unavailable due to COVID leave.
- Subject to workforce availability and the COVID-19 health situation, Transport Canberra will restore services to the pre-COVID level in Term 2, 2022 which will deliver 4826 services each weekday, inclusive of 233 school services.

- Saturday and Sunday timetables continue to remain unchanged with Saturday providing a total of 1727 services and Sunday providing a total of 1184 services across the bus network.
- 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 interim networks.

Transport and City Services

ISSUE: FADDEN POND

Talking Points:

- Fadden Pond is fed from a drainage channel collecting stormwater from the upper Fadden area and forms part of the storm water system.
- Fadden Pond captures silt and nutrients from the catchment, providing an environment that reduces those loads prior to the water entering Lake Tuggeranong.
- Water from Fadden Pond is not pumped directly into Lake Tuggeranong. It is released into an overflow sump that flows into a stormwater channel that eventually flows into Isabella Pond. This is the same process that occurs when Fadden Pond overflows.
- Fadden Pond like all other lakes and artificial wetlands will experience rise and fall in algal population as a response to the amount of sunlight, temperature and nutrient levels in the water.
- Algae occurs naturally in fresh and marine waters and algal blooms are often a normal part of the seasonal cycle. Algae performs a vital role in aquatic systems by removing excess nutrients, particularly nitrogen and phosphorous, and they release large quantities of oxygen into the water column and provide a food source for aquatic insects, shrimps, tadpoles and birds. In lakes and artificial wetlands, it is natural for the phytoplankton population to rise and fall as a response to the amount of sunlight, temperature and nutrient levels in the water.
- No single factor is responsible for triggering and maintaining algal blooms, which makes it very difficult to reduce the frequency and severity of algal blooms. Algal blooms occur when the temperature, nutrient and light conditions are right.
- The exact type of algae has not been determined however tests carried out for total cyanide volume indicate the algae is not blue-green algae.

- The purpose of planned maintenance works was to remove sediment to improve the hydraulic capacity and amenity value of the pond.
- During removal of woody invasive weeds from Fadden Pond, and to accommodate machinery access, some of the casuarinas and yellow flag iris were removed. The island has since been replanted. Native Aquatic plants have been planted around the riparian zone of the pond. Additional plantings will take place in Autumn 2022.
- Fish living in the pond were removed by contractors managed by the Aquatic and Riparian unit of Environment, Water and Emissions Reduction Branch of EPSDD during the works.
- Golden Perch restocking is currently underway and further restocking will occur when more stock becomes available.
- The desilting work undertaken required the pond to be drained while the extraction was taking place, with no outflow occurring during the works. Given monitoring under the Environmental Authorisation (EA) applied to extraction while the pond was operating as normal, that is not drained, the monitoring requirements under the EA did not apply for the works undertaken. In summary, in the absence of surface water following the draining, surface water monitoring was not applicable.

Fadden Playground Tower:

- Transport Canberra and City Services (TCCS) currently manages 515 playgrounds and 46 fitness areas in the ACT.
- A preventative inspection and maintenance program is 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.

- The playground at the local neighbourhood park on Nicklin Crescent in Fadden contains a timber tower structure.
- The tower was built as a feature of the original playground in 1980.
- Over time, most of the playground equipment has been replaced as part of the Governments ongoing playground upgrade and renewal program.
- The tower structure was retained as a feature of the park.
- Over time, the tower became unsustainable to maintain to a safe standard and was boarded up to prevent internal access to the structure.
- TCCS staff received general feedback from the local community indicating that they would prefer that the tower was to remain as a feature of the park.
- The tower receives regular inspections as a part of the playground inspection program and is deemed to be safe as a decommissioned structure.
- Following recent requests, including a petition, to remove the tower, TCCS investigated the potential to remove the tower and remediate the site.
- 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.
- The Tower Structure has been programmed for removal within the calendar year and works will take place as part of TCCS' level 3 playground compliance works.
- The L3 Compliance Makegood works is to be funded through LRCI Phase 2 budget, with funding to be expended by 30 June 2022.
- A Tender for the L3 Compliance Makegood works closed in Feb 2022 and only one tender was received from the five invited suppliers.
- The Tender was assessed in March 2022 by the Procurement Evaluation Team (PET). The PET recommendation was to not accept the offer as it did not provide a value for money outcome.
- The PET recommendation was approved by the Delegate on 28/03/2022.
- The project team is currently assessing options for delivery of the project and reviewing priority items in the scope of works for future tender release.

Portfolio/s: Transport and City Services

ISSUE: Storm Damage

Talking Points:

- Severe storms can occur at any time during the year but are most common in the ACT between September and March according to the Bureau of Meteorology. Severe storms can occur with little or no warning and can cause severe damage and risks to public safety due to high winds, high rainfall, hail or flash flooding.
- Under the Territory Wide Risk Assessment 2017, severe storms are considered a high natural disaster risk to the ACT.
- At approximately 5:00pm on 3 January 2022, a severe storm impacted the ACT causing widespread damage. The damage was focused in the Belconnen and West Belconnen areas of Canberra. However, damage was also experienced in the Gungahlin and Central regions.
- The ACTSES received a total of 975 requests for assistance (RFAs) from the storm. The ACTSES activated the *Storm Sub-Plan* and established an Incident Management Team. The RFAs were predominantly for fallen trees and branches on both private and public land.
- Fallen trees and branches caused significant damage to the electricity distribution network in the Belconnen area. Power outages impacted over 2,000 residents and were slowly rectified by Evoenergy over the following week.

TCCS response:

- In response to the initial event, TCCS crews returned early from leave to assist in the storm response, clearing trees from roads, paths and nature strips as well as repairing stormwater and responding to urgent safety requests. This storm was a significant event and required careful coordination of resources.
- The majority of available Urban Treescapes crews were allocated to the Belconnen region for the first two weeks of January to address all urgent tasks, with ongoing operations still continuing in the area.
- The initial priority for the clean-up was to make immediate hazards on public land safe. Once this work was completed, focus shifted to cleaning up trees and debris in areas of high use like shopping centres, playgrounds and sportsgrounds and attending to nature strips and roadways.

- On 4 February, an additional 20 workers from the ACT Parks and Conservation Service were deployed to assist the ongoing clean-up effort, providing support to the Urban Treescapes team for a period of 2 weeks.
- A Storm Response Coordinator has been appointed to manage the ongoing resourcing and operational logistics in order to ensure that the clean-up is delivered safely and effectively. Further resources have been contracted to facilitate the removal of debris including excavators, trucks, chippers and a tub grinder to both clear and process fallen material.
- Clean up works are anticipated to be completed by the end of April 2022, provided there are no significant impacts from further weather conditions or COVID impacts on staff.
- As at 30 March 2022, 4,150 cases have been identified in the Belconnen region by members of the community or City Services staff as a result of the storm event on 3 January 2022.
- To date, Urban Treescapes crews have closed 2,758 cases relating to the storm and continue to work through existing and new requests.
- The teams continue to work through the clean-up cases, prioritising data collected via the audit team and based on risk. The team are also managing new requests from the public following an arborists assessment.
- Approximately 3,600 cubic meters of mulch and 2,000 cubic meters of wood chip has been processed thus far, which amounts to the volume of two Olympic sized swimming pools. Produced mulch is distributed across public unleased land sites, ACT schools, Parks and Conservation reserves and community groups.
- The Tree Protection Unit has received 259 'Tree Damaging Activity' applications relating to storm damaged trees on leased land in the Belconnen region.
- Roads ACT diverted street sweepers to the storm affected areas, covering over 78km with brooms down and removing over 52 cubic metres of material from the Belconnen district roadways.

Impact on Urban Treescapes Services:

- The storm event has required a large diversion of resources from BAU and scheduled operations in order to focus on the damage to the Belconnen region.
- This has required jobs in other regions that are lower priority to be postponed until the clean-up effort is completed.
- The team have a large backlog of tree maintenance requests and requests from the community will take longer to action whilst the clean-up is underway.

- Total open tasks in Salesforce have risen from 5,562 on 1 May 2021 to over 8,500 at present.

Additional green bin services and free food waste drop offs:

- To support the people impacted, additional green bin collections were delivered to the Belconnen region following the storm event. These additional services were delivered on Saturday, 8 January and Saturday, 15 January 2022 to those suburbs that were hardest hit.
- Services were provided to the following 14 Belconnen suburbs:
 - Charnwood.
 - Dunlop.
 - Florey.
 - Flynn.
 - Fraser.
 - Hawker.
 - Higgins.
 - Holt.
 - Latham.
 - Macgregor.
 - Melba.
 - Page.
 - Scullin.
 - Weetangera.
- The ACT Government provided a fee waiver, effective from 7 to 15 January 2022, to allow affected residents to dispose of household quantities of spoiled food at Mitchell and Mugga Lane Resource Management Centres at no charge. This was in addition to the skip bin for food waste that was deployed at the community information hub at the Rural Fire Service Molonglo Brigade at 27 Drake Brockman Drive, Higgins.

Damage to TCCS assets:

- Kippax Library was closed on 4 January 2022 due to significant storm damage to the roof that impacted smoke detectors, light sensors and their data network. ACT Property Group are coordinating repairs and the library reopened to normal operations from 7 January 2022.
- Several streetlight poles required repair and replacement largely due to fallen trees, sportsground fencing has been damaged and over 50 stormwater access lids have been

placed back in position, largely in Florey and Denman Prospect. Road repair resulting from a stormwater sink hole resulted in a road closure in Page and has since been repaired.

- Urban Treescapes are prioritising rectification works of Canberra's street trees based on risk to the community. It is expected the clean-up work will take 3-6 months.
- Road flooding damage assessments in several locations are being undertaken, including impacts on over 30 private residences. It is expected that further asset damage will be identified over time and may require further remediation and repair works.

Portfolio/s: Transport and City Services

ISSUE: Mowing

Talking Points:

General Mowing Program

- 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.
- \$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.
- Annually, approximately \$8.6m is allocated to deliver a Canberra-wide mowing program that includes sportsground mowing.
- A single mowing pass of open space (irrigated and dryland) totals 4,907 hectares, which includes 1,462 hectares along arterial roads.
- The mowing program is undertaken to meet the following objectives:
 - Increasing motorist safety through ensuring line of sight near roadways
 - Reducing the risk to suburbs from bushfire by reducing fire fuel
 - Allowing for public recreation and formal sport through the mowing of ovals
 - Improving public access to, and the use of open spaces
 - Protecting the environment by reducing weed seed, creating habitat for endangered species (e.g. Golden Sun Moth) and promoting growth of native grass species
 - Maintaining the presentation of the city.
- An average peak season runs between September and March.
- The mowing program seeks to mow dryland public open spaces every four weeks and arterial roads every five weeks during peak growing periods.
- Other types of mowing include:
 - Sportsgrounds- mowing is prioritised with twice weekly and fortnightly runs delivered inhouse and is managed via an internal service level agreement to achieve cost recovery. Cut specifications are identified to meet sport hirer requirements.
 - Irrigated Parks- mowing of these areas is undertaken on a fortnightly cycle during the peak mowing season and monthly outside of the peak.
 - Fire Fuel Reduction - TCCS has responsibility for managing fire fuel by mowing in defined areas identified in the Bushfire Operations Plan. This activity commences when the grass is approaching a curing point (drying) that results in it becoming a fire hazard (eg 70% curing in

inner asset protection zones, grass height to be less than 200mm). This mowing is usually conducted in November and February.

- Conservation Sites- mowing occurs within designated areas of conservation significance as deemed by the Conservator of Flora and Fauna and these areas are usually marked with conservation bollards. The mowing regularity, timing and height have been determined to be what is best for the flora and fauna within the site.
- Delivery of the mowing program utilises a blend of resources – inhouse (72 operators and 72 mowers) supported by procured mowing contractor services, annually adjusted to meet seasonal demand. Typically, no less than 90 per cent of servicing is delivered inhouse each year.
- The work involved in a mowing pass is operator-intensive and includes litter picking ahead of mowers, broad acre mowing and then whipper snipping for tidy up around trees, signs and gutters.
- Since 2015 TCCS has engaged a dedicated Mowing Coordinator to oversee the entire operation. This role arranges mowing operator training, mowing fleet orders, mower servicing arrangements and focuses on best practice and undertakes research on mowing innovation and improvements. The role has access to data from GPS trackers which are used to optimise the program. The Mowing Coordinator can redeploy resources to areas of greatest need both within and between regions.
- All mowers have a pre-season mechanical service and safety compliance check completed. This includes testing of the GPS systems that are used to capture where areas have been mown. This information is used to populate the live mowing map on the City Services website.
- Mowing staff undertaking mowing operations have completed Out-front mower training and TTM: Implement Traffic Control Plans training prior to the start of the mowing season.
- Mowing crews have local knowledge and seek to move efficiently through suburbs in a logical manner to minimise travelling and down-time
- To meet the demands of grass growth overtime and weekend work is undertaken where warranted to maximise use of the mowers. Where needed, resources normally allocated to lower priority tasks like amenity horticulture are redeployed to assist mowing.
- Maintaining a scheduled program is the most efficient way to deliver mowing, however community requests and staff observations of issues are triaged and assessed with public safety issue being the highest priority. Experienced officers make these assessments, and the Mowing Coordinator can redeploy resources as needed. Responding to requests outside the scheduled program can be disruptive to the overall program but is done where warranted, such as for safety reasons.
- Climatic factors have a major impact on mowing operations. Rainfall at particular times of the year can lead to rapid and extensive grass growth; in turn, long wet grass takes longer to cut due to multiple passes needed to get an acceptable quality of cut and to disperse excess clip; boggy soils cause an inability to mow for safety/damage reasons; mowing is not possible when grass is excessively wet; storm damage can cause issues with fallen trees/limbs and requires a focussed effort to clean up which can temporarily impact on mowing.

Mowing Map

- The open and transparent approach to providing information through the mowing map on the City Services website has better allowed TCCS to facilitate community requests for service and to respond more effectively to a large number of community requests in the 2021-2022 season.

Stormwater Protection

- Where possible, TCCS uses machines with side discharge adjacent to roads and paths to reduce the amount of clip thrown.
- It is mandatory for inhouse mowing operators to undertake training prior to mowing, which includes practices to limit stormwater contamination from grass clip.
- Mowing practices include operators ensuring that if there are excess clippings left after mowing that they are evenly spread over the area with clip not left in windrows; and when mowing around stormwater drains or culverts, discharge is pointing away from the drain.
- TCCS is investigating other options to reduce contamination of the stormwater system such as use of battery powered blowers to be carried on mowers.

2021-22 Mowing Season

- In 2021, the ACT recorded its wettest winter in 5 years with more than 215 millimetres of rain. La Niña is currently active and continues to drive wetter than average weather patterns in Canberra.
- The winter rain maximised grass growth during the peak spring growing period as daytime temperatures rose. Grass growth was rapid, challenging operations and the program's timeframes.
- Higher rainfall also led to less available mowing days, putting additional pressure on the program.
- High soil moisture levels caused the groundwater tables to rise, meaning the risk of soil saturation increased with even small rainfall events. This prevents mowing due to the risk of bogging with the attendant safety and land damage issues.
- The ACT COVID lockdown delayed the start of the 2021-2022 mowing season by two weeks, commencing on 13 September 2021.
- A revised mowing program was started in compliance with the public health directions. Currently, the servicing continues to be delivered by crews operating in 'shift bubbles' with staggered starts and stricter arrangements to limit broad contact exposure across depot sites.
- In response to the seasonal conditions, TCCS expanded its capacity by employing 16 more short-term mowing staff and leasing 9 more machines short term. Additional overtime was allocated to mowing to enable crews to work extended hours during weekdays and on weekends to meet the program deliverables. Additional arterial road mowing passes were also arranged.
- This mowing season 2409 (available data between August and January) requests through Fix My Street relating to mowing have been received by TCCS. These are triaged and assessed with public safety issue being the highest priority.

- Activity to reduce fire fuel at identified sites has been completed. One cut of identified sites in the Bushfire Operation Plan (BOP) was completed in November 2021, with the second cut completed in February 2022.
- To date this season (12 March 2022) has seen 27,981 hectares mowed, with double and triple cuts often required at locations to meet grass length specifications, ensuring better grass health.
- It is anticipated that the mowing program will run until late May.

2020-21 Mowing Season

- In November 2020 the ACT Government announced \$2.1m additional funding for mowing, weeding and follow up amenity maintenance, to assist with surge capacity in the 2020-2021 mowing season.
- This funding assisted City Presentation in achieving the cyclic mowing timeframes throughout the mowing season.
- 24 new staff positions were created within TCCS for a 6-month period to undertake weed control along main arterial roads, around local shops and other high-profile locations
- 9 additional mowers were hired to assist with the peak mowing period and engagement of contract mowing services to assist with mowing of high use irrigated areas on a more frequent cycle.
- During the 2020-21 mowing season, approximately 42,075 hectares in total were mown compared to approximately 29,248 hectares in the 2019-20 mowing season.

Transport and City Services

ISSUE: STRATEGIC ROAD MAINTENANCE / POTHOLES

Talking Points

- Roads ACT follows a strategic approach to maintaining road pavement condition. This approach involves the regular collection of pavement condition data, modelling of pavement degradation, a proactive pavement resurfacing program, and reactive maintenance services.
- Roads ACT works with established experts in the field of road pavement maintenance including the Australian Road Research Board (ARRB) in the development of the strategy. Roads ACT is continually aiming to improve the strategy by being aware of innovations in the field, such as sensor technology and Artificial Intelligence.
- Due to La Nina weather pattern in the Canberra over 2020 and 2021, heavy and frequent rain events were experienced which increased the rate of degradation of the road pavement and the likelihood of noticeable defects, for example, potholes.
- Utilising \$4M additional funding through the 2020-2021 LRCI program, Roads ACT has increased the proactive and reactive maintenance services on our roads:
 - Roads ACT spent approximately \$1.5M on additional road resurfacing of the municipal and territorial road networks.
 - Roads ACT applied approximately \$2.5M on additional heavy patching works.

Rainfall

- The information below has been sourced through the Bureau of Meteorology website:
 - 2017 – 2019 were dry years in the ACT and 2020 – 2021 has been very wet with annual rainfall up to 45 per cent above average.
 - Autumn 2021 rainfall was above average with a particularly wet March. Winter 2021 rainfall was also well above average particularly in June. Spring 2021 rainfall was up to twice the seasonal average with Canberra Airport exceeding its previous Spring record.
 - The outlook for February to April 2022 suggests that rainfall is likely to be above median for eastern NSW, including the ACT.

Road Resurfacing Program

- The annual resurfacing program is one of Roads ACT's major investments in the prevention of potholes and other pavement defects.
- The cost of annual bitumen resealing resurfacing program for the 2020-21 financial year was nearly \$8.50M and covered an area of approximately 896,675 m² 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 m² in over 42 different sites.
- The cost of the annual micro surfacing program for the 2020-2021 financial year was nearly \$0.8M and covered an area of approximately 64,379 m².
- The annual resealing program for the 2021-2022 financial year commenced on 22 November 2021. This program will cover the following areas:
 - 675,500 m² of reseal on Municipal, Arterial, and Rural roads.
 - 89,400 m² of micro-surfacing on Municipal and Arterial roads.
 - 160,300 m² of asphalt resurfacing on Municipal and Arterial roads.

Strategic Partnerships and Innovation

- Roads ACT works with established experts in the field of road pavement maintenance including ARRB in the development of our Road Pavement Maintenance strategy.
- Roads ACT continually improves the Road Pavement Maintenance strategy by staying aware of innovations in the field, such as sensor technology and Artificial Intelligence (AI).
- Improvements in sensor technology has led to an upcoming expansion of sensor collected road pavement condition data to municipal roads.
- A trial of one AI service was undertaken in 2021 which provided insight into the current status of this developing technology.

Data Collection

- A new road pavement condition testing contract will commence in early 2022. As noted above this contract will provide data for arterial and municipal roads. Data will include measures of cracking, roughness, rutting, strength.

- A new method of pavement strength testing will be applied in the contract called Multi Speed Deflectometer (MSD). This will improve the coverage of strength data and allow Roads ACT to better recognise underlying issues and target solutions.

Reactive Maintenance

- Roads ACT repaired over 6,375 potholes and undertook approximately 11,760 m² of hot asphalt patching works in the 2020-2021 financial year. This was 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 to 25 March 2022 Roads ACT has repaired a total of 6,145 potholes.
- Roads ACT undertook 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 92,463 m² (10,000 tonnes) has been completed. This patching has been delivered by the Roads ACT team and external contractors.
- For the current financial year (2021-2022), a maintenance budget of \$1.33M is allocated to undertake routine repair works, which includes pothole patching.

Transport and City Services

ISSUE: MONCRIEFF DRYING PAD

Talking Points:

- Material collected and removed from the ACT stormwater network is deposited at approved drying sites and then transported to the Mugga Lane Resource Management Centre.
- The ACT Government uses this area in Moncrieff to help dry out waste material collected from a series of Gross Pollutant Traps from across the northern suburbs in the ACT. This site at Moncrieff contains a drying pad (to dry out wet waste) and a Gross Pollutant Trap.
- Having a specialised area to dry wet waste at this site is essential to comply with liquid waste disposal guidelines as per Mugga Lane waste facility requirements before being transported to the waste facility.
- Gross Pollutant Traps are the first water pollution control point in the stormwater network. They prevent the flow of coarse sediment, rubbish/litter and organic debris into waterways, water quality control ponds, and urban lakes. This maintains the appearance of these waterways and water bodies, assists with the maintenance of water quality, and ensures the health of downstream flora, fauna and ecosystem.
- There are over 265 Gross Pollutant Traps in the ACT Government's stormwater network which are designed to remove up to 70 per cent of sediments, rubbish/litter and organic debris from stormwater runoff.
- The ACT Government acknowledges population has grown in the region since the Moncrieff site was established.
- Steps are being taken to improve containment by installing fencing with shade cloth, and soft landscaping (tree planting) to better control the waste while drying and improve the aesthetics. This is expected to be installed in the second quarter of 2022.

ISSUE: OFFSITE CHARGING FACILITY

Talking points:

- 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.
- 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 are all due to be replaced by December 2022 which will meet the Territory's obligation to become 100% DDA compliant. The buses will be procured via a short-term lease arrangement or similar, rather than an outright purchase.
- 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 of today.
- A tender process commenced for 26 Diesel and 8 Battery Electric Buses in June 2021. Tenders closed in July 2021.

[REDACTED]

- These buses will be charged and operate from the Tuggeranong and Belconnen bus depots and will be part of the fleet by the end of 2022. [REDACTED]

- Transport Canberra continues to investigate requirements for the infrastructure to house and charge more electric buses.
 - Transport Canberra will lease a further 26 lower-emissions and accessible diesel buses. [REDACTED]
[REDACTED] By leasing the new lower-emission buses, Transport Canberra can meet the operational needs of the public transport network without purchasing more diesel buses.
 - A third tender was sought to house 34 BEBs at an off-site facility, which has since been terminated with letters of termination being provided to all tenderers.
- [REDACTED]
- [REDACTED]
- [REDACTED]
- Transport Canberra confirms that the Plan to procure replacement buses is still being progressed with no material changes.

Portfolio/s: Transport and City Services

ISSUE: Odour Control Units / Umbagog Park Bridge

Umbagog Park Bridge

- 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.

- 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 for 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, Roads ACT engineers, and a planning / engineering consultant, the following approach is being pursued by TCCS:
 - Umbagog Park Reserve is known to contain ecological values that include matters of National Environmental Significance which are protected under the *Environment Protection and Biodiversity Conservation Act 1999* (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*.
 - An ecological survey and a heritage assessment to address environmental and heritage issues commenced in December 2021. The ecological report is complete, and the heritage report is being finalised.
 - A concept design for the three bridges -is now underway in response to

these ecological and heritage assessments.

- A design consultant was engaged in January 2022 to ensure a quick transition from planning assessments to preliminary design.
 - Community consultation on the look and feel of the new pedestrian infrastructure will be part of the concept design stage and is to take place in March / April 2022.
 - In the first half of 2022, a Development Application (DA) will be submitted for the proposed replacement of the three footbridges. As part of this process, there will be a public notification period whereby the community will be able to provide comment on the overall project.
 - Construction will commence as soon as the design is completed, and the necessary approvals are received.
- All bridges will remain closed due to safety concerns. Visitors to the park should not attempt to access the bridges while they are closed as this is a risk to their own safety
 - Signage remains in place advising the public that due to public safety the current three bridges have been permanently closed.
 - Fence barriers and signage at the closed bridges have been vandalised and replaced since their initial installation.
 - Consequently, the vandalised fencing will be removed and replaced with water filled barriers and surveillance cameras to deter further vandalism.
 - For bridge 1193, signs requesting the public to use an alternate track 50m away on the same side of Ginninderra Creek have been installed.
 - A dedicated page has been set up on the City Services website to provide updates to the community on the replacement project. [Umbagogong bridges - City Services \(act.gov.au\)](#)

Odour Control Units

- The Odour Control Units relate to Icon Water's management of the sewer network. TCCS has no involvement with the sewer network aside from incidental issues (e.g. leaking from the sewer network into the stormwater network).
- EPSDD has responsibility for approval of changes such as the one raised.

- EPSDD have stated that on 27 March 2020, the Development Application was approved with conditions and approved plans were released to enable construction.
- A Section.197 amendment application was approved 5 May 2021, correcting heights and set-out of the project.
- A further amendment application is currently under assessment. Neither of these amendments required public consultation.

Portfolio/s: Transport and City Services

ISSUE: Tuggeranong Foreshore Upgrades

Talking Points:

- The 2021-22 Budget allocated \$4.8m through the four-year BIF program to undertake a feasibility study, design and construction of improvements in the Tuggeranong Foreshore precinct from Reed Street South to Athllon Drive.
- The improvements proposed are upgrades and new infrastructure; included are playgrounds, better access and active travel infrastructure; recreation facilities, additional amenities such as seats and drinking fountains, as well as better green spaces.
- A design consultant was engaged in late 2021 to undertake feasibility, design and targeted public stakeholder representative consultations.
- The consultant completed the public stakeholder representative consultations, site assessments and feasibility study that included design concepts in February 2022.
- Community consultation for this project commenced on 29 March 2022 on the ACT Government YourSay website; open for approximately 6 weeks and scheduled to close 8 May 2022. Drop-in consultation sessions are scheduled for 13 and 30 April 2022.
- The consultation seeks wider community input on needs and priorities for the foreshore improvements and includes an online map that enables people to pinpoint locations for improvements. Targeted survey questions are also available for more detailed community responses.
- While the YourSay consultation focuses on the area currently funded for improvements, it also asks the community to identify improvements for the entire lake foreshore, outside the current project site. The improvements identified outside of the project area may be delivered through other current and future works programs.
- The outcomes of the consultation process will be used to inform the design development and priorities for construction.

Portfolio/s: Transport and City Services

ISSUE: LA PEROUSE STREET – ROAD SAFETY

Talking Points:

- A group of residents (the Narrabundah Peafowlers) has previously raised concerns about peafowls being killed in traffic incidents on the streets in Narrabundah area. Their view is that such incidents could be a precursor to crashes involving people.
- In July 2020, in response to concerns raised about the safety of peafowls, warning signs advising motorists of peafowl in the area were erected at four locations on both La Perouse Street and Carnegie Crescent.
- You met with the Narrabundah Peafowlers in March 2021 to discuss further options. At the meeting, it was agreed that Roads ACT would conduct a study to better understand the traffic issues in the area and recommend treatment options.
- Roads ACT engaged a consultant to investigate and recommend options to improve safety in the area.
- This study has now been completed and a report with recommendations to inform discussions with the Narrabundah Peafowlers and other community groups has been prepared.
- The investigations showed that:
 - In the seven-year period between 2013 and 2019, there were 23 reported crashes at the Carnegie Crescent / La Perouse Street intersection. Most of these crashes involved vehicle damage without injury to people.
 - Of the 23 total reported crashes, 18 (78%) were related to right angle type crashes).

- Carnegie Crescent between Brockman Street and Scott Street with a posted speed limit of 50km/h was last surveyed in June 2020. The survey showed vehicles are travelling at an average speed of 48.8km/h westbound and 51.3km/h eastbound, which is within acceptable limits.
- The report recommended:
 - the installation of speed humps on each approach to La Perouse Street / Carnegie Crescent intersection, to reduce entry and circulation speeds.
 - The installation of speedhumps on Carnegie Crescent to reduce vehicle speeds on this section of road and on approach to the intersection.
- The next steps will include further discussions with the Narrabundah Peafowlers community group, Red Hill Primary School and the Old Narrabundah Community Council (ONCC) – who have expressed interest in traffic management in the Narrabundah area over a number of years.
- With support, TCCS would seek to deliver the improvements at the La Perouse Street / Carnegie Crescent intersection with this work funded from existing operational budgets.
- In addition, the Schools Safety Program team, is progressing the design of an at grade children’s crossing for the Red Hill Primary School situated on Carnegie Crescent in proximity to its intersection with La Perouse Street. This crossing will provide improved amenity and safety for children on route to school and is an outcome of discussions with the school community. Subject to consultation with the broader community, this crossing will be implemented in 2022.

Portfolio/s: Transport and City Services

ISSUE: COPPINS CROSSING CLOSURES AND FLOODING

Talking Points:

- Coppins Crossing is a low-level concrete crossing located between Denman and Whitlam in the Molonglo Valley.
- The crossing is closed for public safety reasons when the river levels rise.
- Due to La Nina conditions over 2020/21, the crossing was closed more often than previous years. It has been closed 9 times since 1 January 2021.
- The current sensor-based system provides notification to the Roads Maintenance Works Supervisor/on-call officer when the water level rises or falls below a set level (300mm below the concrete road surface). This provides sufficient notification so that Road Maintenance crews have time to attend the site and close gates etc.
- Roads ACT has installed a total of seven road signs on both sides of the crossing (three on Belconnen side and four on Denman Prospect side) to alert motorists of the road closure in advance.
- In addition to above, two VMS were installed on 17 March 2022 on each side of the bridge location.
- There are two gates under Roads ACT control at this location.
- Electronic closing/opening gates were previously in place at Coppins Crossing, however, they were damaged due to ongoing vandalism and are currently being operated manually by Roads ACT staff.
- Road ACT is investigating further improvements to the crossing with robust electronic gates and installation of surveillance cameras at either side of the crossing to deter or subsequently identify vandals.
- Coppings Crossing will be closed for maintenance activity on the following days and time:
 - Saturday, 2 April 2022 – 6:30AM to 5.00 PM.
 - Sunday, 3 April 2022 – 7:30AM to 5.00 PM.

REC22/13235

Portfolio/s: Chief Minister
Police and Emergency Services
Transport and City Services
Economic Development

PROTEST ACTIVITY DISRUPTION MANAGEMENT

Right to Protest (Chief Minister)

- As the nation's capital, Canberra regularly experiences protest activity. It happens most weeks of the year on the lawns of Parliament House and at various public spaces around the city.
- The right to protest does not extend to harassing residents and businesses or aggressively flouting laws.
- The ACT Government respects the rights of individuals and organisations to protest in a peaceful and law-abiding manner.
- However, the message from the Government, and ACT Policing to any protesters around the country planning on coming to Canberra and harass our community, to cause damage and disrupt the lives of the people who live here – you are not welcome.
- Whilst protest activity may continue, the ACT Government was pleased that protest activity and disruptions during the Federal Budget period was limited.
- I acknowledge and thank the staff of ACT Policing and those from ACT Government directorates that have worked so tirelessly to plan and manage the protest activity in the interests of all Canberrans.
- The ACT Government will continue to work closely with the ACT Policing and Commonwealth Government partners as necessary to ensure that any future protest action is managed in a manner that minimises disruptions as far as possible.
- If protest activity is expected, Canberrans should monitor ACT Policing communication channels and allow extra time for travel noting the potential for disruptions to traffic and transport networks.

Closure of EPIC (Chief Minister)

- The closure of EPIC to campers during the Federal Budget period was appropriate and necessary to protect the integrity of the venue and existing events that had been booked.
- It is important to note the protesters camping in EPIC during February were largely not camped in the formal campground. Protesters were mostly camped in the event precinct which does not have the appropriate facilities to support camping such as adequate toilets, showers and waste facilities.
- Camping opportunities at EPIC will return once event bookings in early April have concluded.

Protestor and Public Safety (Minister for Police and Emergency Services)

- Ensuring the safety of the protestors and Canberrans remains a key focus for the ACT Government and ACT Policing.
- ACT Policing remains engaged with the protest organisers to ensure protest activity is being undertaken in a peaceful and lawful manner and one that minimises disruptions to the public.
- I encourage Canberrans to remain calm if they encounter protest activity. No-one should take the law into their own hands.
- Anyone observing illegal or risky behaviour by protestors should report it to ACT Policing on 131 444, or triple-zero in an emergency or Crime Stoppers on 1800 333 000 or via the website.

Traffic and Transport Disruptions (Minister for Transport and City Services)

- Transport Canberra and City Services has worked closely with ACT Policing to plan for potential disruptions to traffic and public transport networks from protest activity during the Federal Budget period.
- It was pleasing that these disruptions were minor.

- Road users should remain calm, slow down and follow the directions of ACT Policing personnel if encountering protest activity in the coming weeks.
- Drivers and public transport users should closely monitor information channels from ACT Policing and Transport Canberra and City Services.

Portfolio/s: Transport and City Services

ISSUE: NZ/TAS Public Transport Fare Charges and Petrol Prices

Talking Points:

- We are continuing to find ways to encourage more Canberrans to return to public transport in line with the ACT Transport Recovery Plan we released in April last year.
- We already offer free travel for concession card holders during the off-peak period of using public transport. Other discounts also apply to regular customers, as well as free travel for non-concession card holders after a capped daily and monthly spend.
- Over the last 12 months there has been a rise in the global oil price due to several factors, the most recent being the impact of the war in Ukraine. This will continue to put pressure on cost of living for households.

Bulk Diesel Fuel Cost for TC

- TC purchases bulk diesel fuel under contract.
- In July 2021 TC was paying \$1.34/litre, and the price was relatively stable through until September 2021.
- The price started to increase in October 2021 and as of 18 March 2022, that cost is now \$2.13/litre.

Fares Strategy

- Transport Canberra last raised public transport fares in line with CPI in 2018.

Background

- The New Zealand prime minister, Jacinda Ardern, announced that the country would cut public transport fares by 50% amid a suite of other changes to try to ease sharp increases in the cost of living. The NZ government is also cutting petrol excise duties and road user charges by 25c a litre – changes that came into effect on Monday 21 March 2022.
- The changes will last for an initial three months and then be reviewed.
- The State Government of Tasmania introduced a period of five weeks free travel on all public transport from Monday 28 March 2022.

- The reason provided is to ease costs on households being felt through rising fuel costs and encourage commuters to switch from their cars.
- On 29 March 2022, as part of the 2022 Federal Budget, the Australian Government announced a 50% cut to the fuel excise from 44.2cpl to 22.1cpl effective 30 March 2022, for a period of 6 months.
- It is expected the reduction in the retail cost of fuel will flow through over the next 2 weeks.

Portfolio/s: Transport and City Services

ISSUE: Mugga Lane Odour

Talking Points:

- Odour monitoring is regularly undertaken at the Mugga Lane Resource Management Centre Landfill (MLRMC), including at the green waste processing facility, and at the Hume Materials Recycling Facility (MRF).
- The monitoring program is undertaken on a quarterly basis, with the most recent survey conducted over a three-day period from 1-3 February 2022.
- The monitoring program involves a series of on-site and nearby offsite location surveys to assess the intensity of odours during different prevailing meteorological conditions and time periods, including working and non-working hours throughout the day.
- These surveys indicate that under certain weather conditions, odour is detectable outside the boundary of the MLRMC.
- The most recent surveys did not detect the presence of odour emitting from the MLRMC or MRF in the residential areas of Macarthur, Fadden or Chisholm.
- The best way for residents to communicate odour complaints is by contacting Access Canberra on 13 22 81. This allows the Environment Protection Agency to attend properties when the odour is being detected and cross check with meteorological conditions and any recent odour monitoring undertaken.
- ACT NoWaste and the ACT EPA advise that the odour associated with the recent complaints is most likely related to the trenching works being undertaken on the landfill by LGI Limited to install new landfill gas capture pipes.
- The current round of trenching work commenced on 2 February 2022 and is scheduled for completion on 23 April 2022. All reasonable steps are

undertaken to minimise the risk of odour transmission, including consideration of meteorological conditions.

- Expanding the landfill gas capture system increases the recovery of methane and carbon dioxide to use for electricity generation and reduces the level of fugitive gas escaping into the atmosphere. This lowers the level of harmful greenhouse gas emissions from the landfill and reduces the odour migration risk.
- The landfill gas to power plant can generate enough energy to power over 5,700 Canberra homes.
- LGI has implemented the following odour risk mitigation measures:
 - No more than one trench is open at once, to ensure availability of adequate time and resources to completely backfill the trench by close of business each day.
 - Only the equivalent of one truck load of waste is excavated at once.
 - Activities are tailored to favorable climatic conditions (i.e. reduced wind and rainfall periods).
- The ACT EPA has investigated the current odour complaints and confirmed that LGI is adhering to relevant agreed trenching procedures and protocols.
- ACT NoWaste is working with the EPA and LGI to investigate improved odour mitigation methodologies and associated communication procedures to inform operational activities and minimise potential odour impacts on the community.

Portfolio/s: Transport and City Services

ISSUE: FOGO

Talking Points:

SUMMARY OF THE FOGO PILOT AND HOW IT WORKS

- The Food Organics and Garden Organics (FOGO) collection pilot is servicing around 5,000 households in Belconnen, Bruce, Cook and Macquarie. The FOGO pilot is servicing a mix of houses, townhouses and apartments.
- The FOGO pilot provided residents with a large green FOGO bin, a kitchen caddy and compostable liners that allows residents to recycle food scraps along with garden waste in their FOGO bin. The FOGO bins are collected each week and processed into compost at Mugga Lane.
- In the ACT, roughly one-third of the household rubbish bin is food. This is equal to 26,000 tonnes of food waste to landfill each year. The FOGO service diverts food waste from landfill and reduces harmful greenhouse gases by turning food scraps and garden waste into valuable compost for the soil.
- Pilot households receive a weekly FOGO collection and a fortnightly landfill bin collection. A fortnightly landfill collection with a weekly FOGO collection has been successfully implemented by other local councils throughout Australia. Council areas who don't reduce the landfill bin volume do not see as much diversion of organic material as there's no incentive for people to change their waste disposing behaviours.
- Households that need a second or larger landfill bin can order one for an annual fee by completing an online form or contacting ACT NoWaste via Access Canberra on 132281.

HOW WE HAVE CONSULTED

- The FOGO pilot was raised at the TCCS Accessibility Reference Group meeting which occurred on 8 February 2022. The group provided feedback that while FOGO is a great program for 99% of people, for the 1% it doesn't work for it's a disaster and really doesn't work for them.
- ACT NoWaste consulted with Carers ACT who represent informal and unpaid carers and support workers. Carers ACT would like solutions provided to homeowners with care needs, particularly in situations where medical waste is an issue. Further consultation with Carers ACT will occur to determine opportunities where additional assistance can be provided.
- ACT NoWaste consulted with the Office of Disability on the FOGO pilot.

- A survey about the FOGO pilot is being sent out to participants in April 2022. The survey will seek the communities' views and feedback on the pilot service to date. The feedback will help the Government to understand how households are adjusting to FOGO and inform the future Canberra-wide rollout of a FOGO service.

WHAT ISSUES WE HAVE HEARD

- Feedback ACT NoWaste has received since the pilot commenced includes:
 - Requests for \$50 refunds on green bins obtained prior to the commencement of the FOGO pilot. ACT NoWaste is unable to provide a refund on the green bin as the \$50 covered the services rendered up until the commencement of the pilot.
 - Clarification of which waste can be recycled through the FOGO collection service; many residents would like to dispose of organic waste beyond food and garden organics. Examples of this include animal waste and compostable packing. The processing contractor has advised that these items have a higher potential to contaminate the final product and therefore impact the quality of compost produced.
 - ACT NoWaste has identified that there are households in the community that struggle with the fortnightly landfill collection for a variety of reasons including: use of continence products, medical needs, multiple children in nappies, large households, share houses and group support houses.
 - There is currently no provision for households to increase their landfill bin at no cost.

WHAT OTHER FOGO COUNCILS DO

- ACT NoWaste have identified and reviewed 19 councils with a similar FOGO service across Australia. The following is a summary of how they have adjusted their landfill collections services following the introduction of FOGO.
 - 4 still have a weekly landfill collection service.
 - 5 offer a bin upgrade if the household meets special needs criteria but at a cost to the household.
 - 8 offer free upgrade if household meets criteria for special needs
 - 1 offered upgrade at no cost and 93% households chose the upgrade
- A NSW [EPA report](#) has advised that if councils return to a weekly collection it is likely to reduce the amount of food waste which is captured in the FOGO bins. The collection frequency chosen for the FOGO pilot was demonstrated to have the highest rate of waste diversion of all collection frequencies examined.

CURRENT ACTIONS

- The ACT Government offers FOGO pilot residents a discounted upgrade for households that request a larger landfill bin capacity. The discount is based on the reduced collection frequency and the charges for the service are based on cost recovery.

Portfolio/s: Transport and City Services

**ISSUE: FEDERAL BUDGET INFRASTRUCTURE INVESTMENT
(ATHLLON, KENT/NOVAR AND CORRIDORS)**

Talking Points:

Athllon Drive duplication

- Planning and early design work commenced on this project following funding in the 2019-20 ACT Budget.
- Concept designs were released in August 2020 and included duplication of the unduplicated sections, being the 600-metre section from Shea Street to Melrose Drive (northern section) and the 2.4 kilometre section between Sulwood Drive and Drakeford Drive (southern section).
- In addition to duplication works, the designs included new intersections, a bus priority lane and new bus stops, new shared paths and a new pedestrian and cyclist underpass under Sulwood Drive, to ensure that this strategic transport corridor is a great option for all commuters, whether they use public transport, cycle or drive a private vehicle.
- In the 2020-21 ACT Budget Economic and Fiscal Update, \$5.22 million was provided to progress with detailed design for both sections and \$73.95 million provisioned for construction. The Australian Government has provisioned \$46.7 million in the 2022-23 Federal Budget for the construction phase of the project.
- The Athllon Drive duplication project is currently in the design phase. Planning work continues to be progressed prior to engaging the detailed design consultants.
- This work includes:
 - noise modelling and assessment
 - tree assessment by an arborist
 - ecology assessment
 - preliminary site contamination assessment
 - Aboriginal and heritage assessment
 - ANRAM safety assessment review
 - liaison with MPC and their light rail technical advisor
- A detailed design tender is planned to be released in coming months for the southern section (between Sulwood Drive and Drakeford Drive). As part of the design process for the southern section, we will undertake engagement with local residents and stakeholders.
- Work has been undertaken to review the concept design for the northern section (between Shea Street and Melrose Drive) in response to the considerations being given to extending light rail stage 2 to Mawson. The detailed design tender for the northern section is anticipated to be released in late 2022/early 2023. Community engagement will also be a part of this design process.

- Planning, environmental (if required) and utility service approvals will also be included in both upcoming detailed design projects.
- It is anticipated the detail design and associated approval processes will take 18 months to two years. This will be followed by the construction works.
- The construction works for each section of duplication are anticipated to take in the order of two to three years. These works may be delivered simultaneously or independently.
- At this early stage in the project we are unable to commit to timeframes for delivery as construction staging will be developed as part of the detailed design.

Kent Street/Novar Street intersection upgrades

- The 2019-20 ACT Budget provided funding for design and construction of three intersection upgrades on Kent Street and Novar Street. In the 2022-23 Federal Budget \$2.8 million was announced for the construction phase of the Kent Street and Novar Street intersection upgrades project.
- These upgrades will improve traffic flow and safety in the area, particularly during morning and afternoon peak periods.
- 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.
- Targeted public and community stakeholder engagement was undertaken in December 2021 after which there have been a number of discussions with some community members and a number of stakeholder groups. The Works Approval application will shortly be lodged.
- The construction and site management team tenders went out to public tender in December 2021, with the tender assessments now being completed.
- Construction works are expected to commence mid-2022 and be completed by late-2023.

Inner Canberra Corridor Planning Package

- A \$1.5 million contribution for three corridor studies has been committed by the Commonwealth Government over three years (2022-23 to 2024-25) under the *National Partnership Agreement (NPA) on Land Transport Infrastructure Projects*.
- As per the NPA, the Australian Government's policy and expectation is that funding for urban projects is a 50:50 funding split between the Commonwealth Government and the ACT Government.
- Transport Canberra and City Services have prepared a business case to seeking matched funding of \$1.5 million for consideration in the 2022-23 ACT budget.

Background

- 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.
- As part of facilitating this mode shift it is important to continue to invest in existing arterial roads to better cater for vehicular traffic.
- Key corridors include Fairbairn Avenue, Mouat Street and Clunies Ross Street. Short-term and long-term treatments need to be assessed to inform subsequent investment decisions for these corridors.

Summary of proposed benefits

- Clunies Ross Street:
 - Supports the development of Raising London Circuit, the Canberra Light Rail Stage 2, the reconfiguration of Parkes Way, the CSIRO Black Mountain redevelopment, the ANU Residential Development, the Emergency Services Agency (ESA) new service centre and the development to occur in the City.
 - Strengthens a key City and Inner North bypass link to enable a reduction in traffic congestion in the City and on key future central Transit Boulevards.
- Fairbairn Avenue:
 - Supports the development of the Canberra Airport Precinct as well as the changes in route choice pattern as a result Canberra Light Rail Stage 2, future improvements to Parkes Way and future improvements to Monaro Highway.
 - Supports the proposed Canberra Defence Precinct Plan.
 - Strengthens a key city bypass link to enable a reduction in traffic congestion in the city.
- Mouat Street:
 - Support bus improvements from the new Canberra bus network, link to Light Rail Station (Dickson Interchange) and the redevelopment of Dickson precinct;
 - Resolve traffic congestions issues on Mouat Street (including Archibald Street and Brigalow Street intersections). The ACT Government has flagged concerns of the lack of east-west connection in the ACT, and Mouat Street is considered as an important east-west connection that requires capacity improvement to enable traffic to access key movement corridors and bypass future 'people-focussed' corridors such as Northbourne Avenue;
 - Resolve safety issues on Mouat Street, specifically at the Mouat Street / Northbourne Avenue / Antill Street intersection (Ranked 21 (7-year ranking) for needs of safety improvements in the ACT).

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 Australian 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.
- 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).

Status Update

- The Infrastructure Study, which aims to assess the condition of existing infrastructure such as road pavements and safety barriers, identify existing services, and assess key existing infrastructure constraints, is expected to be completed in April 2022. This will serve as a key input into future studies and designs.
- The Traffic & Options Developments Study commenced early November 2021 and is expected to be completed December 2022. This study aims to:
 - re-calibrate and update the traffic models to be utilised as part of the study
 - develop a series of road infrastructure upgrade options
 - assess potential new freight corridor options to improve freight connectivity
 - assess infrastructure upgrade options and the preferred freight corridor, to then identify a suite of upgrade options that achieve the strategic objectives of the corridor
 - develop the corridor plan.

Portfolio/s: Transport and City Services

**ISSUE: SAFETY ISSUES ON BRIGALOW STREET
(LYNEHAM PRIMARY/BRINDABELLA CHRISTIAN COLLEGE)**

Talking Points:

- TCCS officers have been approached by a local resident, representing the Lyneham P&C and the Lyneham Community Association (LCA) regarding pedestrian safety issues on Brigalow Street, Lyneham. In addition, as at 4 April 2022, these concerns have expanded on social media site [Reddit](#) and an [E-Petition](#) with 414 signatures, with a closing date of 29 May 2022.
- The ACT Government will undertake the following:
 - Undertake a review of current traffic movements and traffic safety within Brigalow Street and the surrounding streets. The review will also include a review of the suggestion to provide a new link road, from Mouat Street to the Brindabella Christian College car park, in line with a TIA.
 - Use this information, as well as undertake a Feasibility Study, to identify safety improvements along Brigalow Street including consideration of the provision of a new raised pedestrian crossing (to the south of the Brindabella Christian College driveway).
 - Upgrade the existing non-compliant pedestrian crossing (across the driveway) to align with current design standards and highlight the active travel route to motorists.
- The E-Petition and concerns raised include the following:
 - Brigalow Street is a busy route for Lyneham Primary students walking or cycling to and from school. It is a part of the TCCS Active Streets for Schools Program.
 - There is safety concern relating to a pedestrian crossing at 136 Brigalow Street (Brindabella College). Cars crossing the footpath often fail to yield and block the footpath.
 - The car park traffic restricts the active travel amenity of the community, especially Lyneham Primary students. It contributes to congestion and adversely impacts the safe and efficient functioning of local traffic, including public transport, pedestrians and cyclists.
 - The petitioners, therefore, request the Assembly to call upon the Government to:

- Ensure a Traffic Impact Assessment (TIA) of the pedestrian crossing and car park development is completed, including a survey of traffic and impacts on all road users, including on-road public transport, pedestrians and cyclists.
- Use this information to review and find a safe and appropriate solution that facilitates safe pedestrian and cyclist movements and gives precedence to active travel and public transport operations as per Section 5.11 of the TCCS Guidelines for a TIA.
- Ensure an opportunity for community consultation, including liaison with Lyneham Primary School, families and community.

Portfolio/s: Transport and City Services

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

Talking Points:

- Tarra Place and Jabanungga Avenue were constructed as part of Ngunnawal Estate Development 3B Stage 2 in 1994.
- The road pavement has repeatedly and rapidly degraded in three areas around the intersection of Tarra Place and Jabanungga Crescent since around 2014.
- Local residents have expressed concerns via Fix My Street, Ministerials, and in person to Roads ACT personnel on site regarding groundwater entering their properties over several years, and ongoing potholes/damage to the road surface.
- Roads Maintenance have undertaken maintenance related pavement repairs in this area 16 times since 2016 according to work records available. 10 of those relating to heavy patching/hot mix and six relating to make safe (cold mix) pavement repairs.
- A range of investigations have taken place including site visits, aerial mapping, CCTV inspections, visual inspections with a ground penetrating radar to locate existing services and geotechnical investigations to determine the extent of the damage.
- Detailed design has been completed for major pavement and stormwater rehabilitation works, including utility relocations.
- Investigations were inconclusive with the source of the underground water unable to be determined. However, it was determined the water was not running water from existing utility services and was existing pooled water that could be related to a rising water table following a rainfall event.
- Through the investigations it has been determined pavement rehabilitation is the necessary treatment. This includes removal of the existing road pavement, repairs to kerbing and stormwater drains and placement of new road pavement. In addition, sub-soil drainage will be installed to avoid future occurrences of the same problem.
- Through pavement rehabilitation the existing water will be removed, and any further water will run off the road and into the existing stormwater infrastructure.
- Tender documentation has been prepared and is expected to be released shortly.
- Construction is expected to commence in the second half of 2022 and take approximately three months to complete (weather permitting).
- An update to residents will be provided in early May 2022 via letterbox drop and the project page on the City Services website providing further information.